

# **THE ABDEN SHIPYARD, KINGHORN, FIFE, SCOTLAND**

**JOHN KEY 1863-1886 YARD NUMBERS 1-54**

**JOHN SCOTT & CO. 1886-1901 YARD NUMBERS 55-110**

**SCOTT OF KINGHORN 1901-1909 YARD NUMBERS 111-140**

**KINGHORN SHIPBUILDING CO. LIMITED 1919-1922 YARD NUMBER 1A**

**AN ACCOUNT AND DESCRIPTION OF THE SHIPS BUILT  
WRITTEN AND RESEARCHED BY DOROTHEA KINDLEY**

## KINGHORN SHIPYARD

On the 21st of October 1859 Robert Stocks of Abden in the Royal Borough of Kinghorn, Fife, a manufacturer in Linktown of Abbotshall, Kirkcaldy, Fife, thought it prudent to get his affairs in order and wrote a Disposition and Settlement which named Patrick Don Swan, a merchant in Kirkcaldy, Major General Archibald Fullerton Richmond of the West India Company's service, Robert Symington Grieve, a merchant in Edinburgh and Thomas Stocks Beveridge, a tenant in Grangehill as his trustees. Following his death these trustees, with the consent of Robert's only son John Thompson Stocks, sold part of the lands of Abden that had belonged to Robert to John Key, an engineer from Kirkcaldy, for the sum of £1265 Sterling. This sale was registered by the said John Key in a Sasine dated the 13th of December 1863 and on the 7th January 1864 a Warrant of Registration for the transaction was presented by William Blair, writer in Cupar, and recorded in the Burgh Register of Sasines for Kinghorn. The purpose behind Mr. Key's purchase was his intention to build a shipyard on the site, something that was hoped would be of a great advantage to the town not only on the employment front but also boosting the trade of the local shop-keepers. He would also be able to provide the engines for the ships built at the yard from his engineering works at Kirkcaldy.

The lands in question were bordered the north or north west by the North British Railway between Edinburgh, Dundee and Perth (via Burntisland), on the east or north east, by the lands of Grange, at that time the property of Robert Ferguson of Raith, on the west or south west by the Burgh of Kinghorn and on the south or south east by the sea. It came not only with the houses, crofts, yards and other pertinents within the area but also with such burdens as feu duties, ground rent and other payments regarding the minister's stipend and schoolmaster's salary.

The transaction itself had been executed some time before the registrations referred to above and the residents of Kinghorn were kept up-to-date with the progress of the new yard with articles written in the "Fifeshire Advertiser".

In the edition of Saturday August 22nd 1863 it is recorded that the erection of the necessary outhouses was well advanced and that the keel of the first vessel to be built at the yard would be laid down within a few weeks. It is also suggested that for "Gentlemen of capital" the building of houses for the workforce could be a very good investment.

A week later the paper goes into much more detail:-

"A new branch of industry - namely the building of iron ships - is about to be introduced at Kinghorn on a somewhat extensive scale. Through the enterprise of Mr. Key, engineer, Kirkcaldy, a large ship-building yard, with workshops, is in the course of construction at Abden, immediately to the east of the village. The yard is situated on partly natural and partly constructed slope, falling nearly eastward, and in an oblique direction, the lie of the ground being inshore rather than seawards. About 200 feet of sea frontage is obtained at the bottom of the incline; on the left hand is a steep wooded bank, about 80 feet of which have been cut away in forming the building slip; and on the right is the rocky beach, a considerable part of which has been covered by banking out. To obtain the requisite superficies a great body of material has been laid down and the embankment is protected by a strong sea wall. A hollow between two of the abrupt ledges of rock that lie across the beach at this point forms a convenient basing for floating timber and on the high grounds on the other side there is a siding of the railway which runs immediately alongside. The proximity of Petticur Harbour is also an important consideration in estimating the advantages of the site. The building-yard is about 480 feet long by 280 feet broad and will accommodate probably four vessels of 1000 tons each. Orders have already been received for three 1st class vessels for the passenger trade - two from an Australian and one from a London firm - and the keel of one of the Australian vessels is to be laid this week. It is a screw steamer of 800 tons to be fitted with engines of 160hp and constructed to carry 60 first and 160 second class passengers. At the head of the slip are the workshops. They consist of a double building one side of which is a single storey for the blacksmith's shop, 220 feet by 38 feet; and the other side is in two storeys, 220 feet by 46 feet - the lower being the machine-shed, and the upper the moulding loft. At the inner end of the workshops are the engine and boiler houses from which a stalk rises to the height of 120 feet. The yard will employ, it is expected, about 300 men when the work is fairly started. At present the builders are still busy in erecting the workshops, and labourers in laying out the building-yard, but already great quantities of wrought iron have arrived from Newcastle and timber from Dundee, and the work of ship-building will be begun without delay, and even before the preparatory operations are finished. It is not improbable that before the end of the year the first launch from this new building-yard will have taken place. We sincerely hope that great success will attend the introduction of this new brand of industry to the north shore of the Forth".

As it turned out the first launch at the yard took place at 2 o'clock on the afternoon of Thursday the 7th April 1864 and was watched by an estimated 4000 spectators. The ship was christened the "South Australian" and her new owner, Mr. Samuel White, a merchant from Aldinga, South Australia, expressed his satisfaction with both the construction and general appearance of the vessel. Immediately following her launch the South Australian was towed to Kirkcaldy where she had her boilers fitted and was otherwise finished in readiness for her departure for the Antipodes.

Because of restrictions at the site and the nature of the coast, it was not possible for the shipyard to boast a fitting out basin of its own. Instead, after launching, vessels would be towed to Kirkcaldy or Leith for fitting out. It wasn't long before John Key realised that this situation was not very satisfactory and added a great deal to the cost of the vessels concerned. To get over this obstacle a large travelling crane, built partially from girders salvaged from the ill-fated first Tay Bridge, was erected and completed in April 1865. The finished crane was capable of lifting enormous weights of between fifty and sixty tons making it possible to transfer boilers, that had been transported by rail on a specially constructed truck from Kirkcaldy to the sidings leading to the Kinghorn shipyard, from the said truck and positioning them into the waiting ships. By this means the boilers could be placed on board at about a quarter of the cost required by taking the vessels to Kirkcaldy and, as a bonus, at about a quarter of the cost. It also meant that the ships built at the yard could be launched fully completed and with steam raised.

John Key died on the 26th May 1876 by which time twenty-six vessels had been laid down. His sons George Andrew and Alexander, both partners in the firm of John Key and Sons, continued to run the company with George as senior partner until May 1884 when the company failed with liabilities of £32000. In all fifty-four ships had been built under the Key banner.

The company had, however, been experiencing difficulties for some time, so much so that on the 8th of August 1879 the estates of John Key and Sons, engineers and shipbuilders at Kirkcaldy and Kinghorn and of the individual partners of that firm, George Andrew and Alexander Key, were sequestrated and Robert Douglas, an engineer of Frankfield, Kirkcaldy, was installed as trustee of the estates.

It would seem that at some stage after the sequestration the company acquired another partner, Cecil Philip William Bond, who was recorded as such in a Writ with a Warrant of Registration which was presented for registration in the Kinghorn Burgh Register of Sasines on the 2nd April 1885. The document describes a Trust and Disposition dated the 8th May 1884 granted by John Key and Sons, carrying on business as such at Whytebank Engine Works, Kirkcaldy and Abden Ship Yard, Kinghorn, the two Key brothers and Cecil William Bond, all engineers and shipbuilders at Kirkcaldy and Kinghorn and sole partners of the said company. The paper records the sale of a small part of the land of Abden belonging to John Key and Sons for the sum of £4000 plus £16:15s:4d as interest thereon from February 1st 1885 to John Scott, an engineer from Aberdeen.

On the 6th September 1884 the "Fife Free Press" ran an article in which they stated that a prospectus had been issued in connection with a limited company which was being formed with the intention of acquiring the engineering and shipbuilding works of Messrs. Key and Sons at Kirkcaldy and Kinghorn. Annexed to the prospectus was a copy of a report by a Mr. John Norman of Messrs John Norman and Co., engineers and boilermakers at Glasgow. He had estimated the value of the engineworks at Kirkcaldy and the shipbuilding yard at Kinghorn plus the plant therein, at £42,954. However, the price to be paid for the whole, including the good will of the business, was only £20,000. The new owner of the Kinghorn Shipyard, or Abden Shipbuilding Works as it was otherwise known, was to be John Scott and Company with John Scott as the sole partner in the firm.

One of the first alterations to be made at the shipyard following the sale was the transference of the engine building from Kirkcaldy to Kinghorn thus saving a great deal of time and expense in the transportation of the engines. This undertaking was not, however, completed in time for the first ship to be built under the auspices of John Scott and Company to be fitted with engines built at Kinghorn. The "Edinburgh Castle", launched on the 6th April 1886, was a steel paddle steamer built for the Galloway Saloon Steam Packet Company and was the first ship to be launched in the Forth with electric light. The 18th June the following year saw the launch of the company's second vessel, the paddle steamer "Halcyon" and it was this ship that was the first to have both hull and engines built at Kinghorn.

There was a tradition in the family of a certain Samuel Crawford, born at Glasgow in 1839 and who at one time had worked in the Naval Dockyard at Chatham and had later risen to be a manager in the yard of J. and A. Thompson, Clydebank (the forerunner of John Brown's shipbuilding business) that when he retired to Kinghorn Samuel had taken up a partnership with John Scott in his shipbuilding company. It is also thought that the partners separated in a somewhat acrimonious manner. I cannot, of course, comment on the last statement as I wasn't present at the time in question. However, from a Disposition recorded in the Kinghorn Burgh Register of Sasines on the 3rd November 1897, it can be seen that John Scott sold that part of Abden that had originally been bought by John Key for the shipyard, to Samuel Crawford for the sum of £14,000 Sterling. Also registered on the same day was a

Bond which contained the following statement:- "We Messrs. John Scott and Company, Engineers and Shipbuilders, Kinghorn and I Samuel Crawford Engineer and Shipbuilder, Kinghorn, the sole partner of the said firm or company of John Scott and Company etc., etc". And so it would appear that Kinghorn Shipyard had indeed changed hands once more.

1897 had been a quiet year for the yard with only two launches and the following year did not fare much better with just three ships completed. In 1899 the workforce might have been forgiven in thinking that events had taken a turn for the better with the launch of five vessels but unfortunately this was not the case. Only two ships were launched in 1900, the "Delta" on the 14th March and the "Lady Evelyn" on the 10th August. The next launch would not occur for another two years.

John Scott and Company were declared bankrupt and the sequestered estates of it and Samuel Crawford, the sole partner, were exposed to sale by public roup on the 17th, 18th and 20th of December 1900. I assume that there were no takers as they were re-exposed on the 18th, 19th and 20th of February the following year. Only one person, William Constable Hunter, a writer to the Signet at Edinburgh, showed an interest in the company and purchased it for £2,500 Sterling. He later declared that he had made the purchase on behalf of Scott of Kinghorn, Ltd which had been incorporated under the Companies Acts 1862-1900 and had their registered offices at Abden Works, Kinghorn. The directors of this new company were John Scott of 11 Grosvenor Street, Edinburgh, David Russell, a shipowner of 2 St Andrew's Square, Edinburgh, Thomas Devlin Junior, the owner of a steam trawler from Newhaven, John Harley, an iron merchant of Kirkcaldy and Henry Morton Barnet of Barnet and Morton Ironmongers, also Kirkcaldy.

By February 1902 hopes were running high for the yard and for the employment of the men of Kinghorn. By the 22nd of that month a number of men had already been employed there and, as a steamboat was about to be laid down, there was a fair prospect of others soon being required. A couple of months later, on the 19th April 1902, it was reported by the "Fife Free Press" that over 200 people were at that time employed at the shipyard. However, just a little over a month later, in the edition published May 24th, it was stated that trade there was very quiet with the only department that could be called busy being the boilermakers who were working two shifts. It had been rumoured that the company had received orders for two further steamships but, as rumours abounded regarding the yard, it was not wise to take too much notice of them.

Meanwhile work was going ahead on the first ship to be constructed by the new company. The "Aotea", built for the New Zealand based A. R. Elder and Company, was launched on the 19th of August 1902. This launch was followed just under four months later by that of the "Bedouin", a trawler for the North Sea Steam Trawling Company of Aberdeen. A sister ship to the "Bedouin", the "Badger", was completed in the January of the following year.

By 1909 Scott of Kinghorn, Ltd. had launched 29 vessels the last a troopship, the "Almirante Lobo", built for the Spanish Government. However, things had not been going well for the company. The above launches had included five steam trawlers, seven barges each of 100 tons gross weight and a steam launch of just 60 tons gross thus making the average tonnage per ship very small. Shipyard work always tended to be a stop and go occupation with men being laid off when business was slow and taken on again when things improved. So it was with the shipyard workers at Kinghorn. In September 1904 the company had secured an order for two large passenger and cargo steamers for the River Plate trade and were reported to be already busy with two other boats on the stocks. A report in the "Fife Free Press" of 16th March 1907, however, talks of it being a safe time for the Kinghorn workmen who had been forced to find employment in other areas to return to the town as Scott of Kinghorn Ltd. had procured a large number of orders and that work was expected to start almost immediately on five barges and two steamers. By March 1908 things were again looking very bleak with the company imposing a reduction in the men's wages of one farthing per hour off the workmen, 5% off piece workers and sixpence off labourers per week. Eventually, in March 1910 the yard was put up for sale at the upset price of £10,000 but no interest was shown. In September of the same year two more attempts were made to dispose of the company but even with an upset price now put as low as £5,500 nobody was prepared to take it on. The following February the auditors sold off the equipment by lots and by August the yard had been completely demolished.

Then in December 1916 good news for the town and people of Kinghorn. A report in the "Fife Free Press" of the second of that month stated that it was understood that the site had been purchased by a company of which Mr. John Fletcher of the Montrose Shipbuilding Company had been mentioned as one of the principals and that the old Abden Shipyard may well in the very near future once more be ringing with the hammering of the riveters. This report was borne out by a disposition, dated the 4th of December of that year and recorded in the Register of Sasines for Fife on the 15th, by the commissioners of the Royal Bank of Scotland to John Fletcher, shipbuilder of Montrose, of the portion of the lands of Abden known as the Abden shipyard.



Many more reports appeared in the local press on the progress at the yard. Due to the fact that the country was at war difficulties were experienced as many of the local men were away serving their country thus making labour in very short supply and problems were also encountered with the supply of certain kinds of materials. Nevertheless, in 1919 the yard was re-opened by the aforementioned John Fletcher under the name of the Kinghorn Shipbuilding Company. The ships built in the years after World War One were standard ships and so in September 1919 John Fletcher went into negotiations with the Director of Materials from the Ministry of Shipping. His offer of £300,000 for the purchase of three complete ships, which included the whole of the hull, the materials, machinery and practically all of the equipment for the three vessels was duly accepted on 23rd of that month. A condition of the contract that had been secured was that the materials, etc, were to be delivered in order and on time. Unfortunately this condition was not properly adhered to and deliveries were often out of sequence or time. This meant that the construction of the ships could not proceed in a systematic fashion and so, out of desperation, it was decided to use deliveries received for vessels 1 and 2 to complete just one ship. This ship, the "Kinghorn", at 6597 tons gross weight the biggest by far ever built at the yard, was launched on the 27th November 1920. She was the only ship to be built by the Kinghorn Shipbuilding Company. In 1920 help had come from the government in the shape of a £12,000 grant but this failed to save the company which was finally forced to close in 1922 through financial difficulties.

A report in the "Fife Free Press" for June 9th 1923 on the court case between John Fletcher and the Board of Trade over the problems that had arisen over the contract agreed between Mr. Fletcher and the Director of Materials reported that the jury found in favour of John Fletcher who was awarded substantial damages.

A further press report on 26th December 1936 recorded that the last remains of the Kinghorn Shipyard had been acquired in the shape of scrap iron by a foundry in Wishaw in North Lanarkshire. And so, after about 140 launches, many good times and some hard, shipbuilding finally finished at Kinghorn.

<p style="text-align: center;"><b>ARTICLES FROM THE "FIFESHIRE ADVERTISER"</b> <b>ON THE CONSTRUCTION OF THE SHIPBUILDING YARD AT KINGHORN.</b></p>
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Saturday August 22nd 1863.

Kinghorn.  
The Shipbuilding Yard.

The erection of the necessary outhouses for the new shipbuilding yard at Abden are well advanced and the keel of the first vessel will be laid down in a few weeks. This new branch of industry will be the making of Kinghorn and, to a very great extent, will be of advantage to the shopkeepers there. It is believed that most of the workers employed at the new yard will reside at Kinghorn. Gentlemen of capital would make a very safe investment here by erecting blocks of houses for the working men. There would be no difficulty in getting them let, as most of the houses in Kinghorn suitable for workmen and their families are certainly not very creditable to the town.

Saturday August 29th 1863.

Kinghorn.  
Iron Ship Building.

A new branch of industry - namely the building of iron ships - is about to be introduced at Kinghorn on a somewhat extensive scale. Through the enterprise of Mr. Key, engineer, Kirkcaldy, a large ship-building yard, with workshops, is in the course of construction at Abden, immediately to the east of the village. the yard is situated on partly natural and partly constructed slope, falling nearly eastward, and in an oblique direction, the lie of the ground being inshore rather than seawards. About 200 feet of sea frontage is obtained at the bottom of the incline; on the left hand is a steep wooded bank, about 80 feet of which have been cut away in forming the building slip; and on the right is the rocky beach, a considerable part of which has been covered by banking out. To obtain the requisite superficies a great body of material has been laid down and the embankment is protected by a strong sea wall. A hollow between two of the abrupt ledges of rock that lie across the beach at this point forms a convenient basing for floating timber and on the high grounds on the other side there is a siding of the railway which runs immediately alongside. The proximity of Petticur Harbour is also an important consideration in estimating the advantages of the site. The building-yard is about 480 feet long by 280 feet broad and will accommodate probably four vessels of 1000 tons each. Orders have already been received for three 1st class vessels for the passenger trade - two from an Australian and one from a London firm - and the keel of one of the Australian vessels is to be laid this week. It is a screw steamer of 800 tons to be fitted with engines of 160hp and constructed to carry 60 first and 160 second class passengers. At the head of the slip are the workshops. They consist of a double building one side of which is a single storey for the blacksmith's shop, 220 feet by 38 feet; and the other side is in two storeys, 220 feet by 46

feet - the lower being the machine-shed, and the upper the moulding loft. At the inner end of the workshops are the engine and boiler houses from which a stalk rises to the height of 120 feet. The yard will employ, it is expected, about 300 men when the work is fairly started. At present the builders are still busy in erecting the workshops, and labourers in laying out the building-yard, but already great quantities of wrought iron have arrived from Newcastle and timber from Dundee, and the work of ship-building will be begun without delay, and even before the preparatory operations are finished. It is not improbable that before the end of the year the first launch from this new building-yard will have taken place. We sincerely hope that great success will attend the introduction of this new brand of industry to the north shore of the Forth.

**REPORTS FROM THE "FIFE FREE PRESS" ON THE STRIKE  
AT KINGHORN SHIPYARD IN EARLY 1877**

**"Fife Free Press" Saturday March 24th 1877, Page 2, Col. 5.**

Kinghorn.  
Strike.

Last week the rivetters in the employment of Messrs. John Key and Sons made a request for advance in their wages of 1/2d an hour, their wages at present being 6d per hour, which, we believe, is below the average of ship rivetters in the country. Their request being refused the whole of the men struck work on Saturday last. The men all belong to the society and, therefore, this strike may last for an indefinite time.

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**"Fife Free Press Saturday April 7th 1877, Page 2, Col. 5.**

Kinghorn.  
Strike.

The strike amongst the rivetters and caulkers in the shipyard still continues. The masters have offered to give the men a rise of 1/4d an hour and piece work, but this the men have refused, still adhering to their original demand of 1/2d an hour. Some of them have left for other places. The strike has now lasted for three weeks.

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**"Fife Free Press" Saturday April 28th 1877, Page 2, Col. 4.**

Kinghorn.  
Trade.

Work in the shipyard has been kept back a good deal owing to the strike of the rivetters and caulkers which has now lasted six weeks. A large number of apprentices have been started and much indignation is being expressed by the men at what they term the unfair conduct of the masters, as they state that according to the rules of their society these lads will not be admitted as members which will practically exclude them from work. It is to be hoped, however, that a settlement will soon be come to.

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**"Fife Free Press" Saturday May 5th 1877, Page 2, Col. 4.**

Kinghorn.  
The Strike.

We are glad to know that the strike amongst the caulkers and rivetters in the shipyard has now terminated after lasting six weeks the masters having granted the demand of the men for another 1/2d an hour. Their wages will now average about 28/- weekly, and, we think considering the amount of broken time they have throughout the year with wet weather etc., it is not too much.

**REPORTS FROM THE LOCAL PRESS ON ACCIDENTS  
AT KINGHORN SHIPYARD.**

**"Fife Advertiser" Saturday November 5th 1864, Page 4, Col. 3.**

Kinghorn - Accident.

A labourer of the name of THOMAS HUME, belonging to Sinclairtown, had his leg broken above the ankle at the shipbuilding yard here on Tuesday last, by a heavy iron plate slipping off a barrow.

**“Fife Free Press” Saturday August 12th 1882, Page 5, Col. 4.**

Serious Accident.

About half past ten o'clock on Monday morning while ALEXANDER RAE, a plater, residing at Rossland Place, was engaged on board one of the new boats at present being built at Abden Shipbuilding Yard, and while stepping from the upper deck to a platform he accidentally slipped and fell a distance of about 30 feet. He was immediately conveyed home and attended to by Dr. Welsh, who, on examination, found his left thigh to be fractured, his left arm broken in two places, and his head severely cut and bruised.

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**“Fife Free Press Saturday August 19th 1882, Page 4, Col. 6.**

Shocking Accident at Shipbuilding Yard.

On Wednesday a labourer employed at Kinghorn Shipbuilding Yard was at his usual employment below the rivetters, when a red hot bolt went down betwixt his skin and clothes, which were burned off his back. Although not yet able to resume work he is, we are glad to hear, recovering favourably.

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**“Fife Free Press” Saturday February 3rd 1906, Page 4, Col. 7.**

Kinghorn.

Serious Accident.

Immediately after commencing work on Monday morning a carpenter named ROBERTSON fell down the hold of a vessel under construction at the shipbuilding yard - a distance of 14 feet. His fall, however was broken by several planks. He was conveyed home and medically attended to, his injuries being serious.

<p><b>REPORTS FROM THE LOCAL PRESS ABOUT TRADE AT KINGHORN SHIPYARD</b></p>
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**“The Kirkcaldy Times” Wednesday, February 27th 1889**

MESSRS JOHN SCOTT & COMPANY, shipbuilders, Kirkcaldy and Kinghorn, have secured the contract for a steam trawler for Messrs Robert Brown and Company, Aberdeen. She will be 100 feet in length, and fitted up with triple expansion engines and all the latest improvements for beam trawling.

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**“Fife Free Press” April 19th 1902. Page 5, Col. 2.**

Kinghorn.

The Shipyard.

Over 200 people are now employed at the shipyard.

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**“Fife Free Press” May 24th 1902. Page 5, Col.1.**

Kinghorn.

The Shipyard

Trade continues to be very quiet, the only department which can be called busy being the boilermakers, who are at present working two shifts. It is again rumoured that the company have received an order for two steamers, but little notice should be taken of these weekly frivolous rumours. In the meantime the tradesmen are engaged on the ferry boat which is nearly all plated, and the trawler will be commenced to immediately.

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**“Fife Free Press” June 21st 1902. Page 5, Col.1.**

Kinghorn.

Scott of Kinghorn have received an order for another trawler.

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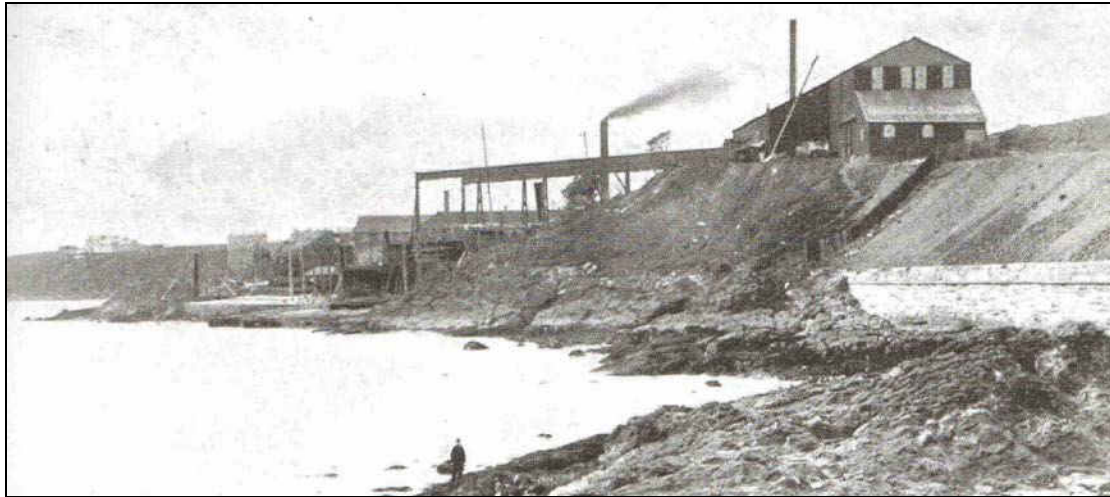
**"Fife Free Press" March 3rd 1917. Page 5, Col.1.**

Kinghorn.

The Shipyard.

The site of the Abden Shipyard, which was purchased lately by Mr. John Fletcher, shipbuilder, is now beginning to have a business-like look about it. A considerable amount of building material is now on the ground, and we understand a plan of a part of the buildings to be erected has passed the Dean of Guild Court, and that building operations will commence at an early date. A great drawback at the present time is, of course, the serious lack of labour, difficulty being experienced in getting certain kinds of material forward.

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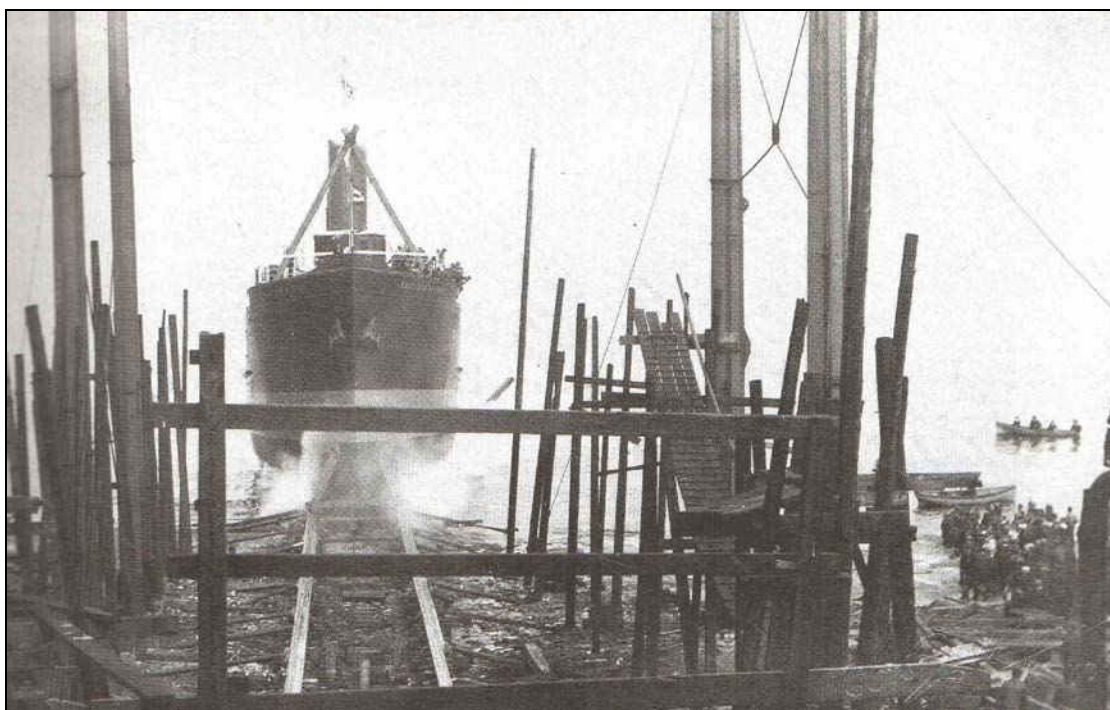
Kinghorn Shipyard, Fife. Scotland 1907



Kinghorn, Fife  
Shipyard in centre background behind the church c1907

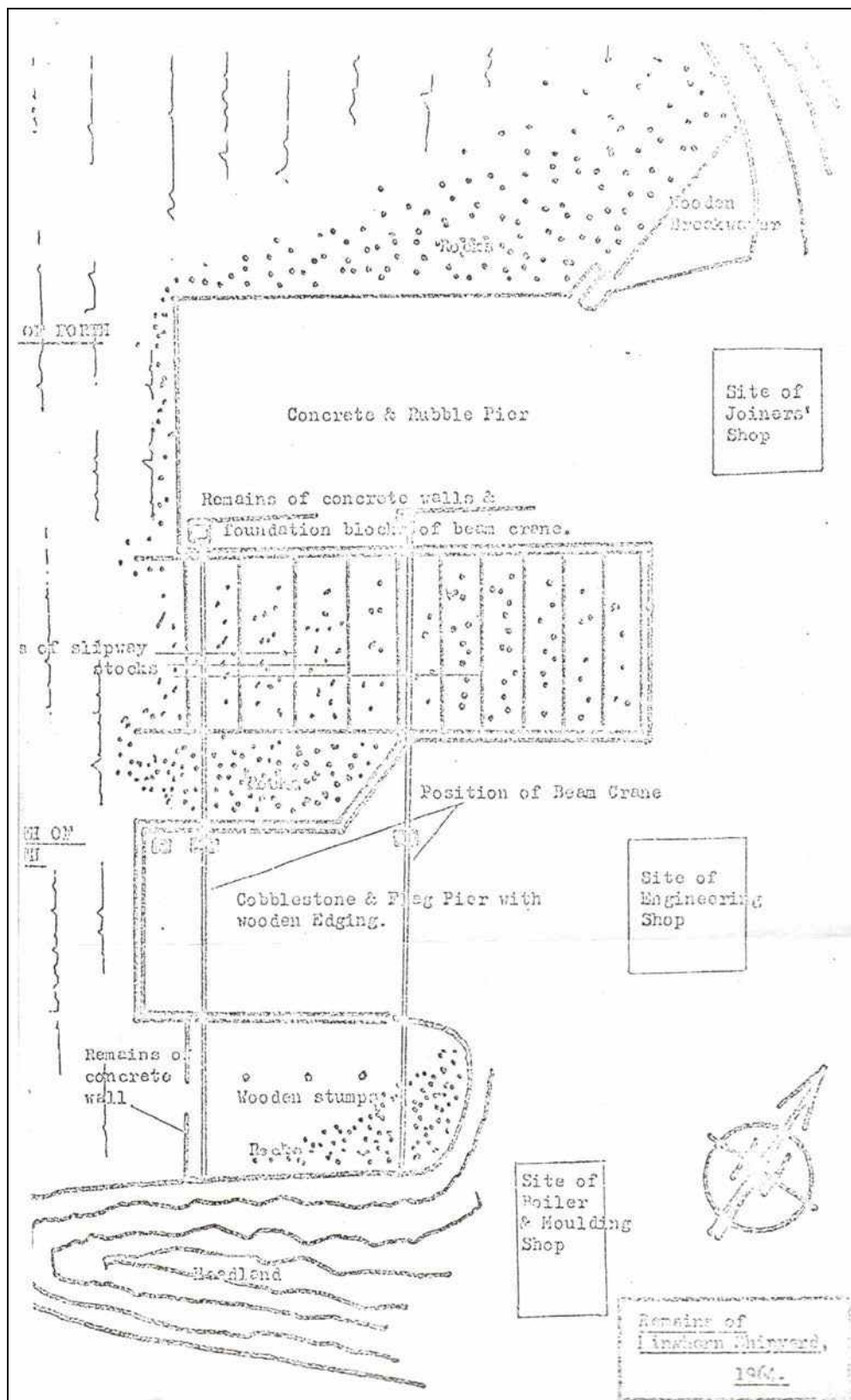


Part of the Kinghorn Shipyard work force c1895



Launch of "Santiago de Cuba" 28 April 1907 from Kinghorn Shipyard





Plan of remains of Kinghorn Shipyard, Fife c1964



Remains of the slipways at Kinghorn Shipyard, Fife c2000



Remains of the slipway at Kinghorn Shipyard, Fife c2000

**SHIPS BUILT AT KINGHORN BY JOHN KEY AND SONS  
1863 - 1884**



YARD No.1  
**"SOUTH AUSTRALIAN"**  
Official No. 29570  
Launched 7th April 1864



# From Lloyd's Register of Shipping 1863/64, 1865/66

Name of ship - South Australian  
Description - Iron screw steamer with three bulkheads built under survey. Machines cert. 1864  
Built - 1864. Completed April of that year  
Built by - Key, Kinghorn  
Gross tonnage - 633  
Net tonnage - 436  
Length - 225 feet  
Breadth - 26.3 feet  
Depth - 15 feet  
Port belonging to - Kirkcaldy  
Owner - S. White  
Master - J Pain  
Destined voyage - Leith - Australia

(The Register of Shipping (belonging to Kirkcaldy) 1855-1903 (Ref CE63/11/2) gives the original owners as Samuel White, Aldingo St., Australia: James Boorman (Merchant): Alexander Calder (Gent); Henry Alfred Coffey (Shipowner) all of Gracechurch Street, London. The Registry transferred to Adelaide 24<sup>th</sup> Feb 1865)

The following is copied from an original document showing costings of the "South Australian" Taken from an inventory of ships built at Kinghorn and the costings involved drawn up by John Key (b1840) , nephew of John Key (1819-1876), shipbuilder.

Cost of S. S. South Australian		Cost of S. S. South Australian	
Dimensions, Cost of, for sale 225 ft		Launch & tender	6586-0-9
Beam inside 26 ft		Carpenter's do	765-8-2
Depth - " - 16 ft		Iron Work	3772-8-4
Depth of Hold 15 ft		Iron & Galvan	751-3-1
Built on the 170 ton scale of Clyde Rules for 3 years		Carpenter's do	563-5-1
Full Proof for the accommodation of 200 Class Passengers		Iron do	2242-5-6
Cabin forward for 100 Class Passengers, arranged		Ship Smith Work	385-11-2
Complete outfit at per specification		Hardware	140-19-3
Expenses, including forward 180 ft. 28 ft. 6 in.		Shoe & nails	163-5-7
2 Boilers 2 ft. 6 in. high, containing		Fittings	661-8-3
6 Passengers,		Outfit	1427-5-0
Cost of Vessel £12,432-17-4		Railings, ladders & other articles	104-1-2
Cost of Expenses 2,053-18-3		Wholesale & Retail Works etc	157-18-2
Cost of 2 Boilers 1,394-15-2		Tool & plant etc. Management etc	657-18-10
£17,081-10-7		Insurance	107-6-8
		2 Boilers 2 ft. 6 in. high, 10 ft. 6 in. long	210-15-1
			12,683-2-11
		By Discount	50-5-7
			£12,632-17-4

# LAUNCH AT KINGHORN.

On the occasion of the first vessel being launched from Mr John Key's building-yard, at Abden, Thursday last was quite a gala day in Kinghorn—a day indeed in the annals of the ancient town which will long be looked back upon with pride and pleasure by the inhabitants, and handed down, we doubt not, to generations yet unborn.

Long before the advertised time of high water large crowds of people could be seen flocking from Kirkcaldy, Burntisland, and the surrounding neighbourhood to witness the launch, and at two o'clock the cliffs at Abden, on the east of the building-yard, and other prominent places in the vicinity, from which a good view could be obtained, were crowded with people, upwards of 4,000 spectators, we believe, being present. About half-past two o'clock Miss Key, accompanied by Mr and Mrs Key and family, along with several ladies and gentlemen, among whom we observed Mr Whyte, owner of the vessel, stepped forward to the platform, and on the dogshore being knocked away, and the hitherto motionless vessel giving signs of bidding farewell to the ways, the christening vial, which was held by Miss Key, was dashed in a thousand pieces on the face of the noble ship, when a flag, among a score of others, was unfurled to the breeze, bearing the name of the "South Australian"—a name, we believe, from which the destiny of the vessel may be inferred. The South Australian left the ways in that easy, graceful, and majestic manner, which contributes so much to make a ship launch a pleasing and agreeable sight to the spectator. From the first starting point she went down without a perceptible swerve or a jolt until at full liberty in her home on the deep, when she made some gentle bows, and bows in acknowledgment, as would have thought, of the lusty cheering of her vast assemblage of admiring onlookers, which rent the air.

Immediately on being launched, the South Australian was taken in tow by two steamers to Kirkcaldy, where she will have her boilers fitted in, and be otherwise finished previous to taking her departure.

The vessel, which has been built expressly with a view to meet the great requirement of the age—speed, is expected to sail at the average run of thirteen knots an hour. Her dimensions are—length, 222 feet, by 26 broad; depth, 15 feet. She has excellent passenger accommodation, the saloon being fitted up for 40 first-class, and the steerage cabin for 130 second-class, passengers. She is fitted with geared oscillating engines of 180 horse-power, and her appearance, upon the whole, both externally and internally, is that of a very fine looking ship—a construction of the A. 1 order, which certainly does much credit to our enterprising townsman, Mr Key.

The success which has attended Mr Key in his extensive undertaking—his success in obtaining such a good site for a building yard, and the great success which has accompanied the building of the "maiden" vessel, not an accident having occurred to be cause of regret to any party, from the time even of laying the keel, to her launch from the building yard, while there has been very much to gratify the inhabitants of Kinghorn, in the addition to their towns trade, of a branch of industry for which the ancient burgh bids fair ere long to become famous, and very much also to encourage and stimulate Mr Key in the execution of the extensive orders he has at present on hand for vessels of a similar class.

The launch having been so successfully consummated, the occasion was of course one of much congratulation among the many friends and well-wishers of Mr Key—a large company of whom assembled in the mould loft, confronting the building yard, for the purpose of drinking success to the good ship.

Provost Swan said that all present would join with him in congratulating Mr Key on the successful event of this day. The ship had been most beautifully launched, and he was sure that every one present must have greatly enjoyed the sight—for himself, the sight he had witnessed that day awakened the feelings of his younger days, when he used to enjoy the interesting spectacle of a ship launch amazingly well. He had not seen a ship so successfully launched for many years, as the beautiful iron screw steamer which was launched from Mr Key's building yard that day. He hoped that Mr Whyte would find the vessel a most profitable investment, and that Mr Key would also reap a good profit by the transaction. (Cheers.) The Provost then gave the healths of the builder, Mr Key, and the owner, Mr Whyte, which was responded to amidst loud cheering.

Mr Key, in reply, thanked them for the kind manner in which they had received his health, and hoped that he might build many vessels at Kinghorn, with as great success as he had built the South Australian. (Loud cheers.)

Mr Samuel Whyte, who next replied, expressed his great satisfaction with the construction and general appearance of the vessel—the South Australian—of which he was owner, and trusted that, although she was the first vessel launched from Mr Key's building yard, that she would be but the first of a host of others, which would all do credit to the name of Mr Key, and his extensive ship-building yard at Abden, Kinghorn. (Loud cheers.)

A few other toasts followed, after which the company dispersed.

Mr Key also generously entertained the workmen employed in the yard to a sumptuous luncheon in a large shed on the premises, at which the excellent band of the Kinghorn Artillery Volunteers, which was present at the launch, played several appropriate airs.

The public works, we may also state, were closed from one o'clock in the afternoon; among all classes the day was one of much making.



Copy of the Register of Transmission to Chief Registrar of Shipping dated 16 May 1864 recording Samuel White as the sole owner of the South Australian. NA Ref BT108/243

Form No. 19.

RECEIVED  
MAY 19  
1864  
SHIPPING  
DEPARTMENT

Copy Register for Transmission to  
Chief Registrar of Shipping.

Official Number of Ship <i>29570</i>		Name of Ship <i>South Australian</i>	
Port Number... <i>3/1864</i>	Port of Registry... <i>Hiskalay</i>	British or Foreign built... <i>British</i>	
Whether a Sailing or Steam Ship; <i>Steam</i> if Steam, how propelled... <i>Steam</i>	Where built... <i>Kinghorn</i> <i>with County of Fife</i>	When built... <i>7 April 1862</i>	
No., Date of Port and previous Registry, (if any)			
Number of Decks... <i>Two</i>	Build... <i>Cluncheon</i>		
Number of Masts... <i>Three</i>	Gallery... <i>None</i>		
Rigged... <i>Barque</i>	Head... <i>Fore and Aft</i>		
<i>Transf'd to Adelaide 19 4 65</i>	Framework... <i>None</i>		
<i>up Open Form</i>	Tonnage... <i>Recd 1615.65 No 13</i>	No. of Tons... <i>538.01</i>	
Tonnage under Tonnage Deck		<i>65</i>	
Closed in Spaces above the Tonnage Deck, if any, viz.: Space or Spaces between Decks		<i>80.39</i>	
Poop		<i>15.03</i>	
Round House	<i>Round House and four porches for the boatmen</i>		
Other enclosed spaces (if any), naming them			
Deduct Allowance for Propelling Power		<i>633.43</i>	
		<i>197.60</i>	
Register Tonnage		<i>435.83</i>	
Measurements { Length from the forepart of the Stern under the Bowsprit to the aft side of the Head of the Stern-post <i>225</i> Feet Tenth. Main Breadth to outside of Plank <i>26</i> Feet <i>3</i> Tenth. Depth in Hold from Tonnage Deck to Ceiling at Midships <i>15</i> Feet Tenth.			
Additional Particulars for Steamers.			Tons
Deduction for Space required for Propelling Power			<i>197.60</i>
Length of Engine Room (if measured),	<i>50</i> Feet <i>6</i> Tenth.		
Number of Engines	<i>Two</i>		
Combined Power (estimated Horse Power)	<i>180</i>		
Names, Residence, and Description of the Owners, and Number of Sixty-fourth Shares held by each Owner			
<i>Samuel White of Adelaide</i> <i>South Australia - Merchant</i> <i>Sixty four</i>			
<i>J. J.</i>			
Dated <i>11 May 1864</i>		Registrar <i>W. H. R. M. R. M. R.</i>	
S. R. - To be addressed in an Envelope to the Chief Registrar 19 Dec 2120 H. 6. 3			

The following is the description of the *South Australian*, as given in the *Australian Register* of August 29 :—

The S.S. *South Australian* has been for some time anticipated; but on Friday afternoon she was seen from the stations making progress up the Gulf under very easy steam; indeed, so slow was her headway that, though signalled at four, it was long after dark until she reached the anchorage, on account of the scarcity of coals on board. When she came to at the Lightship there was not a sufficient quantity to get up steam wherewith to proceed to the port. It is not at all a proper time to criticise when a steamer arrives from a long voyage; but even under such circumstances it is evident that in furnishing the inter-colonial trade with a new vessel, Mr Whyte, the owner, has taken advantage of experience, and provided a boat replete with every requirement and accommodation. In build her hull is faultless—that is to say, at the water-line—for the fact of her being fitted with a full poop renders the appearance a little rather cumbersome; but, of course, this is a matter of but little moment when the size and proportions of the cabin are seen. She was built by Mr John Key, engineer and shipbuilder, of Kinghorn, in Scotland, and during her construction was subject to the special survey of Lloyd's, where she is classed A1 on the books. In the hull and main frame every modern appliance that skill or ingenuity could devise is introduced, rendering her a perfect specimen of the builder's workmanship, reflecting credit alike on the design and execution. The rig adopted is that of a barque, with a fine set of spars and square yards. She is a powerful sailer, and her beam will enable her to carry canvas well. The dimensions of her hull are 225 feet, 26 feet by 15, giving her a gross tonnage equal to all the requirements of the trade. It is divided into five water-tight compartments, from each of which sluice-valves lead to the main pumps, so as to free her from any leakage by the agency of the engine. From stem to stern externally every attention seems to have been lavished in securing stability without the slightest attempt at ornamentation, for beyond the rail-boards and quarter-carvings, nothing but what is useful is to be seen. The main saloon is a very fine apartment, capable of accommodating 80 passengers, in spacious state-rooms, fitted with every comfort. The appointments are polished oak, with white ceiling and gold mouldings, and the skylight is beautifully painted. The ladies' cabin is snug and retired; and the steward's pantry is fitted in first-rate style. With side-boards, marble slabs, mirrors, and library, there is little left to desire. The second cabin is forward (below deck), and for space is ample, and in fixtures comfortable, for about 135 passengers. The apartments for the officers are amidships, on deck, and engineers, mates, and "bosun," find agreeable quarters under the bridge, from which a capital look-out is available for the officer of the watch. Nor is "Jack" neglected, for in the topgallant fore-castle he finds ample room to indulge in his watch below. Here also is the gear for working the ground tackle, consisting of a double-purchase capstan, with clutches and patent stoppers, so arranged as to give the least possible trouble with the greatest amount of security, conferred by Trotman's patent anchors.

In noticing the deck fixtures, the steam winches are a feature not to be forgotten, for by their aid a large cargo may be landed in an incredibly short space of time. In the engine-room there are two engines of 180 horse-power, with geared oscillating cylinders; and the boilers are of such superior construction that they may work up to almost an unlimited pressure, giving, at any rate, the advantage of propulsion equal to her lines and proportions; though, certainly, after her passage from England, she is seen under every disadvantage, being foul beneath the water line and weather-beaten above. It is to be regretted the new patent slip is not available to take her on for overhaul a pair, as, in consequence of this not being so, must proceed to Melbourne

for that purpose; but, when renovated, there will be ample room for the display of her powers, which are said to be superior to any boat in the provinces. Of the passage from England Captain Pain reports leaving Southampton on May 29. All the distance down channel, and through the Bay of Biscay he was thwarted by strong S.W. gales, which, on nearing the position of the trades, changed to light variables. Finding a supply of coals necessary, on the 15th July the steamer went into the Cape, and procured a few tons of very inferior quality, and, after leaving, was unfortunate enough to encounter a heavy gale, in which, for a few hours she remained hove to; but, having carried away her bowsprit in the heavy sea, she was kept away and sent before the gale till it moderated, affording an admirable opportunity of testing her seaworthy qualities, which are spoken of as being of a superior order. When she touched at King George's Sound but a limited supply of fuel was procurable, and on passing Troubridge there was scarcely any left when the Sir Isaac Newton hove in sight; and Mr Whyte, supposing she was from Newcastle with coals, directed Captain Pain to bear down on her, which was done, but the effort proved fruitless, as she was from Port Adelaide, bound to Willunga, consequently the steamer was obliged, under a bare head of steam, to steer for the anchorage, where arrangements were made to take off to her a sufficiency of coal to steam to the wharf. This was, however, countermanded, and a steam tug employed, which, with the help of the Havilla, towed her into harbour on Saturday morning, where she immediately became the centre of attraction for all comers. The age of steam progresses, and it is to be hoped Mr Whyte's enterprise will meet with every success.

Benalla, Melbourne (Victoria),  
September 15, 1864.

Kirkcaldy—green be its memories! for I never read your really excellent paper but my heart warms towards it. I am very proud to see the arrival and favourable mention of the screw steamer, *South Australian*. She has come round to Melbourne to go on the slip, there not being one large enough for her in Adelaide. She is looked upon here as being the best inter-colonial steamer in the colonies, which, I can tell you, is a great honour, as we have really a splendid lot of boats from all parts of England and Scotland. When I go to Melbourne next month, I shall do myself the pleasure of seeing her. I earnestly hope Mr Key's building-yard will go on prospering and to prosper.

(Extracted from the *Frederick Advertiser*,  
December 3, 1864.)

### **Lloyds Captains Register 1869**

Regarding John Pain, the first captain of the South Australian:-  
Born London 1832  
Certificate of Competency as Captain No.5601 obtained London 1857  
The South Australian was his fifth command.  
Others: -  
1)Washington Irving, 4626 - 1857-59 - Destination Australia  
2)Liverpool, 32,982 - 1860-61 - Destination East Indies  
3)Minerva, 44,832 - 11962 - Destination Mediterranean  
4)Cella, 45,351 - 1863 - Destination Mediterranean and United States

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### **From Ships Registered at Kirkcaldy 1855-1903 - SRO Ref CE63/11/12**

Name of ship - South Australian  
Ship's No. - 29570  
Port No. - 31864  
Port of Registry - Kirkcaldy  
Flag - British  
Type of ship - Screw steamer  
Where built - Kinghorn, Fifeshire  
When built - 7th April 1864  
No. of decks - Two  
No. of masts - Three  
Rig - Barque  
Stern - Elliptic  
Build - Clinker  
Head - Female bust  
Framework - Iron  
Length - 225 feet  
Breadth - 26.3 feet  
Depth - 15 feet  
No. of engines - Two  
Combined power - 180  
Gross tonnage - 633.43  
Registered tonnage - 43583  
Owner + residence + no. of 64 shares held - Samuel White, Aldinga, South Australia, Merchant,  
64 shares.  
Date of Registry - 16th May 1864

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### **Other Information on "South Australian" (Various sources)**

The South Australian arrived at Port Adelaide, Australia, on the 26th August 1864 bringing with her 9 saloon passengers, 10 forecabin passengers and a cargo of 600 tons of coal. Unfortunately she had had to towed into the port because the bunkers that had been taken aboard in King George's Sound proved to be of such poor quality that they ran out when the ship was off Troutbridge Shoals, St Vincent's Gulf. Captain Pain had managed to steer her to the anchorage and arrangements were made to take enough coal out to her to enable her to steam to the wharf but this was countermanded and a steam tug engaged. The tug, together with the Havilla, proceeded to tow her safely into the harbour.

A few days later, on the 1st September, the South Australian made her first trip to Melbourne and shortly after her arrival was chartered to the South Australian Government to take a party to the Northern Territory. It was a trip on which she would circumnavigate Australia sailing up the eastern coast to Adams Bay in the Northern Territory, round the north of the continent and down the western coast to Port Adelaide.

It wasn't long though before trouble was brewing on the horizon. Samuel White had, according to Darwent another ship owner with vessels on the same route as the South Australian, purchased the said ship with the avowed intention of beating Darwent's ship the Aldinga. There was a lot of rivalry between the two and claims from both sides of malpractice following races on the Melbourne run. It was Samuel White's obsession with this shipping side of his business and inattentiveness to all else that would see him declared bankrupt in 1867 and ,after being granted a qualified certificate of

discharge with the judge seemingly blaming bad book keeping for his troubles, Mr. White left Australia for New Zealand.

For a while the South Australian was under charter to the Otago S.S Company before ownership passed to Mc Meckan, Blackwood and Company in 1867. Her Register was officially closed later the same year when she was wrecked.

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**From List of Ships Registers Opened and Closed**  
**PRO Ref. bks 387.2 GRR FB1881 - closed (Steamers, Iron)**

Name of ship - South Australian  
Ship's No. - 29570  
Port of Registry - Melbourne  
Built - Kinghorn, Fife. 1864  
Net tonnage - 436  
Gross tonnage - 633  
H.P. - 180  
WRECKED 1867

**Ship "South Australian"**

AJHR 1867 Section E6 page 22  
Return of Wrecks

Date of Casualty	: 2 Apr 1867
Age and Class of Vessel	: S.S. 4 years
Rig	: Barque
Register Tonnage	: 435
Number of Crew	: 37
Number of Passengers	: 42
Nature of Cargo	: General
Nature of Casualty	: Stranded
Number of Lives Lost	:
Wind Direction	:
Wind Force	: Light airs
Place of Accident	: 11.5 miles N. of mouth of Clutha River

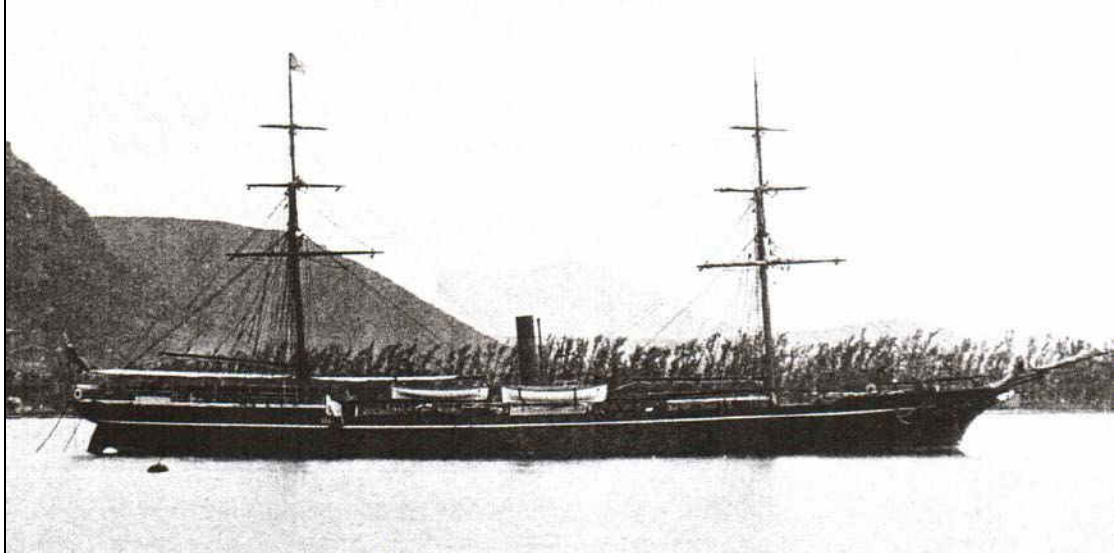
*Finding of Court of Inquiry*  
Bad look-out; not heaving the lead.

*Remarks*  
Total wreck.

Loss report "South Australian"



YARD No.2  
**“PRINCESS HELENA”** Later name **“MAURITIUS”**  
Official No. 51284  
Launched 18th August 1864



**From Lloyd's Register 1865/66**

Name of ship – “Princess Helena” (Pro Tem)  
Description - Iron screw steamer with 5 bulkheads built under special survey .  
Machinery cert 1864. 120H.P.  
Built - 1864, finished in August of that year  
Built by - Key, Kinghorn  
Registered tonnage - 587  
Length - 210ft.  
Breadth - 26.4ft.  
Depth - 15ft.  
Port belonging to - London  
Owner - G. Duncan  
Master - J. Duncan  
Destined voyage - Leith  
Note - See No. 26 in Supplement

From No. 26 Supplement  
Name of ship – “Mauritius”  
Owners - Union Steam Ship Company  
Port belonging to - Southampton  
Destined voyage - Sou.C.G.H.  
All other details same as “Princes Helena”

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N. E. Screw Steamer "Princess Helena"		Brought Forward		£
Dimensions of hull & iron work	305 ft	Readle frame with drilling	17.1-3	22-14-6
Beam transited	56 -	Boyle and Bull Iron	1824-3-26	583-9-10
Depth - - - - -	16 -	Plates	2601-1-16	2396-13-5
Depth of Keel	15 -	Handicaps		117-1-4
Cost in the 200 ton loads of Atlantic R.R. for		Star Irons		166-28-10
4 years class. Total profit for 5th class passengers		Small Nuts & Bolts	295-3-11	422-6-10
Big riggs, wood, complete outfit as per specification		Long, Tally, Lumber, Poles &c		83-3-4
Cargoes - Horizontal shafts 100 FT, Cyls 39. x 32 inches		Iron Castings	22-2-15	34-7-4
2 Boilers 17 feet wide over top & 11-6 high, 25 ft long		Brass -	3-3-24	22-8-11
<u>Cost of Ship</u>		Fittings (as detailed)		24457-2-7
Carpenter Work	5570-2-6	Outfit (as - -)		1227-0-10
Joiner -	462-14-8	Railroad Clamps		193-12-7
Iron -	1808-0-1	Plant 400 Lbs, 2nd 400 Lbs		260-0-0
Joiner & Lumber	372-14-3	Painting in River, Columbia River, Lewis & Clark		48-0-0
Carpenter Ls	733-7-2	Management, Cords, & other matters 240, Lumber 250		110-0-0
Rails	Cost 338-1-12	Working troops such as that taken, Cords &c		85-0-0
Keel Bars and Shims	101-2-26	Dockings in F. Castle		516-8
Shoe Irons & Drills	54-2-13			£ 10,757-7-11
				123-15-0
				£ 10,551-12-11

21

<u>No 2 S. S. Princess Helena</u>	
Cost of Vessel	£10,551-12-11
" of Engines	1800-0-11
" 2 Boilers & Mountings	943-12-5
Total Cost	£13,295-6-3

Information on the ship "PRINCESS HELENA" later named "MAURITIUS"  
From the "Fifeshire Advertiser" Saturday 20th August 1864

Kinghorn on Thursday last presented a more than usually animated appearance in consequence of the launch of a fine new iron screw steamer from the extensive shipbuilding yard of that most enterprising engineer, Mr John Key. By one o'clock—the weather being highly favourable for spectators—the highway between Burntisland and Kinghorn, and from thence to Kirkcaldy, was literally crowded by foot passengers, carts, vehicles, &c., &c., all en route for the launch; and the Railway Company even, alive to the great desire felt by the community to see such sights, issued return tickets at reduced rates from all stations on the line between Thornton and Burntisland. Large numbers also availed themselves of this means of travelling, and we should estimate that the number of spectators present from all quarters was close upon 5000. The fine amphitheatre elevation, at the right of the shipbuilding yard, commanding an extensive view of all around, was, of course, at once seized upon as the most eligible place for witnessing the launch, and here, to use the phrase, "the beauty and fashion" of the district had assembled, presenting a scene of no ordinary description to those who occupied the ground floor below. Among those present we observed Mr and Mrs Key, Provost Swab, Kirkcaldy; Mr R. Nairn; St Mary's Priory; Mr J. T. Stocks; Mr J. T. Stocks; Mr and Mrs Findlater, Kirkcaldy; Treasurer and Mrs White, Kirkcaldy; Miss Stocks, Abden; Mr and Miss Lizars, of Edinburgh; Dr and Mrs Bowie; Mr and Mrs Henry Robertson; Mr and Mrs Smith; the Misses Taylor; Mr William Robertson and family; Mr and Mrs Edwin Graham, Kinghorn; the Rev. M. J. Bryden, Dr Young, Mr Malcolm, Mr W. R. Speare, Mr Alexander Bell, Mr Chambers, Mr Elder, Mr and Mrs Schifelle, Mr Ronald, and Mr and Mrs Alexander Key, Kirkcaldy; Mr James Cosin, Jun., Mr Smith, engineer, and Mr Jas. Cosin, senior, Pathhead; Mrs Halley of Dumbarton; Mr Carmichael, superintendent for the owners of the vessel; and hundreds of other ladies and gentlemen, all equally worthy of mention, but of whom "time would fail us to tell."

**LAUNCH AT KINGHORN.**

Beautifully adorned with the colours of the various maritime nations, the vessel had a most magnificent and model-looking appearance on the building yard; but the appointed time had now arrived, and the sign was given to let her away, when, without a moment's delay, she moved gracefully from off her peaceful cradle on the shore into the rocky cradle of the deep, making a few graceful bows as she embraced the element of her future home, on which the loud cheering which rent the air, from all assembled, bespoke for her a long and prosperous career. Miss Stocks, sister to J. T. Stocks Esq. of Abden, gracefully performed the ceremony of christening the noble ship, which she named the Princess Helena. Immediately on being launched the vessel was taken in tow for Kirkcaldy harbour, where she will have her boilers fitted in, and be otherwise finished. The Princess Helena—the second vessel from the Kinghorn shipbuilding yard—is owned by Messrs George Duncan and Co., Leadenhall Street, London. She is intended for the China trade, and has saloon accommodation for thirty first-class passengers. She is brig rigged, with full poop, and t. g. fore-castle, and her dimensions are—Length between perpendiculars, 205 feet; beam moulded, 26 feet; depth of hold, 16 feet; tonnage, 480 tons register, 650 tons gross, and 680 tons builders' measurement; power of engines—she will be fitted up with horizontal direct acting engines of 120 horse-power, after Mr Key's own principle, and will indicate 400. She is classed A 1 at Lloyd's for nine years. The Princess Helena, built under their special survey, is, in every sense of the word, a most magnificent, masterly, and, to all appearance, substantial construction.

The launch over, a large number of ladies and gentlemen assembled, at the invitation of Mr Key, in a spacious loft confronting the shipbuilding yard, where they were provided with a plentiful supply of cake and wine.

Also taken from the same edition of the "Fifeshire Advertiser"

Another iron vessel, presently on the stocks is in an advanced stage, and in a few weeks will be ready for launching. Her engines will also be horizontal direct acting, and 140 H.P. We understand that a large paddle steamer of 1200 tons and 350 H.P. will be laid down on the slip rendered vacant by the

“Princess Helena”. This vessel will give the speed of 18 k.p.h. and is, we believe, the order of a foreign government.

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#### **Extra Information from Lloyd's Register of Shipping 1870/71**

Master - 1870 - J.Cuthbertson  
Master - 1871 - C.Coxwell

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#### **Extra Information from Mercantile Navy Lists 1871 and 1872**

Ship's No. - 51284  
Signal Code - WQBC  
Net tonnage – 339

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#### **Ship's Career**

18 August 1864 – Launched as Princess Helena for George Duncan and Co., London  
1865 – Bought by Union Steam Ship Company to replace ATHENS and registered on the 15th August. She was used on the Cape-Mauritius route and arrived at CapeTown September 26<sup>th</sup> on the first trip for the company.  
1866/7 – As a result of a problem whilst on the patent slipway in Cape Town the ship was out of service for six months. She had to have all her machinery removed before she could be released.  
1869 – As a direct result of the closure of the Cape-Mauritius route she was sold to Palgrave, Murphy and Company, Dublin with a consequent change in of Port of registry to Dublin. During 1871 - Sold to Michael Murphy, also of Dublin, and was re-registered to that port the same year under the same name.  
6<sup>th</sup> November 1872 – Lost off Portpatrick.

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YARD No.3  
**"KINGHORN"** Later name **"NIPHON"**  
 Official No. 52793  
 Launched 12<sup>th</sup> April 1865

**From Mercantile Navy List 1867**

Name of ship - Niphon  
 Ship's no. - 52793  
 Registered tonnage - 529  
 HP - 140  
 Owner - P & O Steam Navigation Company, 122 Leadenhall Street, London.  
 Port of Registry - London

**From David Haws "Merchant Fleets in Detail" - Chapter on the P & O Line**

Material hull built of - Iron  
 Gross tonnage - 695  
 Length - 223 feet 7 inches  
 Breadth - 26 feet 7 inches  
 Depth - 16 feet 1 inch  
 Engine - Single screw, 2 cylinder, horizontal, direct acting  
 Speed - 10 knots

**From an inventory of ships built at Kinghorn and the costings involved drawn up by John Key, nephew of John Key, shipbuilder.**

<i>N. 3 Screw Steamer Niphon</i>		<i>N. 3 S. S. Niphon</i>	
<i>Dimensions of Hull &amp; Fire case 220 ft</i>		<i>Brought forward</i>	<i>£</i>
<i>Beam Moulded</i>	<i>27 -</i>	<i>Line frame &amp; Dribling do. Port 72.2.22</i>	<i>152-13.7</i>
<i>Depth - " -</i>	<i>17 -</i>	<i>Ribbing frame</i>	<i>18-0.26 34-12.10</i>
<i>Depth of Hold - 16 -</i>		<i>Single and Bulk Iron</i>	<i>2225-0.8 995-17.6</i>
<i>Tonnage 740 Net, 721 Gross Reg, 520 Net</i>		<i>Plates</i>	<i>2346-0.7 3968-15.0</i>
<i>Built on the 572 ton scale of 24,000 tons</i>		<i>Hardware</i>	<i>92-4.6</i>
<i>At 1 Class - Full price for 2400 Class Passengers</i>		<i>Store frames</i>	<i>176-14.6</i>
<i>and 40 full price for 2400 Class Passengers</i>		<i>Smith Work and Material</i>	<i>289-0.22 202-1.0</i>
<i>Engines, Horizontal direct 150 HP. Cyl. 24 in dia.</i>		<i>Trig. Fitting &amp; making patterns</i>	<i>46-4.10</i>
<i>2 Boilers 22 ft dia. over boiler 21.6 dia. 6 ft high</i>		<i>Iron Castings</i>	<i>93-2.16 46-1.17</i>
<i>Cost of Vessel before being sold to the P. &amp; O. Co.</i>		<i>Brass "</i>	<i>4-3.5 29-13.3</i>
<i>Carpenter Work</i>	<i>£ 570-7.6</i>	<i>Fittings</i>	<i>263-16.10</i>
<i>Joiner Work</i>	<i>471-10.0</i>	<i>Outfit</i>	<i>1162-15.9</i>
<i>Iron "</i>	<i>1022-17.8</i>	<i>Railway Chaises</i>	<i>35-6.2</i>
<i>Carpenter Timber</i>	<i>687-6.8</i>	<i>Plant 4 ft 10, 10 ft 10, 10 ft 10</i>	<i>339-5.4</i>
<i>Joiner ditto</i>	<i>375-15.3</i>	<i>Proportion of Launching Wags. 1000 lbs</i>	<i>52-0.0</i>
<i>Rails</i>	<i>Cost 575-0.27 336-17.9</i>	<i>Manufactured, Clerks, &amp; Appointments</i>	<i>140-0.0</i>
<i>Keel Bars &amp; Steel</i>	<i>123-3.21 92-14.1</i>	<i>Working Sails £150, Insurance on Hull £50</i>	<i>150-0.0</i>
<i>Brought forward</i>	<i>£</i>	<i>By Screw Iron</i>	<i>2 11950-5-11</i>
			<i>163-0.0</i>
			<i>£ 11,657-5-11</i>





# GREAT SUCCESS OF MR JOHN KEY— LAUNCH OF ANOTHER VESSEL.

In consequence of the launch of another iron-screw steamer—the third—from the building yard of Mr John Key, Wednesday last was another of those brilliant days which will be long remembered, and long stand conspicuous in connection with the modern history of Kinghorn—a history which, since the erection of the gigantic shipbuilding yard at Abden, promises in very deed to excel in point of interest and importance that of the past. Kinghorn is now beginning to wear a different aspect to what it did but comparatively a short time ago; its old rickety houses are now rapidly disappearing, and new and commodious buildings are being reared in their places; its streets have now no longer the dull and monotonous appearance so long characteristic of the place, but are on the contrary quite lively and stirring; and its inhabitants too, especially within the last six months or so—for it is only during that period the workmen may be said to have undergone the "sifting" process and steady men have settled down—have given unmistakeable signs of improvement, have indeed appeared to imbibe the same spirit of progress. This latter feature was most prominent to all on Wednesday, when one would have thought the entire working population of the town had turned out to witness and do honour to the noble and stately vessel on the occasion of her being launched from her wooden (we will not say peaceful) cradle on the shores of the Firth, into her future home on the rocky deep.

Besides the inhabitants of Kinghorn, many people had come from considerable distances to witness the launch; and about two o'clock, the number of spectators present could not have been much less than 3000, if not beyond that. Many ladies and gentlemen availed themselves of the facility offered by the ordinary trains, both from the north and south to witness the spectacle, and to say the least of it, the *élite* of the Lang Town and neighbourhood turned out remarkably well on the occasion.

The ship was clad in real holiday attire—flags of every colour and hue, and representing perhaps every mercantile country on the globe, being strung in gay profusion from her stern to her stern.

This display of course imparted a beauty entirely its own to the richness of the scene as the vessel rested on the ways; but now the approach of high water indicated that her time in this position was nearly up, and after some noisy hammering, away went the vessel into her destined element amidst the loud and deafening cheers of all assembled. She cleared the ways with greater rapidity than any of the other vessels which have yet been launched from this yard; after making several courteous bows in acknowledgement, we shall suppose, of the compliment paid her by her numerous admirers on the shore, she was brought to a stand still.

The interesting ceremony of christening the new ship was very gracefully performed by Miss Hannah Key, daughter of the builder, who gave her the name of "Kinghorn"—a name which certainly appeared very appropriate when viewed in the connection subsisting between the vessel and that town, although many, nevertheless, seemed disappointed when a flag bearing that inscription was unfurled to the breeze, as the figurehead—a life-size and very richly executed carving of Alexander III. of Scotland—naturally enough led many to suppose that she would have been called after that monarch.

As the vessel remained for a short time opposite the berth from which she had been so successfully launched, an excellent view was obtainable of her outward appearance, her huge broadsides being exposed nearly entirely to view from the buoyancy with which she lay on the water. The dimensions of this beautiful screw steamer are—extreme length 235 feet; length between perpendiculars 220 feet; beam (moulded) 27 feet; depth of hold 16 feet. She is built under Lloyd's special survey to class A1; is 800 tons burthen o.b.m; is light barge rigged, and has a full poop and t.g. fore-castle. The poop is upwards of 60 feet long, and is fitted up to give accommodation to 40 first class passengers. Here as elsewhere the furnishings and general workmanship are of the most complete description possible to conceive, and affording all the luxuries and conveniences of a first class passenger ship.

After the launch, a large number of the lady and gentleman spectators adjourned to the large store-room confronting the building-yard, where they were entertained to an excellent service of cake and wine by Mr Key.

From Mitchell's Mercantile Register 7th March 1868, page 301

## Wrecks and Casualties

Nippon - P & O Company's steamer, has been lost together with her cargo.

Nippon was totally wrecked off House Hill, 25 miles south of Amoy January 25th. European boilermaker, gunner and 11 Chinese drowned; cargo all lost.

From Mitchell's Mercantile Register 11th April 1868, page 469

## Official Inquiry

The Loss of the Nippon

A Naval Court was held at Amoy on the 1st, 3rd and 4th February, to inquire into the cause of the loss of the British steamer Nippon, official no.53939. The following were the members of the court:-

W.H.Pedder esq, Her Britannic Majesty's Consul  
Lieutenant. and Commander John Pringle of Her Majesty's steamer Banterer  
John Cass esq, Master Merchant Marine and Superintendent of Amoy Dock Company  
Captain Ashton, British steamer Yesso  
Captain Ferris British steamer Filipino

Evidence having been taken, the following was the finding of the court:-

"The loss of the Nippon is owing primarily to unusually strong indraught, and inaccurate and deceptive bearings partly owing to wrong delineation of land to the westward on the chart; and secondly to a mistaken estimate of the distance of the land visible before the ship struck, and the existence of an uncharted reef projecting from House Hill, the description of which place in "China Pilot" as steep up, is also therefore open to misconception. After long and careful consideration of the circumstances of the case, it is held that the commander of the Nippon is exonerated from all blame for her loss, which was an accident incidental to the night navigation of this coast at this season of the year; that after the vessel struck there was no possibility of getting her off, or saving her from loss, and that the best means were then taken for saving the lives of passengers and crew. That the commander was well supported by the officers of the ship in this service: the chief officer and carpenter remaining on board with him to the last, till the ship was about breaking in two. And that the commander was warranted in leaving the wreck in the steamer Fung-Shuey, as there was apparently nothing left to be saved from it, with any means at his disposal. The court desires in conclusion to express it's high opinion of the praise-worthy conduct of Lieutenant Anson R.N, a passenger, who at great personal risk made many and successful attempts to save the lives of the people on board.

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**YARD No.4**  
**"GREAT NORTHERN" ("JUDGE KING" at launch)**  
**Official No.**  
**Launched 6<sup>th</sup> September 1865**

From an inventory of ships built at Kinghorn and the costings involved drawn up by John Key, nephew of John Key, shipbuilder.

<i>Wm. L. Guthrie, Master, "Guthrie"</i>		<i>Brought Forward</i>	
<i>Displacement, 289.4 x 20.2 x 10.2, Tonnage 1179.000 (1865)</i>		<i>Steel Work and Materials Cost-2200.0.00</i>	<i>2200.0.00</i>
<i>Engines, Displacing 350 FT. 4 x 4000 H.P.</i>		<i>Prime Movers, Valves &amp;c.</i>	<i>200.0.00</i>
<i>4000 H.P. Lathams' Wheels</i>		<i>Black Castings</i>	<i>200.0.00</i>
		<i>Beam</i>	<i>200.0.00</i>
		<i>Keel, 100, 100, 100, 100, 100, 100</i>	<i>200.0.00</i>
<i>Carpenters Work</i>	<i>£ 15.14.0</i>	<i>For Moulds, Moulds, Moulds &amp;c.</i>	<i>60.0.00</i>
<i>Joiner</i>	<i>200.10.10</i>	<i>Management Clerk &amp; Assistant</i>	<i>200.0.00</i>
<i>Iron</i>	<i>2102.0.7</i>	<i>Profit</i>	<i>100.0.00</i>
<i>Carpenters' Labour</i>	<i>522.1.2</i>	<i>Insurance on Goods</i>	<i>50.0.00</i>
<i>Joiners</i>	<i>527.11.0</i>		<i>£ 1121.10.8</i>
<i>Paint</i>	<i>Cost 574.1.18</i>	<i>By Sale of Iron &amp;c. &amp;c.</i>	<i>130.0.00</i>
<i>Steel Plate</i>	<i>15.0.11</i>	<i>Cost of Vessel before being sold to the</i>	<i>£ 1107.19.8</i>
<i>Steel Pipe</i>	<i>18.0.00</i>	<i>Government &amp; Dublin &amp;c. &amp;c.</i>	
<i>Bricks &amp; Lime</i>	<i>15.0.00</i>	<i>Cost of alterations &amp;c. &amp;c. &amp;c.</i>	<i>50.43.1.3</i>
<i>Angles &amp; Cast Iron</i>	<i>528.0.25</i>	<i>Engines 350 FT.</i>	<i>200.0.00</i>
<i>Plate</i>	<i>521.1.13</i>	<i>Fixed Moulds (foundry)</i>	<i>78.0.00</i>
<i>Overhaul</i>		<i>4 Boilers &amp; Mountings</i>	<i>300.0.00</i>
<i>Steel Joists</i>	<i>105.1.00</i>	<i>2 Moulds &amp; 2 Boilers</i>	<i>100.0.00</i>
<i>Carriage &amp; Iron</i>		<i>Total Cost</i>	<i>£ 2407.9.7</i>

Information from "Shipbuilding and Shipping Record", 11th April 1946, page 409.

This ship was the first paddler to be built at the yard. The Liverpool company for whom she was built had intended to use her for blockade running into the Confederate States. However, she was not completed in time to run the blockade and went instead into the coasting trade. She was unusual for a blockade runner in that she had provision for 36 first class passengers.



# LAUNCH AT KINGHORN.

The launch of another large iron-plated steamer took place at Mr John Kay's iron-shipbuilding yard at Abden, Kinghorn, on Wednesday afternoon. The day was most propitious for the occasion—at least so far as visitors was concerned—the weather being bright and sunny; and long before high water, which was timed at about half-past two o'clock, large numbers of spectators began to arrive from Kirkcaldy, Borealisland, Kinghorn, and surrounding district to witness the scene. An express steaming also landed a party of ladies and gentlemen from Leith about an hour previous to the launch. There being ample communication between the vessel and the shore, liberty was kindly granted to those who desired to go on board to have their wishes gratified, and large numbers availed themselves of this opportunity of witnessing the internal appearance and construction of the vessel, and examining her engines, boilers, and other machinery. Many of the visitors expressed their astonishment at seeing the heavy engines and boilers fitted in while the vessel was still in the yard. This, we need not say could only have been accomplished by means of the large travelling crane recently erected across the yard. The great crane is now in thorough working order, and as it is the only one of the kind in Scotland—at least so far as its dimensions, and the peculiarity of its construction is concerned—it is worthy of a passing word or two. The rails which pass over the yard are supported by strong iron pillars placed at a distance of 54 feet apart. On the top of these pillars are laid beams of oak built some 80 inches thick; and on these again is placed the crane railway 200 feet in length. The bolsters of the large vessel about to be launched were most successfully got on board by means of this crane, and that too with comparatively little trouble. The large waggon in which the engines and boilers were conveyed from Kirkcaldy to Kinghorn was constructed by order of the North British Railway Company for the purpose—thus increasing considerably the facilities in connection with the Abden shipbuilding yard for carrying on a very extensive trade. This truck we were told is capable of conveying along the line the enormous weight of 60 tons at a time.

About two o'clock, the fine elevation to the east of the yard, the spacious loft in front, and the adjoining ground below, was densely crowded with spectators, there being close upon 3000 present at this time.

But now the deafening clamour of hammers told that the preparations for the launch were about completed; and but another minute or two had elapsed when she started. She immediately went away most beautifully off the ways, notwithstanding the fears that were entertained by many present that she might swerve a little to the one side, and come in contact with the pillars supporting the crane railway above, which were only distant from the paddles about five or six inches. By practical men, however, she was considered quite safe with regard to the crane. Owing to the great weight of the vessel she went much swifter from the ways than any we have hitherto seen. The workmen indeed engaged taking out the keel-blocks having little time to escape, when off she went amidst the loud cheering of the vast assemblage of spectators. Miss Kay held the ribbon, and christened the vessel *Judge King* (*pro tempore*).

The *Judge King* has been expressly built for a Liverpool Company, and was originally intended as a blockade runner. She is 1181 tons, old builder's measurement. Her dimensions are—Length between perpendiculars, 338 feet 6 inches; beam (moulded), 30 feet; depth (moulded), 14 feet 10 inches; depth of hold, 14 feet. She has been fitted up by the builder with a pair of oscillating cylinders, of 850 horse-power, with two cylinders, 65 inches in diameter, and with feathering paddle wheels of the most improved construction, 24 feet 8 inches in diameter. She has thus been expressly built with a view to speed; and she is expected to steam at the rate of 15 knots an hour. Her saloon is arranged for 36 first-class passengers, but is not yet finished. She has a large bridge midships, with berths for engineers and officers, and with a top-gallant fore-castle fitted up for the accommodation of crew. She is the fifth and largest vessel launched from this yard, and the only one with paddles.

The vessel presented a most magnificent appearance on the water, which was indeed a subject of general remark by several of the more extensive shipowners and others interested in the trade, who were present from a distance. She was immediately after the launch taken in tow by a steam tug for Granton, where she will remain until she has been thoroughly finished and made ready for sea.

THE GREAT NORTHERN—A RAPID PASSAGE.  
—This splendid ship, belonging to the Liverpool and Dublin Steam Navigation Company, has made one of the most extraordinary runs on record between Dublin and Liverpool. She passed the Bailey light on Thursday afternoon at 3.15, and arrived off the Rock light at 11.10 P.M., thus performing the passage in 7 hours and 55 minutes.—*Liverpool Mercury*.—This fine vessel, we need scarcely inform our readers, was the last one launched from Mr. Key's shipbuilding yard at Kinghorn. Only two or three weeks ago we noticed that in a Channel steam race she made the passage in twenty-five minutes less time than the Saint Patrick, hitherto known as the fastest steamship in the Channel. Mr. Key, we think, may now well claim for himself the honour of building the fastest steamer in the Channel trade; and also the swiftest-sailing screw steamer in the colonies—the South Australian, launched from the same yard, having proved herself the latter.  
—*Fifehire Advertiser*, May 12, 1866.

YARD No.5  
**"KINGHORN" later "LEONARDO"**  
 Official No. 52879  
 Launched 21st October 1865

From an inventory of ships built at Kinghorn and the costings involved, drawn up by John Key, nephew of John Key, shipbuilder.

<u>N<sup>o</sup> 5 Steam Ship "Kinghorn"</u>		<u>N<sup>o</sup> 5 S. S. "Kinghorn"</u>	
Dimensions Length between M's 217 ft. Beam 27 ft.		Beam forward	£
Beam moulded 27 ft.		Endless Frames	£ 18-2-7
Depth of hold 15 ft.		Angle and Bulk Iron	2213-0-5
Tonnage 1772 Mts. 664 Gross Reg. 531 Net		Plating	2573-1-1
Class A 4th Lloyd's. Port 66 ft. long fitted up for 45th class passengers.		Handrails	116-5-6
Engines, Horizontal Decal. 120 HP. Cyls 24 x 26 Mts.		Stair Goods	161-18-7
Two Boilers 22-2. Mts on side x 10-6 high, 6 persons		Small Work & Material	252-2-12
<u>Cost of Vessel</u>		Ironwork fittings & Machinery Fittings	48-7-11
Carpenter Work	£ 124-2-7	Iron Castings	56-9-0
Iron Work	283-11-5	Brass do	22-8-12
Iron Work	182-16-11	Fittings	412-8-1
Painting	58-12-4	Outfit	1035-0-8
Carpenter Timber	757-6-8	Revolving Charges	20-12-7
Iron Timber	204-18-4	Plant etc £150. Tools etc £122. 4/6	264-6-6
Rails	£ 243-0-20	Provision of Launching ways, House etc	57-8-0
Red Iron and Steel	114-1-7	Management, Clerk & Carriage £100, Dock £100	300-0-0
Wire frame & Iron	75-1-13	Insurance on Stock	50-0-0
Costs forward		Extra time and material	72-18-2
		By Draft from 20 tons	£ 10,853-15-10
			10,853-15-10
			10,853-15-10

<u>N<sup>o</sup> 5 S. S. "Kinghorn"</u>	
Cost of Vessel - - - - -	£ 10,688-15-10
2 Steam Engines (Fairbairn & Co) - - - - -	350-0-0
1 Steam Kind of Double Boiler - - - - -	128-3-9
Cost of Engines - - - - -	2389-6-3
2 Boilers with mountings - - - - -	1345-10-3
	<u>£ 14,402-5-1</u>

### **From Lloyd's Register 1866/67**

Entry no. 127  
Name of ship - Kinghorn  
Description - Iron screw steamer with 5 bulkheads  
Built - 1865. Completed October that year  
Built by - Key, Kinghorn  
Gross tonnage - 670  
Net tonnage - 521  
Length - 215.5ft  
Breadth - 27.3ft  
Depth - 14.9ft  
Port belonging to - Leith  
Port of survey - Leith  
Owner - Gibson and Co.  
Master - R. Luckie  
Destined voyage - Leith - Rotterdam

### **From Lloyd's Register Supplement 1865**

150H.P. - All else the same as above

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### **From "The Fifeshire Advertiser", Saturday 21st October 1865, page 3, column 5.**

#### **"Two "LAUNCH" Disappointments "**

The large iron plated screw steamer, building at Mr. John Key's yard, Abden for the Leith and Rotterdam Steam Ship Company, was to have been launched yesterday; but the storm raged so furiously along this part of the coast, that the "ways" had been washed out to sea and lost, and the launch has consequently been unavoidably postponed till this (Saturday) afternoon (weather permitting) at 3 o'clock.

(Note - the second disappointment concerned a "non Kinghorn" ship)

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### **From "The Fifeshire Advertiser", Saturday 28th October 1865, page 3, column 4.**

#### **"LAUNCH OF ANOTHER VESSEL AT KINGHORN"**

Another large iron screw steamer - as we anticipated in our last impression - was launched from the building yard of Mr. John Key, at Abden, Kinghorn, on Saturday afternoon last. The weather being fine and the day being most affable for the working classes - the public works being all closed, a great number of people assembled to witness the spectacle. The operation of "christening" the ship was successfully performed, the ribbons were held by Miss Key; and the vessel which was named the "Kinghorn" slipped beautifully off the ways amidst the deafening cheers of all around. The "Kinghorn" has been expressly built for Messrs McGregor and Gibson of Leith, and is destined for the Leith and Rotterdam trade. Her dimensions are as follows:-

Length over all - 225'  
Length between perpendiculars - 217'  
Beam moulded 27:  
Depth of hold - 15'  
Tonnage - old builders measurement - 760  
Rigged as fore and aft schooner  
Full poop to accommodate 35 first class passengers

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### **Lloyd's Captains Register 1869**

Re the captain of the Kinghorn 1866/67  
Robert Luckie  
Examined at Dundee 1855 and received Certificate of competency as master no.12,617  
Previous ships as master:-  
Sea Queen - to Australia 1855-57 - to China and the East Indies 1857-58  
Brothers, 12,854 - to Baltic 1858-59  
Bonanza, 7,243 - to East Indies 1859-60  
Petrobeys, 28,352 - to Mediterranean, Black Sea, Adriatic Sea - 1860  
Holyrood, 19,161 - to Mediterranean, coasting trade France south of Brest, Portugal, and Spain outside the Straits of Gibraltar, Azores --- 1861  
Osborne, 44,959 - Coasting Trade - 1864/5  
Then Kinghorn 52,879 - Coasting Trade 1865/66

**From ship's log 1<sup>st</sup> January 1869 – 30<sup>th</sup> June 1869 - PRO Ref. BT99/605**

Name of ship - Kinghorn  
Ship's No. 52879  
Port of Registry - Leith  
Port No. 36  
Date of Registry - 1865  
Registered Tonnage - 454  
Voyages - Leith to Rotterdam / Rotterdam to Leith - Once every fortnight.  
Managing owner (at that time ) - Donald R McGregor, Woodburn, Edinburgh.  
Master (at that time ) - George W Craig  
Certificate No. 24.104  
Age 42  
Address - 10 Medusa Street, Leith.  
Had also captained the ship on at least the previous voyage.  
Crew  
Master  
1st Mate -----Norman McCaskell - aged 32  
2nd Mate -----John Harper - aged 50  
Carpenter-----David Jack - aged 33  
Boatswain-----A Bonder - aged 38  
7 x Seamen  
2 x Engineers  
6 x Firemen  
1 x Steward

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**Extra information from Mercantile Navy List 1871/72**

Signal Code - HJVT

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**Extra information from Lloyd's Register of Shipping 1896/97**

Master - D Roberts - First entered service with present owner 1873. Appointed to this vessel 1876  
Owners - George Gibson and Co., Leith, Midlothian, Scotland  
Flag - British  
1 Engine built by Rait Lindsay, Glasgow  
Underdeck tonnage - 589  
Description - Iron screw schooner with two decks

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In 1901 had a change of name to LEONARDO. She appears in Lloyd's Register of Shipping 1900/1901 under the name Kinghorn and in the 1902/3 register is recorded as Leonardo.

Information from Lloyd's Register of Shipping 1902/3:-

Name of ship - Leonardo ex Kinghorn  
Code letters - QDWT  
Port of Registry - Genoa  
Owner - L. Albino fu. P.  
Master - L. Albino - Joined the ship in 1902  
Flag - Italian

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The Kinghorn/Leonardo was wrecked at Manilla on the 12<sup>th</sup> March 1914 and broken up.

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The following is a copy of the "Extract from the Registrar General of Shipping and Seamen: Registers of Changes of Master" (P1.R.O. Ref BT 336/002)

Official No.	Name of Vessel.
52879	Kinghorn
Leith 6.7.91	Walter Telford 015601 his D. Roberts 92431
" 14.7.91	David Roberts 92431
" 9.12.91	Alfred Y. McK. Weddell 014818
" 3.2.92	David Roberts 92431
" 12.7.93	Geo. Higgins 25018
" 19.7.93	David Roberts 92431
Mbro. 24.11.93	Wm. Scoular 28370
Leith. 4.12.93	David Roberts 92431
" 15.12.94	Wm. Scoular 28370
" 11.1.95	David Roberts 92431
" 23.9.95	Chas. Cairns 001337
" 30.9.95	David Roberts 92431
" 10.2.96	James P. Boyd 7999
" 24.2.96	David Roberts 92431
" 30.12.96	Wm. A. Miller 019197
" 27.2.97	David Roberts 92431
" 8.2.98	Wm. Alex. Miller 019177
<del>" 27.7.98</del>	<del>David Roberts 92431</del>
" 27.7.98	Charles Cairns 001337
" 11.10.98	David Roberts - 92431
" 31.1.99	Charles Cairns - 001337
" 28.2.99	David Roberts 92431
" 22.8.99	Charles Cairns 001337
" 28.8.99	David Roberts 92431
" 3.10.99	Charles Cairns 001337
" 7.11.99	David Roberts 92431
" 13.2.1900	Charles Cairns 001337
" 27.2.1900	David Roberts 92431
" 13.11.1900	Wm. Alexander 09386
" 10.12.1900	David Roberts 92431
" 30.1.1901	Charles Cairns 011337
" 2.2.1901	David Roberts 92431
Leith 17.6.01	Wm. Telford 04465
" 25.6.01	David Roberts (not produced)

YARD No.6  
**"DANE" later "ATLANTICO"**  
 Official No.  
 Launched 28<sup>th</sup> June 1866



From an Inventory of ships built at Kinghorn and the costings involved, drawn up by John Key, Nephew of John Key, shipbuilder.

No. 6, Screw Steamer "Dane"		No. 6 S.S. "Dane"	
Dimensions: Length between pp 228-3-4		— Cost of Ship —	
Breadth of Beam	28-0	Carpenter's Rubric	£ 772-15-6
Depth of Hold	16-6	Ironwork	772-15-6
Tonnage 875 Tons 787 Gross Reg. 735 Nett		Iron Worked	2224-2-2
Built on 600 ton keels of Clayton's Rules		Paintwork	94-1-5
Class A. Hull proof 50 ft long fitted up for 32 <sup>nd</sup> class		Carpenter's Timber	452-1-0
passengers, 2 <sup>nd</sup> full length Forecastle 28 ft long for crew		Ironwork	384-12-0
Engines, Horizontal direct 160 HP. Cyls 24" x 25" stroke		Rest Part of Store	Cost 105-2-8
Five Boilers 24 ft wide over to 15 ft high, 6 pressure		Iron Frame	156-3-10
Union Steam Ship Co. Southampton		Reeders Frame	33-17-0
		Boiler	577-2-1
Cost of Material	£ 14,207-1-6	Angle of Bulk iron	2529-3-22
Commissioner, Builders & Shipowner	217-6-9	Plates	6135-3-16
Builders taking 10% of cost of iron & steel 113-8-1		Smooth Work of Material	610-11-1
Five Steam Moulds & Smelter Rules	204-12-8	Painting Material	83-1-3
Cost of Engines	2807-17-8	Hardware	262-19-4
Five Boilers & Furnace	1504-12-16	Iron Joints	108-10-10
Shore Gear	232-15-10	Iron Castings	100-2-11
John Price Royal's & Co. Builders & Iron Co. 148-8-0		Coppered Frames	7-10-0
	£ 15,252-1-1		

To L. S. Davis		Billings L. S. Davis	
Brought forward		L. S. 0-0	
Brown Castings	52-157-1	1 1/2 doz Brown Ball	5-15-4
Ironing fittings & patterns	99-6-2	Lighting Construction	8-0-0
Fittings	529-11-2	Barrow (Castles)	11-5-6
Outfit	2086-10-10	Do (Lam)	21-0-6
Carriages & motor carriages	46-10-4	Painting	117-0-0
Plant, Tool etc. Management, etc. Tools & Mags etc	749-4-0	Reverberatory	257-2-7
Insurance	30-0-0	Refining	30-9-8
	14,238-11-6	Refining	52-17-4
For Scrap Iron 115 tons	191-10-0	3 Drammatical Meters	7-5-7
	14,429-1-6	Marble Plate 1/2 yd to 1/2 yd 1/2 yd 1/2 yd	5-8-3
Castings & Iron 1/2 yd 1/2 yd 1/2 yd 1/2 yd		Pyramidal Castles Plate & Ball	1-13-3
Refining & Refining 1/2 yd 1/2 yd 1/2 yd 1/2 yd	£ 217-6-0	5 1/2 P. Castles & Plates	1-10-0
Castles & Iron 1/2 yd 1/2 yd 1/2 yd 1/2 yd		3 Castles 1/2 yd 1/2 yd 1/2 yd 1/2 yd	12-12-0
Cast. Plate 1/2 yd 1/2 yd 1/2 yd 1/2 yd	£ 113-0-0	1 Brown Castles 1/2 yd 1/2 yd	1-5-0
For 1/2 yd 1/2 yd 1/2 yd 1/2 yd			£ 12-1-12
For 1/2 yd 1/2 yd 1/2 yd 1/2 yd	£ 202-12-12		

Outfit - L. S. Davis		Outfit - Davis	
Brought forward		L	
Wine Baggings (Hawthorn)	£ 12-10-0	1 1/2 doz Brown 1/2 yd 1/2 yd	8-10-0
Billings do (Hawthorn)	52-12-0	Forwards and 1/2 yd 1/2 yd	1-11-1
Blocks (Hawthorn)	43-0-0	Construction & 1/2 yd 1/2 yd	45-15-6
Cast, Brown, 1/2 yd 1/2 yd 1/2 yd 1/2 yd	290-0-0	1 1/2 doz Brown 1/2 yd 1/2 yd	1-5-0
Refine, Brown, 1/2 yd 1/2 yd 1/2 yd 1/2 yd	209-10-0	Barrow in 1/2 yd 1/2 yd	2-19-0
4 Bricks (Hawthorn)	11-1-7-0	Ironing & 1/2 yd 1/2 yd 1/2 yd 1/2 yd	12-0-0
Castles & 1/2 yd 1/2 yd 1/2 yd 1/2 yd	458-11-9	Refining	1-8-0
Refining 1/2 yd 1/2 yd 1/2 yd 1/2 yd	30-10-3	Castles 1/2 yd 1/2 yd 1/2 yd 1/2 yd	20-11-3
Refining 1/2 yd 1/2 yd 1/2 yd 1/2 yd	190-10-1	Refining 1/2 yd 1/2 yd 1/2 yd 1/2 yd	16-0-1
Refining 1/2 yd 1/2 yd 1/2 yd 1/2 yd	76-14-0	12 1/2 doz 1/2 yd 1/2 yd 1/2 yd 1/2 yd	16-16-6
Refining 1/2 yd 1/2 yd 1/2 yd 1/2 yd	11-18-10	1 1/2 doz 1/2 yd 1/2 yd 1/2 yd 1/2 yd	5-10-0
1 1/2 doz 1/2 yd 1/2 yd 1/2 yd 1/2 yd	53-1-0	Castles 1/2 yd 1/2 yd 1/2 yd 1/2 yd	25-12-7
1 1/2 doz 1/2 yd 1/2 yd 1/2 yd 1/2 yd	13-10-0	Refining 1/2 yd 1/2 yd 1/2 yd 1/2 yd	2-15-0
Refining 1/2 yd 1/2 yd 1/2 yd 1/2 yd	22-1-11	1 1/2 doz 1/2 yd 1/2 yd 1/2 yd 1/2 yd	2-8-11
Refining 1/2 yd 1/2 yd 1/2 yd 1/2 yd	53-7-8	2 1/2 doz 1/2 yd 1/2 yd 1/2 yd 1/2 yd	1-0-0
1 1/2 doz 1/2 yd 1/2 yd 1/2 yd 1/2 yd	2-15-0	Castles 1/2 yd 1/2 yd 1/2 yd 1/2 yd	1-0-0
1 1/2 doz 1/2 yd 1/2 yd 1/2 yd 1/2 yd	11-0-0	1 1/2 doz 1/2 yd 1/2 yd 1/2 yd 1/2 yd	53-3-2
			£ 20-11-12





# LAUNCH AT KINGHORN.

The launch of another fine iron screw steamer took place at the shipbuilding-yard of our enterprising townsmen, Mr John Key, on Thursday afternoon. The weather was exceedingly favourable for spectators, and large numbers of people from the sister burghs of Kirkcaldy, Burntisland, and Dysart, assembled to witness the interesting sight. It also being the Wemyss, Markinch, and Falkland summer festival, a considerable number of people from those parishes had availed themselves of the opportunity for visiting Kinghorn, which naturally enough possessed a pleasing inducement to excursionists. Nevertheless, however, the number of spectators was not so numerous as we have seen on former occasions; but an explanation of the circumstance would not be difficult to find, Mr Key having already, since the commencement of his extensive works at Abden, launched no fewer than five such vessels; so that, consequently, the spectacle, however interesting it may be, has lost much of its novelty to the inhabitants of Kinghorn and the more immediate neighbourhood, who did not turn out near so numerous on this occasion. Among the ladies and gentlemen, however, who had assembled in the yard, we could observe the following:—Mrs and Miss Key, Kirkcaldy; the Misses Hutchison, Braehead; Mrs Balfour, Bowbuts; Miss Kay, Pathhead; Mrs Barclay, Cupar; Mrs Findlater, Edinburgh; Miss Annie Martin, Edinburgh; Mrs Huttop, Kirkcaldy; Miss Beak, Kirkcaldy; Miss Stocks Beveridge, Grangehill; the Misses Salmoud, Kinghorn; the Misses Smith, Kinghorn; Mrs J. Cusin, junior, Pathhead; Mrs A. Key, Kirkcaldy; the Misses Taylor, Kinghorn; Mrs Wylie, Kinghorn; Miss Williamson, Links, Kirkcaldy, &c., &c. Mr John Key (the builder); Captain Hammond (commander); Provost Swan; Colonel Anderson, R.A., commander of forces in Scotland; Major Boothby, Adjutant of the Fife Artillery Volunteers; Mr Alexander Swan; Mr Balfour, Bowbuts; Rev. Daniel Mackenzie, Kinghorn; Captain Stocks Beveridge, Grangehill; Lieutenant Hepburn, Kinghorn; Mr Duncan McNab, Cupar; Mr John T. Stocks, Abden; Mr J. Findlater, Kirkcaldy; Mr Daniel Hendry, West Bridge; Mr W. L. Whyte, Kirkcaldy; Mr John Kay, Kirkcaldy; Mr F. Balfour, Kirkcaldy; Mr James Cusin, jun., Pathhead; Mr L. Chiffell, Kirkcaldy; Mr R. Salmoud, Kirkcaldy; Mr A. Hutchison, Braehead; Mr John Mitchell, Pathhead; Mr W. Watson, Kirkcaldy, &c., &c. With a varied and beautiful display of flags and colours suspended in an arch form from her mainmast to her stern, the vessel had an exceedingly beautiful appearance; and in the yard to which in a few minutes longer, if all went as wished, she would bid adieu, she looked indeed a perfect model. Her sharp and clean-shaped frame called forth the admiration of all parties, and was highly spoken of by the inspectors on the ground. But now, about a quarter to three o'clock, the tide was considered at that point most favourable for launching the good ship, and after some heavy hammering the word was given that all was ready, and the last wedge that held her to the shore was knocked away. On the first signs of motion Miss Isabella Hutchison of Braehead, who was entrusted with the christening of the vessel, performed that duty most artistically—the bottle breaking in a hundred pieces on the face of the good ship, which, on receiving her name—the "Dane"—bounded like a thing of life and light into the Forth, when she made several graceful bows that indicated that all was right, and that the launch had been another complete success. Voliferous cheering rose from the spectators on every side as the vessel sped away through the water, throwing up a long train of white foam behind her. Two tugs, which were waiting in readiness, immediately took the vessel in tow to Kirkcaldy, where her saloon and other interior work will be completed previous to leaving for Southampton.

AFTER the launch Mr Key, with his characteristic liberality, entertained a large number of the ladies and gentlemen present to an excellent service of cake and wine in the loft in front of the building-yard.

Having called on the company to fill an overflowing bumper, Provost Swan said it afforded him much pleasure to be present as a witness at the interesting proceedings which had been so successfully consummated. He had no doubt but the "Dane" would give good satisfaction, as all the other vessels launched from the Abden yard had done; and he hoped that Mr Key would be long spared to build many more such noble ships. (Loud cheers.) He had great pleasure in calling on the company to drink "Success to the Dane," which was now on her way to Kirkcaldy harbour; may she never run on a rock. (Cheers and laughter.) The Provost then gave the toast, which was responded to with great enthusiasm.

Mr J. T. Stocks of Abden then proposed the health of Mr Key, who, he said, was a right good fellow, and deserving of a continuance of the great success which his enterprising efforts as a shipbuilder had received. (Cheers.) He hoped that many more ships would yet follow the "Dane" from the Abden shipbuilding yard. (Great cheering.)

The toast was drunk with all the honours.

Mr Key then thanked the company for the very enthusiastic way which they had drunk to his health and the success of the "Dane," and said that a launch to him was always a matter of great importance, but especially so was that the case on the present occasion, when he had launched a ship to carry her Majesty's mails. (Loud cheers.)

Several other toasts followed. Mr A. Swan proposed "The Ladies," which he coupled with the health of Miss Isabella Hutchison—the young lady who had so successfully performed the christening ceremony. Mr Key proposed the health of Captain Hammond, the commander of the "Dane," to which Captain Hammond replied, by remarking that so long as the vessel was under his charge it would ever be his duty, he could assure the Provost, to steer her clear of rocks. (Cheers.) Mr Balfour, in a very suitable speech, gave the health of Mrs Key; and the proceedings terminated by the Rev. Daniel Mackenzie proposing "The Workmen"—Mr McCall, manager of the yard, replying to the latter.

The "Dane" at present lies at the East Pier, Kirkcaldy, and will remain there until the improvement on the dock-gates has been completed, which is expected to be accomplished in a few days at most. She has a magnificent appearance. Her dimensions are—Length over all 240 feet; beam (moulded) 28 feet; depth (moulded) 17½ feet; depth of hold 16½ feet. She is 880 tons o.b.m., is fitted up with horizontal direct acting engines of 160 horse power (made at Whythack Engine Works), and has accommodation for 400 passengers. She is brig-rigged, and her fore and main masts are made of iron. The "Dane" is in the highest class at Lloyd's, being classed A A 1, and is the property of the Union Steam Navigation Company, Southampton. She will carry her Majesty's mails between the Mauritius and the Island of Ceylon in India; and from the unrivalled performance of her predecessor, the Great Northern, not to speak of the South Australian, we have good reason to hope that the "Dane" will fully realise the most sanguine anticipations of her builder and owners, and sustain the well-merited reputation which Mr Key has won for Abden shipbuilding yard. The "Dane," we believe, is the largest vessel which ever entered the harbour of Kirkcaldy.

Mr Key, we observe, has already laid the basis of another screw-steamer, the largest which he has yet attempted; she is 304 feet over all, and will be 1785 tons (o.b.m.) burden, and fitted up with saloon and stowage accommodation for 700 passengers.

#### **Extra information from Lloyd's Register of Shipping 1877/78**

Description - Now had 2 decks and an awning deck  
Engines - 2 cylinder, 140 HP  
Engines built by - J. Key, Kinghorn

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Dane - (Dane 2 in the Union Steamship Company fleet) was built in 1866 and registered by the owners on June 28th as a replacement for the Dane (1) on the Cape Town to Mauritius service. When the service was discontinued in 1868 the ships on the route, including the Mauritius also built at Kinghorn, became surplus to the company's requirements although the Dane did operate on Cape mail service in 1869, probably as an "extra" steamer. The Dane was sold in 1870 to Fonte Bella of St Michael's in the Azores who renamed her Atlantico. Her career ended in 1878 when she foundered off the Azores. (Information obtained from the section dedicated to the Union Steamship Company on the Red Duster web site (<http://fp.redduster.f9.co.uk/UNION6.htm>))

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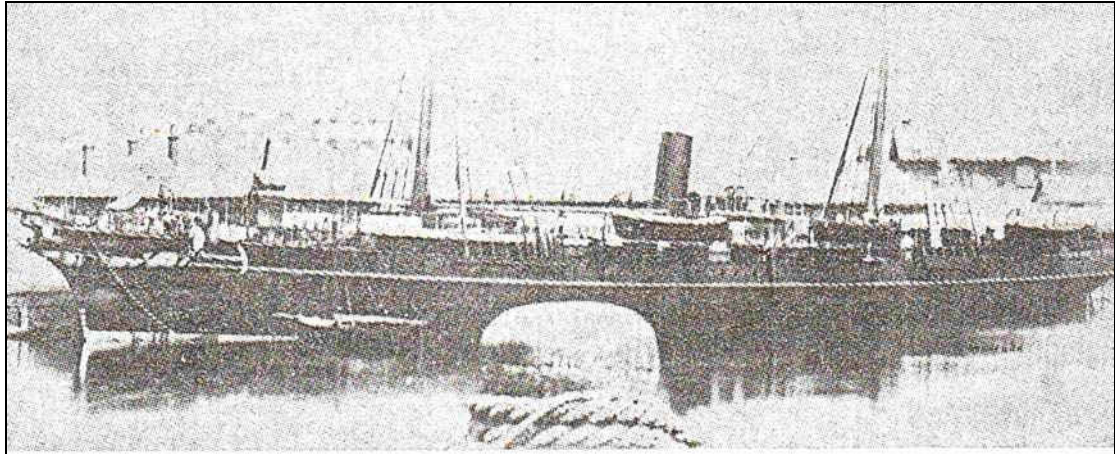
YARD No.7  
**“GREAT NORTHERN”**  
Official No.  
Launched September 1866

Launched September 1866

Other information  
Date of completion September 1866  
Type of ship – cargo  
Gross tonnage 889 tons  
Flag U.K



YARD No.8  
**"TRAVANCORE" ("SULTANA" at launch)**  
 Official No. 60817  
 Launched 29 August 1867



From an inventory of ships built at Kinghorn and the costings involved, drawn up by John Key, nephew of John Key, shipbuilder.

<p style="text-align: center;"><u>No. 7. Screw Steamer "Travancore"</u>          Launched 29<sup>th</sup> Aug 1867, sailed from Freetown 16<sup>th</sup> May 1868          Dimensions, Length between posts 281-6-0          Breadth of Beam 35-6          Depth of Hold 38-0          Tonnage 1736 <sup>2</sup>/<sub>3</sub> Tons, 1899 <sup>2</sup>/<sub>3</sub> Tons Reg, 1291 Tons Nett          Spar decks, Rig rigged, Iron Gunwale          Saloon fitted up for 90<sup>th</sup> Class Passengers          Second Cabin (79) for 50 Second "          Built in accordance with Lloyd's Register Class          Fitted with Mail room, Bullen room, Store room, &amp;c          Engines, Horizontal direct 1400 Ft.          Cylinders 6 ft diam x 36 Length of stroke          12 Boilers 12-2-0 diam x 12-0 Lgth, 3 flues each  <u>Pennock &amp; Oriental S.S. Coy.</u>          Cost of Ship ————— £38,799-1-3          Two Masts (Paul) one Duckey Boilers — 521-19-1          Cost of Engines ————— 5793-10-10          Cost of Boilers &amp; Furnace &amp;c ————— 3375-15-7          &amp; Paint £13,146 K. Martin Esq; Contractor £3,000 3048-15-0          Total ————— £57,539-1-2</p>	
<p style="text-align: center;"><u>No. 7. S.S. "Travancore"</u>  <u>Cost of Vessel</u></p>	
Carpenter's Cabin	£1436-16-0
Joiners	230-3-5
Iron Work	4296-8-3
Painters	310-16-2
Carpenter's Timber	1053-1-5
Joiners	219-8-1
Iron, Best Cast & Steel 12-1-3-6	£181-7-0
• Stern Post 6-11-3-5	283-1-7
• Rudder frame 2-18-2-18	82-16-6
• Rudder 7-0-2-1-22	66-92-11-6
• Axles, Bulk Iron 35-4-5-1-15	2796-3-2
• Ribs 68-6-3-5	709-0-2
	10,197-14-6
Smith Work & Materials	1046-7-7
Painters Labour	187-11-3
Handies	191-16-8
Store Goods	410-5-2
Iron Castings	152-13-11
Carriage furniture	£2657-1-6

No. 7 S. S. Frosmann's		Outfit S. S. Frosmann's	
Receipts forward		Receipts	
Beaver Castings	271.10.9	Patent Caplins £340 each 4 to	£ 314.10.0
Tanning, Felling & Fattening	332.11.0	Prop Caplins	22.12.0
Plant, £100, Fuel, £20, Management £100		Anchor & Cable	472.12.8
Working Expenses £100, Protection of S. S. May 1893	1050.0.0	Rigging Chains	91.0.0
Carcasses & parts carcasses	225.10.4	Ropes, Hooks, & Hammers	637.13.10
Outfit (as detailed)	7442.14.4	Sails & Anvils	580.0.0
Accounts (as detailed)	2358.0.10	Wool Rigging	239.7.0
Insurance on stock £30, Livestock £183.14.3		Felling do	161.3.1
Insurance at frontier £12.9.9	298.6.0	Blocks	113.7.4
	3922.3.9	Boats	128.0.0
Pay III Co. S. S. Co. £1.10.0	430.2.6	2 Teak Life Boats	294.14.0
	<u>£38,799.1.3</u>	Portland Cement 181 Casks	104.1.6
		Plumbing ditto	10.11.7
Two Steam Boilers (Part) including piping	413.15.6	Steering Gear Aft	91.7.1
One Donkey Boiler	88.3.7	" " Bridge	41.7.9
	<u>£ 521.19.1</u>	170 Lbs. Lights	357.1.1
		Boiling Apparatus	8.6.8
		Canvas Tarpaulin	

Outfit S. S. Frosmann's		Outfit S. S. Frosmann's	
Receipts forward		Receipts forward	
One 3000 lbs. for Engine	58.3.14	Lightening Conductors	19.4.0
One 6"	86.16.0	2, 12 pounder Iron Guns	42.0.0
One 7"	29.8.3	2. Sub Machine Gun (Report)	17.0.0
One 5"	26.18.9	1. Anchor Cable	2.10.0
8 Patent Water Closets	44.16.0	Ball & supprings	7.6.10
60 Wash Basin Tops	63.0.0	24 Leather Fire Buckets	10.4.0
Compasses & adjusting (Hammings)	79.13.6	Flaps	24.16.6
Time piece	4.14.0	Stove, Portland Cement 181 Casks 1893	46.11.7
Partings for 1000 rooms (Gibbs & Son)	102.9.6	Small Boat furnishings	21.0.1
Livestock	30.1.6	1, 15 feet Cooking range 1893.5.6, 1894.2.19	142.14.6
Dressmaking (Lambert)	223.10.0	Sheet iron pipes & fitting up Range	59.7.4
Wash (Wallace)	144.13.7	Laying felling floor	15.17.6
Water	16.18.4	2. Galvanized Ventilators	16.14.3
Patent Sables (Solms) Taylor & Co. £1.1.1	570.0.0	Copper pipes for Boilers 10.7.6 20 for Ventilation 1893.1.19	57.6.7
Canvas forward	<u>£ 5085.2.4</u>	Taylor Aft (Edinburgh)	278.8.4
		Refrigerator Aft (London)	151.3.13.0
			<u>£ 7379.12.4</u>





<p><b>LAUNCH OF A STEAMSHIP AT ABDEN, KINGHORN.</b></p>	<p>Thursday last witnessed the launch of another of those fine iron-plated screw steamers for which Mr John Key's building yard at Abden, in the immediate vicinity of Kinghorn, has now become justly famed. This vessel, which is not only by a long way the largest yet built at Abden, but which is considerably larger than any of the iron-plated class of steamers yet built in the Firth of Forth, was laid down, it should be noticed, by the enterprising builder about twelve months ago, with a view to keeping the hands in employment at a time when the trade was in a very depressed and languid state. All things considered, therefore, the undertaking on the part of Mr Key must be regarded as equally as noble as the appearance of the magnificent vessel which was launched from his yard on Thursday afternoon. It is not, and our readers will corroborate the remark, every builder who would or could have laid down a ship, especially one of the dimensions of the vessel now under our notice, for the good of his workmen; and therefore all the more praise is due to Mr Key in that, while he had the ability, he had shown in a most striking manner that he had the will. When and wherever a shipbuilder or other extensive employer of Mr Key's stamp is met with, he not only immensely benefits those in his immediate employment, but his good influence is felt by a whole community in a variety of ways, in all of which that influence is more or less telling. No wonder, therefore, that the success which has attended Mr Key since first he commenced shipbuilding at Kinghorn should have been watched with an unflagging interest; and no wonder that, after a period of unbroken activity at the yard, and unbounded prosperity enjoyed by the community in consequence, the fervent wish of all should be that success might long continue to smile on the exertions of the energetic shipbuilder, and that, as a well-wisher from across the Atlantic hoped, he might soon find an owner in a good market for the noble craft which has just been brought to perfection. That he may exchange her for a remunerative price is the desire of all; and such a market may not at the present time, when a demand for vessels of her size and capabilities may be said to have sprung up consequent upon the outfitting of an expedition to Abyssinia, be very difficult to obtain. From her size, no less the fact that the style in which she is built specially combines speed with great carrying powers, and with the most ample accommodation for passengers and their luggage, besides a heavy cargo, she would be in every respect most admirably fitted for a Government transport. Some idea of her capabilities as a transport vessel may be formed when we mention that she has accommodation for about 1000 troops and horses, with plenty of room for the necessary provisions for a long voyage. According to Customs' measurement she is nearly three times larger than any vessel yet built at the same yard. Her dimensions are—Length over all, 305 feet; ditto between perpendiculars, 280 feet; breadth of beam, 35 feet 6 inches; depth in hold to main deck, 20 feet; depth in hold to spar deck, 28 feet. She is 1900 tons gross register (Customs), is brig rigged, has iron masts and bowsprit, improved screw-steering gear, and wire rigging, with garboards outside of ship. She is fitted up with horizontal direct acting engines, with double cylinders, each 64 inches in diameter, and connected with which are four boilers and twelve furnaces—her engines being 400 nominal horse-power, or 1500 actual or indicated. When finished, according to the plan at present being carried out, she will have accommodation for 100 first and 100 second-class passengers; and for the comfort of the former the saloon has been fitted up in polished mahogany, and lighted with electro-plated lamps, arranged so as to illuminate both the saloon and state rooms at the same time. Besides passengers and luggage, this magnificent steamer can carry 1800 tons of cargo, and has accommodation in bunkers for 500 tons of coal. She is built on the clipper-liner principle, and arranged, as we have already stated, specially for speed combined with great carrying capacity. She is expected to steam at the rate of 13½ knots per hour.</p>
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From the "Fife Free Press", Friday, May 16th, 1969

"The "Travancore" was launched at Kinghorn in August 1867. It was a screw steamer with three decks and two masts; brig-rigged, elliptic stern, clench built and having a female figurehead gracing it's bows. It's dimensions were 281 feet long, 35 feet broad and 27 feet of depth in the hold. The gross tonnage was 1899, it registered 1185 tons. The two engines were direct-acting, 400 h.p. types.

John Key and Son, makers of the engines had their yard at the Inveriel end of Kirkcaldy".

Extra information from the Mercantile Navy List and Marine Directory 1872

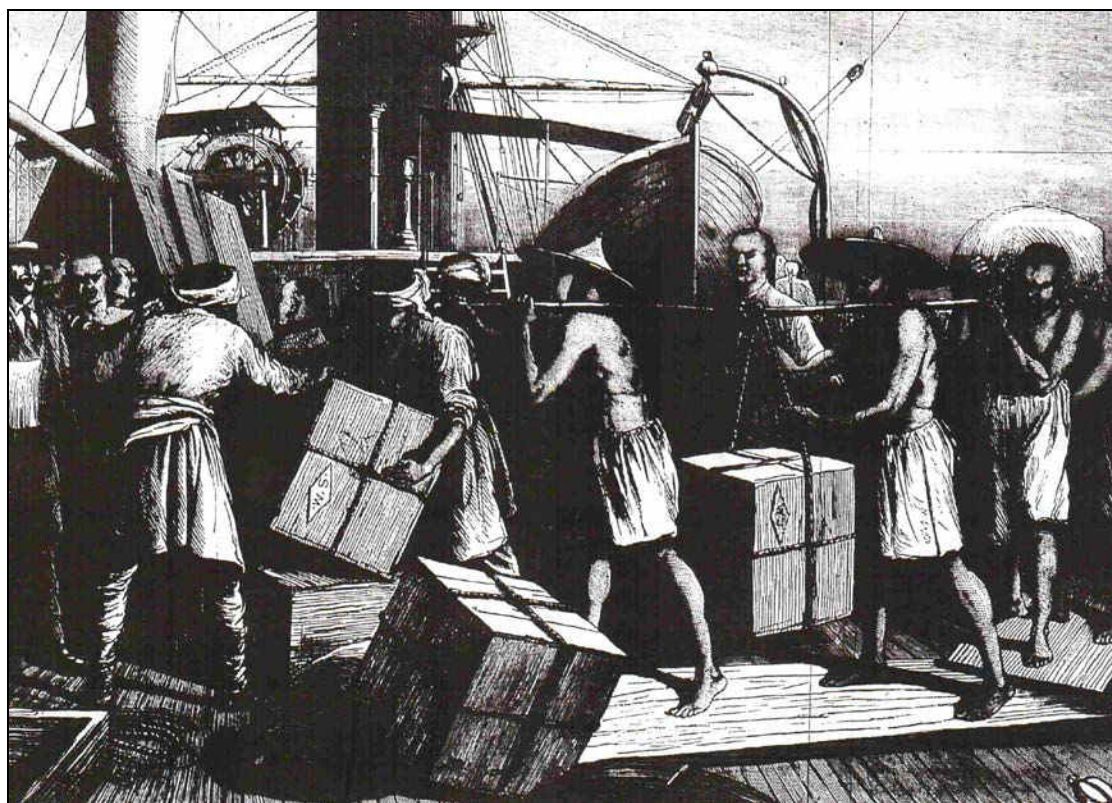
International Code - HGRS  
Port and year of registry - London 1868



#### Information on a trial run of the Travancore from "The Times" 12th June 1868

The "P. and O." Fleet - The latest addition to the splendid fleet of steamships owned by the Peninsular and Oriental Company - viz., the Travancore, a vessel built and engined by My John Key of Kirkcaldy - was taken out for a trial on Wednesday. She left the Southampton Docks at 11.30 am, proceeding direct to Stokes Bay, where one run was made on the measured mile, and then steamed round the Isle of Wight, returning into Southampton water at six o'clock, and the London portion of the visitors left by the 7.15 pm train. The Travancore is a screw steamer of 400 horse-power nominal (indicated power during the run, 1405); her gross tonnage being 1899.5, and registered ditto, 1185; length, 281ft. 6in.; breadth of beam, 35ft. 5in., and depth of hold, 27ft. 8in. Her true mean speed when on the measured mile, with a strong southerly wind blowing, was 12.245 knots; steam, 24lb.; vacuum, 24in.; revolutions of engines, 59. She had 754 tons weight of coals, water, and stores on board, and her draught was 16ft. 6in. forward, and 18ft. 2in. aft, the mean being 17ft. 4in.

The Travancore, which is commanded by Captain R. Methven, one of the oldest officers in the service, leaves to-morrow with the outward India, China, and Australian mails, and on her return from this voyage she will be despatched to the other side of the Isthmus of Suez for service on those stations.



Scene aboard the "Travancore" (London Illustrated News)

#### From List of Ship's Registers Opened and Closed - PRO Ref. Bks 387.2 GRR

April 1880 Registers closed:-

Travancore

60817

Port of registry - Leith

Built at Kinghorn, Fife 1867

Net tonnage - 1172

Gross tonnage - 1903

Horse power - 350

WRECKED - 8:March:1880

**Various telegrams regarding the wrecking of the “Travancore” taken from Lloyd’s List, 9th, 10th, 11th, 12th, 16th, 31st March and the 6th and 15th April 1880.**

March 8th, Brindisi - “Travancore” - The Peninsular and Oriental Company’s steamer “Travancore”, with the homeward Indian mail, which left Alexandria on March 5th, has grounded near Otranto, owing to a dense fog. A steamer has been despatched to her assistance.

March 9th, Brindisi - “Travancore” - the passengers and mails from Peninsular and Oriental Steam Navigation Company’s steamship “Travancore” have arrived here, and will go forward by special train.

March 9th, 8.27am, Brindisi - “Travancore” - Mails, passengers arrived 8am Tuesday. Mails leave for London at 9am. Half gale sprung up from NE. Tuesday 2am - fear there are not hopes of saving ship or anything out of her.

March 10th - “Travancore” - The following telegram has been received by the Peninsula and Oriental company from their agent at Brindisi:- “Otranto, March 8th, 9pm - now leaving here in small steamer with mails (homeward bound), passengers and baggage, ex “Travancore, and hope to reach Brindisi by 4am tomorrow (Tuesday). “Travancore” went ashore in thick fog at 3 o’clock this morning (Monday) at Castro Bight, south of Otranto, 16ft of forefoot gone, 17ft of water in fore and main holds; commenced daylight throwing cargo overboard, but very little hope of saving ship. Left a steamer alongside “Travancore”, and as soon as I have landed mails and passengers at Brindisi will return to ship”.

March 11th, Castro, near Otranto - “Travancore” - Same position, still blowing strong from north, sea breaking over steamer. Opinion here if wind comes strong from SSE or E she will break up. Divers can work when it is perfectly calm. Wired Venice to send them if considered worth while to break out and save damaged cargo.

March 14th, Noon, Brindisi - “Travancore” - Received following from Castro Friday - “All cotton, oilcake on shore out from saloon - Saturday - Strong wind, high sea, cannot work on board. - Divers leave tomorrow for wreck.

Wednesday March 31st - “Travancore” - A letter from the P&O states that a contract has been entered into between the company’s representative and Mr. Borzone, of Stezzia, to save the cargo ex “Travancore” for a payment of 35% of the nett value landed at Brindisi. The company’s representative reports that if the weather keeps fine there is a fair prospect of a large portion of the cargo being recovered.

Tuesday 6th April - “Travancore” - The following is a copy of telegram received from Captain Angove, the P&O company’s representative re the cargo of the “Travancore” - “Brindisi, April 5th - salving cargo progressing favourably. 600 baled to present date.

Thursday 15th April - “Travancore” - The P&O company report that up to April 11th 753 bales of cotton, 16 bales of silk, 29 bags of gum, 2 bags of wax, and 1 cask of oil has been salvaged ex “Travancore”, under the agreement with Signor Borzone.

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**From the Times 11<sup>th</sup> March 1880 page 14, column C.**

The Loss of the Travancore:-

The Peninsular and Oriental steamer Travancore is rapidly breaking up. The mails and passengers were transferred to the Italian steamer Bari, and were taken to Brindisi. Every exertion is being made to save the cargo, but as the vessel is going to pieces, no hope is entertained of saving either the ship or the cargo. The English mail will be due in London on March 12th.



<p>Captain Pickard, R.N., Captain Forster, and Captain Beasley were the assessors.</p>	<p>course a westerly variation of ten and a deviation of eight points, the true bearing was N. 68deg. W., and accordingly he ordered the vessel to be kept on her course. Now, if the ship was placed N. 50deg. W. and a course laid N. 15deg. W., it would take the ship ashore at Castro, or a little south of it. The casualty arose from a mistake between the master and second mate, the master supposing the bearing was given by the standard compass, the mate having reduced it to the true bearing. If the vessel was really where the master thought she was, there was no harm in the course pursued provided the weather kept clear. The Court was of opinion, however, that as the second officer had only joined at Bombay, and it was his first voyage with the captain, and he was not a person to inspire much confidence in his skill and ability, the master was not justified in remaining below, but should have gone up and himself verified the bearings of the light. When the master came on deck he found a fog so thick that, according to the look-out man, he could not see more than half a ship's length ahead; and, according to the captain's account, he could not see the shore 50 yards off. The vessel was then going full speed, or about 11 knots. The master continued at full speed without troubling to take a cast of the lead, and for this he was much to blame. The ship ought not to have been kept on her course, and her speed ought to have been slackened. Both the master and second officer were in default, the master for having left the sole control of the ship to an inexperienced officer, and because he did not come on deck when the Santa Maria light was reported, and because, when he did come on deck, he did not slacken speed or take a cast of the lead. The second mate was greatly to blame for reporting the bearings of the light as true contrary to the custom which prevails in the Peninsular and Oriental service, and, as the Court believed, on all other lines. By his conduct he had certainly misled the master and conducted to the casualty. Seeing that a very valuable vessel had been lost and the lives of all on board risked, the Court ordered the certificates both of the master and second officer to be suspended for three months.</p>
<p>This was the case of a total loss of a Peninsular and Oriental Company's boat. The Travancore was an iron steamship of 1,172 tons net register. She left Alexandria on the 5th of last month bound for Brindisi. She had a crew of 108 hands, and was carrying 57 passengers and about 1,000 tons of general cargo, chiefly cotton. At midnight of the 7th of March the second mate came on deck, the captain having gone below at 11. At 40 minutes past 12 the Santa Maria Light was one and a-half points on the port bow, the vessel steering N. 15deg. W. by standard compass. This position was reported by the second mate to the master, who ordered the ship to be kept on the same course until the Otranto light was sighted. At 2.30 the Santa Maria light disappeared. Thereupon the second mate called the master and informed him that he thought the weather was becoming hazy. In a few minutes the captain came on deck. No light was then visible. The helm was ordered to be ported first one point and afterwards two points. The captain went below for the purpose of consulting his charts. He came on deck again in a few minutes, and almost immediately saw land on the portbeam. An order was then given to port again, but the ship struck on some sunken rocks and remained fast. Water was reported in the fore hold, and the vessel beginning to heel over to starboard, the boats were got out and the passengers and mails were put on shore. The captain, officers, and crew remained with the ship till the evening, when, as she was full of water, they abandoned her. She has since become a total wreck, though a portion of her cargo has been saved.</p>	<p>Mr. McConnell appeared for the Solicitor to the Board of Trade (Mr. W. Murton); Mr. Pollard for the master; Mr. Clarkson for the owners.</p>
<p>The learned COMMISSIONER, in giving judgment, said that the cause of the ship's stranding was perfectly clear. When the second officer saw the Santa Maria light he reported it bearing N. 50deg. W. The second officer had said this was the true bearing, and that he gave it to the captain as such. The captain, however, said that according to the practice on board his ship he supposed this to be the bearing by the standard compass, and as there was on this</p>	

Lloyds Register showing "Travancore" and her last voyage before being wrecked

<p>Travancore</p>	
<p>" Steamer</p>	<p>Harrison</p>
<p>" N<sup>o</sup> 1</p>	<p>Jan 8 Feb 4 14 Mar 1 5 9 9 12 13 18 19 20 21 22 23 24 25 26 27 28 29 30 31</p>
<p>"</p>	<p>Apr 1 14 17 20 23 26 29 30 1 May 2 5 8 11 14 17 20 23 26 29 31</p>
<p>"</p>	<p>Jun 1 4 7 10 13 16 19 22 25 28 31</p>
<p>"</p>	<p>Jul 1 4 7 10 13 16 19 22 25 28 31</p>
<p>"</p>	<p>Aug 1 4 7 10 13 16 19 22 25 28 31</p>
<p>"</p>	<p>Sep 1 4 7 10 13 16 19 22 25 28 31</p>
<p>"</p>	<p>Oct 1 4 7 10 13 16 19 22 25 28 31</p>
<p>"</p>	<p>Nov 1 4 7 10 13 16 19 22 25 28 31</p>
<p>"</p>	<p>Dec 1 4 7 10 13 16 19 22 25 28 31</p>



**Copy of the Wreck Commissioner's report into the official investigation into the loss of the Travancore.**

(No. 573.)

**S.S. "TRAVANCORE," 1868**

The Merchant Shipping Acts, 1854 to 1876.

In the matter of the formal investigation held at Westminster, on the 12th of April 1880, before H. C. ROTHERY, Esquire, Wreck Commissioner, assisted by Rear-Admiral PICKARD, R.N., Captain BEASLEY, and Captain FORSTER, as assessors, into the circumstances attending the stranding and loss of the British steamship "TRAVANCORE," of Leith, on the 8th March last, near Cape Otranto, whilst on her passage from Alexandria to Brindisi.

The Court, having carefully inquired into the circumstances of the above-mentioned shipping casualty, finds, for the reasons annexed,

1. That the stranding of the said vessel was due to her having been kept by the master on a course too far to the west, in the belief that the bearing given to him by the second officer of the Santa Maria Light was the compass bearing, instead of its being, as it was, the true bearing.

2. That the course steered, before the Santa Maria Light was sighted, was a proper course; but that the course steered, after it was sighted, was not a proper course.

3. That the master was not justified in remaining below, and ordering the course he did to be steered, after the Santa Maria Light was sighted.

4. That the master was not justified in continuing to go at full speed, and in not using the lead after he had come on deck and had found that a fog had set in, and when he was ignorant of his true position.

5. That the vessel was not navigated with proper and seamanlike care.

6. That Robert Scott, the master, and Melbourne Denny Blott, the second officer, of the "Travancore" are to blame for the casualty.

For these wrongful acts and defaults the Court orders the certificates of the said Robert Scott, and of the said Melbourne Denny Blott, to be suspended for three months.

Dated this 12th day of April 1880.

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

We concur in the above report.

(Signed) GEORGE H. FORSTER, }  
B. S. PICKARD, } Assessors.  
THOS. BEASLEY, }

*Annex to the Report.*

This case was heard at Westminster on the 12th of April instant, when Mr. McConnell appeared for the Board of Trade, Mr. Clarkson for the owners, and Mr. Pollard for the master of the "Travancore." Four witnesses having been produced by the Board of Trade and examined, Mr. McConnell asked the opinion of the Court upon the following questions:—

"1. What was the cause of the stranding of this vessel?"

"2. Whether a proper course was set and steered before and after Santa Maria Light was sighted.

"3. Whether the master was justified in remaining below, and ordering the course he did to be steered, after the Santa Maria Light was sighted?"

"4. Whether the master was justified in neglecting to slacken speed and use the lead?"

"5. Whether the vessel was navigated with proper and seamanlike care?"

"6. Whether the master or officers, or either of them, is in default?"

Mr. McConnell also stated that in the opinion of the Board of Trade "the certificates of the master, and of the second officer, should be dealt with."

All parties, as well as the second officer, who was not represented by counsel or solicitor, stated that they had no further evidence to produce. Mr. Clarkson then said that he had no observations to make, there being no charge against his parties. Mr. Pollard addressed the

Court on behalf of the master, the second officer was heard on his own behalf, and Mr. McConnell having replied for the Board of Trade, the Court proceeded to give judgment on the questions on which its opinion had been asked. The circumstances of the case are as follows:—

The "Travancore," which was an iron screw steamship of 1,903 tons gross, and 1,172 net register, and was fitted with engines of 350 horse-power, and which was one of the regular mail packets in the service of the Peninsula and Oriental Steam Navigation Company, left Alexandria on the 5th of March last for Brindisi, having a crew of 108 hands all told, 57 passengers, and about 1,000 tons of cargo, consisting principally of cotton. She was, we are told, in first rate condition, being amply provided with boats, pumps, and every requisite for the voyage, and her compasses, of which she had four, being in good order. At 6.30 a.m. of the 7th, when abreast of Stamphani Island, the master laid her on a North 15° West course by standard compass, which was equivalent to about North 33° West true, there being an error of about 18°, namely 10° West for variation, and about 8° West for deviation of the compass on that course. The object of the master was to go about a mile outside of Cape Otranto, the practice being to signal to the shore at that point, so that a telegram might be sent to Brindisi to have the train ready for the mails and passengers on the steamer's arrival. The same course was continued throughout the day, namely, N. 15° W. by standard compass, or N. 33° W. true; and at 11 p.m. the captain went below, the weather at the time being fine and clear, the sea perfectly smooth, and with little or no wind. At midnight the second officer came on deck and took charge, and about 40 minutes afterwards, and whilst the vessel was still on the same course, Santa Maria Light was observed, bearing according to the second officer about a point and a half on the port bow, upon which he went below and reported to the captain that the light bore N. 50° W., but without saying whether that was the true or the compass bearing. As a fact he reported the true bearing; but the master supposing it to be the compass bearing ordered the vessel to be kept on the same course as before, until they should make Cape Otranto Light. At 1.50 a.m. Santa Maria Light, we are told, bore four points on the port bow, but at 2.30 a.m. it disappeared, upon which the second mate went below and reported the fact to the master, telling him at the same time that the weather was becoming thick. Shortly afterwards the captain came on deck, and in reply to his inquiry was told by the second officer that the light, when last seen, bore S. 72° W. Finding that the weather had become foggy, and that no lights could be seen, the master ordered the helm to be ported a point, and soon afterwards he ordered it to be ported another point to take her further off the shore, but the vessel was still kept at full speed, making 11 knots an hour. The master then went below to consult his charts, and on returning on deck at about a minute or two after 3 o'clock, he ordered the helm to be again ported a point; but seeing land almost immediately afterwards on the port beam, he at once directed the helm to be put hard aport, and whilst she was answering her helm the vessel struck. It was soon afterwards discovered that she had grounded on a flat rock in the Bight of Castro, inside Point Maccarone, and about nine miles to the south of Cape Otranto, and that her bows were only about 50 yards, and her stern only about 100 yards from the shore. Orders were at once given to get out the boats; and at about 4 a.m., seeing that the vessel was then making water fast, and that she had a strong list to starboard, it was deemed expedient to land the passengers and mails, which was done; the master and crew, however, remained on board to try to get her off. All their efforts, however, proved unavailing, the only result being to cause her to make water more rapidly; and at 5 p.m. the same day, finding that she had then 17 feet of water in the hold, it was determined to abandon her, and by 7 p.m. they had all left her and gone ashore. They returned to her the following day, and although they ultimately succeeded in saving a portion of the cargo, they were unable to get the vessel off, and she became a total wreck, but fortunately without any loss of life.

These being the facts of the case, the first question on which our opinion has been asked is, "What was the



"cause of the stranding of the vessel"; and to this we shall have no difficulty in returning an answer. It has been already stated that, when the second officer reported the Santa Maria Light to the captain, he told him that it bore N. 50° W., but without telling him whether it was the true or the compass bearing. It was in fact the true bearing, but the master supposed that it was the compass bearing, and accordingly ordered the vessel to be kept on her course N. 50° W. by standard compass, which as we have seen was equivalent to about N. 33° W. true. If, however, we place the vessel on a chart with Santa Maria Light bearing N. 50° W. true, distant 27 miles, which is the distance at which the second officer tells us the light was when he first reported it, and then steer N. 33° W. true, we shall find that it will take us ashore a little to the south of Castro; and allowing for the alteration of the helm two points to port, after the master came on deck at 2.35 a.m., it would fully account for the vessel having run ashore inside of Maccarone Point.

The next question which we are asked is, "Whether a proper course was set and steered before and after the Santa Maria Light was sighted?" We have seen that the course steered from Stamphani Island, and until they sighted the Santa Maria Light, was N. 15° W. by standard compass, equivalent to N. 33° W. true, which would be a proper course, for, if made good, it would take her near to but clear of Cape Otranto, and as the weather was clear and fine, the sea smooth, and no wind, there is no reason why that course should not have been steered. Again, if the vessel had been where the master supposed her to be, when Santa Maria Light was first reported to him, namely, with the light bearing N. 50° W. by standard compass, which would be equivalent to N. 68° W. true, allowing 18° W. for variation and deviation, the course might safely have been continued, for the Otranto Light would have been picked up long before they reached the land, and the course could then have been altered if they found that they were too close in; but with the Santa Maria Light bearing N. 50° W. true, and only about a point and a half on the port bow, it was obviously an improper course, and must if continued inevitably take the vessel ashore near Castro.

The third question on which our opinion is asked is, "Whether the master was justified in remaining below and ordering the course he did to be steered after Santa Maria Light was reported." It seems that the second officer, who holds only a second mate's certificate, was totally unacquainted with the navigation of these waters, having made the voyage from Alexandria to Brindisi only once before. The master, too, had very little personal knowledge of him, as he had only joined the vessel at Bombay; and judging from the way in which he gave his evidence, he is not a person calculated to inspire any very great confidence in his skill or ability. It would therefore have been better if, instead of relying on the report of this young man, the master had, when the light was first reported, gone on deck and satisfied himself of its position and bearing; and at all events he should have ascertained without a doubt whether the second officer was reporting the true or the compass bearing of the light.

The next question upon which our opinion is asked, is "Whether the master was justified in neglecting to slacken speed or use the lead?" So long, indeed, as the weather continued clear, there would be no necessity to slacken speed or take a cast of the lead, for the lights would show him his true position; but when he came on deck after half-past 2, and found that the fog had set in, and that no lights were visible, it was his duty to have slackened speed and taken a cast of the lead, in order to ascertain his true position. That the fog was very thick at the time is clear from the evidence of the look out

man, who told us that they could not see more than half the ship's length off; and even the captain stated, that when the vessel took the ground they could not see the land, although it was only about 50 yards from the bows, and about 100 yards from the vessel's stern. In our opinion the master had no right to be driving the vessel at the rate of 11 knots an hour through a fog so dense that they could not see more than 50 yards off, he being at the same time totally ignorant of the vessel's position, except by what he had been told by a young officer, of whom he had very little personal knowledge, and who seems to have taken so little interest in the duties of the ship as not to know whether it was the practice on board to report the true or the compass bearing. In our opinion the master is very greatly to blame for not having slackened his speed and taken a cast of the lead, which would at once have shown him his true position.

The fifth question upon which our opinion is asked, is "Whether the vessel was navigated with proper and seamanlike care?" and in our opinion she was not.

The sixth question upon which our opinion is asked, is "Whether the master or officers, or either of them, is in default?" We think that the master is to blame for not coming on deck when the Santa Maria Light was first reported to him, in order to satisfy himself as to its true position and bearing, and for having relied entirely on an inexperienced young man, of whom he had little personal knowledge, and for not even taking the trouble to ascertain whether the bearings which he gave were the true or the compass bearings. He is also in our opinion to blame for not having slackened the vessel's speed, and taken a cast of the lead, when he came on deck after half-past 2 o'clock, and found that a thick fog had set in, he being at the same time totally ignorant of the vessel's true position. As regards the second mate, we think he also is to blame for having reported to the master the bearing of the light without telling him that he was giving him the true bearing, when I am told by the assessors that it is the invariable practice to give the compass bearing, leaving it to the master to reduce it to the true bearing by making the proper allowance for variation and deviation. If he had taken the least interest in his duties he would have learnt, between the time of joining her at Bombay and the casualty, whether it was the practice on board that vessel to report the compass or the true bearing, or rather, I ought to say, whether it was the custom to deviate from the established practice by reporting the true bearing. It is to this mistake that the casualty is mainly to be attributed.

Now no charge has been made against the master, or against any of the officers, for anything that occurred after the stranding, they all seem to have done their best to save the vessel and cargo. At the same time we should not be justified in allowing these two officers, through whose neglect this casualty has been brought about, to go wholly unpunished. Here is a splendid mail steamer, with a number of passengers and a very valuable cargo, which has been thrown away and entirely lost by their negligence; and it is probably owing to the fact that the sea was perfectly smooth, and that there was no wind at the time, that the casualty was not attended with a very serious loss of life. As, however, counsel for the Board of Trade stated they did not press for any very severe punishment against either of them, their certificates were suspended for only three months.

No application, and therefore no order, was made as to costs.

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

We concur.

(Signed)

GEORGE H. FORSTER,  
B. S. PICKARD,  
THOS. BEASLEY, } ASSESSORS.



YARD No.9  
**“SCOTLAND” (Launched as “ABDEN”)**  
 Official No. 62293  
 Launched 7<sup>th</sup> September 1869

**From Lloyd's Register of Shipping 1870/71**

Name of ship - Scotland  
 Description - Iron screw steamer, spar decked with 5 bulkheads. 500H.P.  
 Built 1869 - Finished in September of that year.  
 Built by - Key, Kinghorn  
 Tonnage - 2057 -1257  
 Length - 304.1 feet  
 Breadth - 37.9 feet  
 Depth - 27.6 feet  
 Port of survey - Leith  
 Port belonging to - Leith  
 Owner - J. Key  
 Master - Pinhey  
 Destined voyage - Liverpool - India

**From the “Fifeshire Advertiser” Saturday 11th September 1869**

<p style="text-align: center;"><b>LAUNCH AT KINGHORN OF THE LARGEST VESSEL YET BUILT IN THE FORTH.</b></p> <p>The largest iron ship yet built on the shores of the Forth was launched on Tuesday afternoon from Mr Key's shipbuilding yard at Abden, near Kinghorn. Long before the time at which the launch had been fixed to take place, crowds of people gathered from Kirkcaldy, Burntisland, Aberdeen, and surrounding districts, some travelling on foot, others by rail, and others again by vehicles, which appeared to be in large requisition during the day, which was one in the highest degree beautifully fine for an outing. The cliffs on the east of the yard formed the chief locus of the spectators, many of whom, however, were accommodated in the mould-loft immediately confronting the scene of the operations which were actively being carried on in preparation for the event of the day, while others took up their position in the yard, and wherever the vessel could be seen to advantage. There were many ladies and gentlemen present; and among others we observed—Mrs Key, the wife of the builder, and Misses Key; Mr and Mrs J. T. Stocks, of Abden; Mr and Mrs Morgan, and Miss Morgan, Kirkcaldy; Mr and Mrs T. M. Hendry, Kirkcaldy; Mr Daniel Hendry, chairman of the Links Police Commissioners; Provost Smith, and Misses Smith, Kinghorn; Miss Crystal, Edinburgh; the Revs. M. J. Bryden, Parish Church, and G. W. Thomson, Free Church, Kirkcaldy; the Rev. Mr Hardie, Kinghorn; Mr and Mrs J. E. E. Kirkcaldy; Captain Wyllie and Mrs Wyllie, Mitchellstone; Dr Welch, Kinghorn; Mrs Russell, London; Miss Andrews, London; Mr J. P. Aytoun, Newtown of Abbotsball; Mr J. Johnston, East Wemyss; Mr W. L. Whyte, Kirkcaldy; Mr A. Beveridge, writer, Kirkcaldy; Mr and Mrs Chiffelle, Kirkcaldy; Mr R. Lockhart, Kirkcaldy; Mr and Mrs R. Wemyss, Kirkcaldy; Mr and Mrs Lindlater, Kirkcaldy; Mr W. M. Dow, Dysart; Mr T. Noss, bookseller, Kirkcaldy; Counsellor J. Strachan, Kirkcaldy; Mr and Mrs R. Smith, Viewforth</p>	<p>Cottage, Kirkcaldy; Mr J. M. Stepburn, Kinghorn; Mr Martin, Kirkcaldy; Mr J. Williamson, Bogle; Mr Wilkie, Cowdenlaws; Mr J. Cusick, sailor, Pathhead; Mr W. Beveridge, Pathhead; Captain White, Leith; Mr and Mrs George Wilson, Kirkcaldy; Mr and Mrs Dalroey, Kinghorn; Mr John Lockhart, manufacturer, Linktown; Mr George Johnston, Roslyn Works, St Clairtown; &amp;c., &amp;c.</p> <p>The number of spectators present, however, was not nearly so large as on some former occasions, owing no doubt to the fact that ship launches at Kinghorn can no longer be considered a novelty, inasmuch as the occasion was the launch of the ninth vessel from the yard. At the same time, the launch had the novelty about it already mentioned, namely, that it was the launch not only of the largest vessel yet built at Abden, but the largest iron ship ever built on the Firth of Forth—a circumstance which, to many at least, added interest to the proceedings. Another interesting circumstance connected with the magnificent craft which was soon to make her transit from land to ocean, was the fact that she was to be launched with all her machinery, engines, boilers, &amp;c., on board—an experiment which had never been before tried at the yard; and that thus she would, in all probability, be the heaviest ship for her size ever launched from any yard in the United Kingdom. By a quarter to three o'clock all the preparations for the event had been carefully completed, and the tide, still rising, was ready to receive the vessel, when the order was given to knock away the dogshoes; and, no sooner said than done, the last link which held the vessel to the shore was parted, when simultaneously with her first movement Miss Morgan, daughter of Mr Morgan, banker, Kirkcaldy, christened the stately craft “Abden” (<i>pro tem</i>)—the name of the building yard. On receiving her name the Abden glided swiftly on her way, amidst the deafening cheers of the assembled crowd and the waving of hats and handkerchiefs—a still louder cheer rising as she gracefully plunged into her destined element, and left to curl its upward course a perfect cloud of smoke on either side of the ways.</p>
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John Key had built this ship "on spec" and it wasn't until 1st October 1870 that she was officially registered as the "Scotland" and given the no. 62293. At this time John Key was still the owner of all 64 shares. When she was launched as the "Abden" the previous September she was not only the largest ship to have been built at Kinghorn but also the largest built on the Firth of Forth. She was launched with all her machinery - engines, boilers etc on board - an experiment that had never before been tried at the yard and which meant that, at that time, she was probably the heaviest ship of her size to be launched from any yard in the United Kingdom. Following the launch she was taken in tow by a trio of steam tugs to Granton where she was rigged and fitted out for sea. She was brig rigged with an iron foremast and bowsprit and was able to steam at a rate of 13-14 knots an hour. She was intended for employment in the India trade but could also be fitted up to contain 1000 troops as a transport.

The reason for this delay was that John Key had been unable to find a buyer for the ship but, in September 1870, he succeeded in securing a contract with the British Government for her to convey military personnel and supplies from Liverpool to Calcutta under the management of Messrs Stoddart of Liverpool.

On the 2<sup>nd</sup> October 1870 the Scotland left Granton bound for Liverpool - a journey that very nearly proved to be both her first and last. She was approaching the Sound of Islay on the morning of the 7<sup>th</sup> October under the command of an experienced ships pilot when she suffered a piston failure to her port engine. Fortunately the weather conditions were good and she was still able to make good progress and maintain steerage until, that is, she somehow managed to run aground close to the McArthur head lighthouse at the southern end of the Sound even though it was high water. Her non essential crew members were transferred to the steamship Staffa who was sailing nearby at the time and taken to Greenock where they were able to telegraph the managers and inform them of the ship's demise.

First impressions were that the ship could not be saved but an inspection by a diver she was found to be in no immediate danger and, on 21<sup>st</sup> October after temporary repairs had been carried out, she was refloated and taken to Greenock where she could be dry-docked and made good. An enquiry was held into the incident and the pilot held to be at fault.

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In 1871 the Scotland's port of registration changed from Leith to London and her owner to John Temperley, 3 White Lion Court, Cornhill, London. She spent some time employed on the East Indian run and then in the London and Quebec trade before undergoing dramatic changes in 1874. In the Prince of Wales Graving Dock at Leith and under the charge of Mr. John Key she was cut in two and lengthened by 52.5 feet giving her a new gross registered tonnage of 2645. Besides being lengthened she was also refitted by Mr. Key. She was given new direct acting engines, a large bridge-house in the centre of the vessel, a wheel-house aft and another over the steering gear, the latter being designed to give shelter to the men at the wheel in bad weather.

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**From official log book and Agreement and Account of crew for the voyage commencing 12th June 1871.**

The voyage - From London to Calcutta via the Suez Canal and any port or ports in India, China, Australia, New Zealand, Pacific and Atlantic Oceans, West Indies and America voyaging to and from as legal freight may offer, thence to a port for orders and to the continent of Europe (if required) and back to a final port of discharge in the United Kingdom. Voyage not to exceed two years.

Master - Lawrence Webster, 17 East India Dock Road, Poplar, East London. Cert. no. 26857.

This turned out to quite an eventful voyage with unrest amongst the crew and two deaths on board. The trouble amongst the crew flared up on the 22<sup>nd</sup> of July at Colombo, Ceylon and continued until 25<sup>th</sup>, the day before the ship was due to sail. At one stage Patrick Donovan, acting Boatswain's Mate, went aft to the quarter deck leading the crew behind him and acting as their spokesman. He complained to the Commander that they were treated like brutes, worked like slaves and got nothing to eat and that they would not work after hours any longer.

The first death to occur was that of Robert Rogers, a seaman who was on his way home from the Calcutta Hospital suffering from heart disease. At 6pm on September 10<sup>th</sup> 1871 he was seized with an attack of palpitations. He was treated with five drops of ether and seemed to improve but at 8am the following day he had another attack and died. His body was committed to the deep at 3.30 the same afternoon.

The second death occurred a fortnight later when at 6.20 on the morning of Sunday 24<sup>th</sup> of September David Ayers, an Able Seaman, died after having been taken ill the previous day. He was buried at sea at 11.30 the same morning.



# TRIAL RUN OF THE "SCOTLAND."

FROM LEITH TO THE BASS ROCK.

Mr John Key is fast attaining a high position as a shipbuilder. His latest work in that line is the most extensive and the best, and creditable alike to his skill and taste. The screw steamer Scotland has been lengthened by Mr Key to the extent of 52 feet, and on Wednesday made a trial run from Leith roads to the Bass Rock and back to Leith, after which she at once proceeded on her first voyage, to London.

The Scotland was built by Mr John Key, at his shipbuilding yard, Kinghorn, about five years ago for Messrs Temperley, Carter, and Darke, London, who are still owners of the vessel. She was for some time employed in the East Indian, and of late in the London and Quebec trade. A few months ago her enterprising owners resolved on having the Scotland lengthened, as has frequently been done so successfully in some Clyde-built steamers. The vessel was accordingly taken to Leith, and the work entrusted to Mr John Key. In the Prince of Wales Graving Dock at Leith, the Scotland was cut in two, drawn asunder a distance of 52½ feet, and a corresponding length added. As early as the middle of July this work was completed, in addition to various other alterations and refitting rendered necessary by the process of lengthening, and she was ordered to sail for London, as already stated, on Wednesday last—previous to which, however, a trial trip was made, regarding which a short account may not be uninteresting.

The Scotland lay at anchor in the roads about two or three miles off Leith harbour, and at half-past ten the steam tug "Perthshire" received on board a large party of ladies and gentlemen and conveyed them (from Victoria Dock, Leith) to the Scotland. The tug steamed round the Scotland, to give the party an opportunity of inspecting her lines and modelling, and the result seemed to be universal admiration, and many fond hopes expressed that the splendid vessel would bravely battle the winds and waves for many years, and prove a source of profit to her owners. There seemed a curious coincidence in the names of the screw steamer and the tug. The one, the Scotland, was large and magnificent, and the other, the Perthshire, appeared a very pigmy by her side—something like the proportion of the county of Perth to

the whole of Scotland. The party having got on board the large steamer, the anchor was drawn, steam got up, and a pleasant sail enjoyed down the Firth.

The weather was delightful during the whole day. The sun shone at intervals, and the temperature was mild, but a provoking haze screened the coast line both on north and south, and the only land seen during the trip was Inchkeith and the Bass. The party felt thankful for these small mercies and made themselves happy. There was ample time to inspect the vessel, and all possessing the knowledge of her construction were kind and communicative to strangers. Mr Peters, and Mr Maccoll, of Mr Key's engineering and shipbuilding establishments at Kirkcaldy and Kinghorn, furnished the following particulars:—The steamer has now a gross registered tonnage of 2645 tons, and works at 850 nominal horse-power. Her length is 380 feet over all; depth of hold, 28 feet. Besides being lengthened she was refitted by Mr Key, and has now four new boilers ten feet in length, and of 12½ feet diameter. There are twelve furnaces, each seven feet in length and three feet diameter. The vessel was formerly propelled by two cylinders, each of 70½ inches diameter, but she has been refitted with two new compound cylinders of 46½ and 80 inches in diameter respectively. Notwithstanding that the nominal horse-power has been reduced, the new horizontal direct acting engines, constructed as they are on the surface-condensing principle, are expected to increase the speed of the steamer to the extent of one and a-half knot per hour, thus bringing up her speed to twelve knots. A large bridge-house 64 feet in length has been fitted up in the centre of the vessel—an arrangement by which the lifeboats will be raised six feet higher above the deck than before. In this way it is hoped that the danger which ships' boats invariably run in the heavy seas of the southern ocean will be considerably lessened. A wheel-house aft, and another over the steering gear, designed to afford shelter to the men at the wheel in stormy weather, have also been added to the appointments of the vessel, which, taken altogether, is now one of the handsomest of her kind, and has been classed A 1 at Lloyd's. It may be stated that in the four boilers there are 696 tubes, presenting 8540 feet of heating surface. The surface condenser has 5576 tubes, giving 7230 square feet of condensing surface. On her trial run, the vessel made about 12 nautical miles per hour, the engines, with an actual pressure of 50 lbs. to the square inch, making 35 revolutions per minute, exerting 1300 of indicated horse power.

## From Lloyd's Register of Shipping 1876 / 77

Ship's No. - 62293  
Description - Iron Screw Bg. with three decks.  
Port belonging to - London  
Gross tonnage - 2645  
Net tonnage - 1694  
Underdeck tonnage - 1705  
Length - 356. feet  
Breadth - 38.1 feet  
Depth - 27. feet  
Port of survey - London  
Engines built by J Key, Kinghorn  
Owner 1876 / 77 - Temperley's (Carter and Darke)  
Master 1876 / 77 - J James  
Built under special survey.



The following two images are copies of Transcript of Register for Transmission to Chief Registrar of Shipping 1<sup>st</sup> October 1871 re "Scotland" N.A. Ref. BT 108.

Form No. 19. Transcript of Register for Transmission to Chief Registrar of Shipping.

Signal Letters (if any) *T.L.G.V.*

Official Number of Ship <i>62293</i>	Name of Ship <i>Scotland</i>	No., Date, and Port of Registry <i>22<sup>nd</sup> 1870. Perth</i>
No., Date, and Port of previous Registry (if any) <i>New Ship</i>		
Whether British or Foreign Built <i>British</i>	Whether a Sailing or Steam Ship; and if a Steam Ship, how propelled <i>Steamer by Screw</i>	Where Built <i>Kinghams in the County of Lifford</i>
	When Built <i>1869</i>	Name and Address of Builders <i>John Kinghams</i>

Number of Decks <i>Two</i>	Length from fore part of stem, under the bowsprit, to the aft side of the head of the stern post <i>382<sup>ft</sup> 1</i>	Foot <i>382<sup>ft</sup> 1</i>	Tenths <i>1</i>
Number of Masts <i>Two</i>	Stain to the outside of planks <i>27 7</i>	<i>27 7</i>	<i>7</i>
Stern <i>Elliptic</i>	Depth in hold from tonnage deck to ceiling at midships <i>19 9</i>	<i>19 9</i>	<i>9</i>
Build <i>General</i>	Depth in hold from upper deck to ceiling at midships, in the case of three decks and upwards <i>27 6</i>	<i>27 6</i>	<i>6</i>
Galleries <i>None</i>	Length of engine room, if any <i>22<sup>ft</sup> 8<sup>in</sup></i>	<i>22<sup>ft</sup> 8<sup>in</sup></i>	<i>8<sup>in</sup></i>
Head <i>Transf. to London</i>			
Engine <i>Transf. to London</i>			

PARTICULARS OF ENGINES (if any).

No. of Engines <i>Two</i>	Description <i>Horizontal British Patent Compound</i>	Whether British or Foreign made <i>British</i>	When made <i>1869</i>	Name and Address of Makers <i>John Kinghams</i>	Diameter of Cylinders <i>70<sup>in</sup></i>	Length of Stroke <i>28<sup>in</sup></i>	No. of Horses' power (combined) <i>500</i>
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PARTICULARS OF TONNAGE.

Gross Tonnage	No. of Tons <i>157.119</i>	DEDUCTIONS ALLOWED.	No. of Tons <i>87.64</i>
Under Tonnage Deck		On account of space required for propelling power	
Closed in spaces above the Tonnage Deck, if any		On account of spaces occupied by Seamen or Apprentices, and appropriated to their use, and kept free from Goods or Stores of every kind, not being the personal property of the Crew	
Space or spaces between Decks	<i>67.25</i>	These spaces are the following, viz.:	
Forecastle	<i>27.51</i>	<i>John Kinghams &amp; Co.</i>	<i>55.16</i>
Round House		<i>" " "</i>	<i>2.78</i>
Other closed in spaces, if any, as follows:		<i>" " "</i>	<i>3.64</i>
<i>After Deck Cabin</i>	<i>26.524</i>	<i>" " "</i>	<i>3.64</i>
<i>Fore Deck Cabin</i>	<i>16.64</i>	<i>" " "</i>	<i>3.64</i>
Gross Tonnage	<i>245.78</i>	<i>" " "</i>	<i>3.64</i>
Deductions, as per Contra	<i>88.66</i>	<i>" " "</i>	<i>3.64</i>
Registered Tonnage	<i>157.124</i>	<i>" " "</i>	<i>3.64</i>
		Total Deductions	<i>87.64</i>

Name of Master *Robert E. Pilling*

Certificate of { Seaman No. Competency No. *1072*

Names, Residence, and Description of the Owners, and Number of Sixty-fourth Shares held by each, viz.

*John King of Kinghams in the County of Lifford* } *Sixty-four*  
*Engineer* } *64*

RECEIVED 17 OCT 1870 G.R. & R.C.

Dated *1<sup>st</sup> October 1871*

Registrar *John Kinghams*

NOTE.—If there are more Owners than one the Registrar is requested to distinguish the Managing Owner by the letters "M.O." against his name.

S.B.—To be addressed in an Envelope to the Chief Registrar of Shipping, Custom House, London.

References to Transactions	Changes of Masters
168 — 509 1/73 —	Leith 22.12.71
9 — 4251 4/73 —	John Percudleton —
10. — 5289 — 6/75 —	Leith 3-4-72
	James Webster 21,578
	London 15.1.73
	William Nacey 32,759
	London 28.10.73
	John Simons — 8949 —

For the greater part of her career the Scotland sailed between London and Quebec taking in Montreal and sometimes Plymouth and carrying many emigrants to a very different life in the New World.

<u>Burden</u>		<u>Built</u>		<u>Shipowner or operator</u>	<u>Dimensions</u>
2,146 gross		1869 at Kinghorn by <u>John Key</u>		<u>Temperley Line</u>	304.1ft x 37.9ft
Year	Departure		Arrival		Remarks
1872	London	Apr. 30	Quebec	May 20	Plymouth 1872-05-02
1872	London	July 02	Quebec	July 17	Plymouth - Montreal
1872	London	Aug. 30	Quebec	Sept. 14	Plymouth - Montreal
1873	London	Aug. 26	Quebec	Sept. 12	Plymouth - Montreal
1873	London	Oct. 22	Quebec	Nov. 08	Plymouth - Montreal
1876	London	Aug. 01	Quebec	Aug. 20	Montreal
1879	London	May 29	Quebec	June 11	
1879	London	July 16	Quebec	July 30	
1879	London	Sept. 03	Quebec	Sept. 18	Estimated date of arrival
1879	London	Oct. 22	Quebec	Nov. 07	Estimated date of arrival
1880	London	Apr. 14	Quebec	May 04	
1880	London	June 04	Quebec	June 20	
1880	London	July 16	Quebec	Aug. 01	Montreal
1880	London	Aug. 27	Quebec	Sept. 15	
1880	London	Oct. 22	Quebec	Nov. 07	Montreal
1881	London	May 27	Quebec	June 17	Montreal
1881	London	July 19	Quebec	Aug. 05	Plymouth - Montreal
1881	London	Sept. 03	Quebec	Sept. 16	Plymouth - Montreal
1881	London	Oct. 18	Quebec	Nov. 04	Montreal
1882	London	Apr. 18	Quebec	May 16	Montreal
1883	London	Apr. 17	Quebec	May 03	Montreal
1883	London	June 05	Quebec	June 19	Montreal
1883	London	July 17	Quebec	July 31	Montreal
1883	London	Aug. 29	Quebec	Sept. 14	Montreal
1883	London	Oct. 13	Quebec	Oct. 30	Montreal
1884	London	Apr. 16	Quebec	May 01	Montreal
1884	London	June 05	Quebec	June 19	Montreal
1884	London	July 23	Quebec	Aug. 06	Montreal
1884	London	Sept. 11	Quebec	Sept. 25	Montreal
1885	London	Apr. 15	Quebec	May 16	Montreal
1886	London	Apr. 29	Quebec	May 15	
1886	London	July 29	Quebec	Aug. 13	Montreal
1886	London	Oct. 25	Quebec	Nov. 13	Montreal
1887	London	Apr. 14	Quebec	May 03	Montreal
1887	London	June 08	Quebec	June 24	Montreal

The information listed above is not the complete record of the ship. The information was collected from a multitude of sources, and new information will be added as it emerges



# AGREEMENT AND ACCOUNT OF CREW

1 NOV 71 FOREIGN-GOING SHIPS 71

RECORDED BY THE DEPT. OF TRADE, JULY 1901, IN NUMBER OF 12 A 28 130, P. 101.

AGREEMENT No. **20743**

EXECUTED IN SIXTEEN PAGES

The term "Foreign-going Ship" means, a Ship employed in trading or going between some place or places in the United Kingdom and some place or places situated in the following limits, that is to say, the Coasts of the United Kingdom, the Islands of the British Empire, India, Australia, and Africa, and the Coasts of Europe between the River Elbe and the Strait of Gibraltar.

**1. Name of Ship.** *Scotland*

**2. Official No.** *1256*

**3. Port of Registry.** *London*

**4. Date of Registry.** *22/12/11*

**5. Registered Tonnage.** *1256*

**6. Nominal Horse-power of Engines (if any).** *500*

**7. Name of Master.** *Mr. David D. D.*

**8. Name of Mate.** *Mr. D. D.*

**9. Name of Cook.** *Mr. D. D.*

**10. Name of Steward.** *Mr. D. D.*

**11. Name of Cabin Boy.** *Mr. D. D.*

**12. Name of Deck Boy.** *Mr. D. D.*

**13. Name of Engine Room Boy.** *Mr. D. D.*

**14. Name of Stoker.** *Mr. D. D.*

**15. Name of Fireman.** *Mr. D. D.*

**16. Name of Blacksmith.** *Mr. D. D.*

**17. Name of Carpenter.** *Mr. D. D.*

**18. Name of Painter.** *Mr. D. D.*

**19. Name of Joiner.** *Mr. D. D.*

**20. Name of Shipwright.** *Mr. D. D.*

**21. Name of Boatman.** *Mr. D. D.*

**22. Name of Fisherman.** *Mr. D. D.*

**23. Name of Hunter.** *Mr. D. D.*

**24. Name of Gamekeeper.** *Mr. D. D.*

**25. Name of Gardener.** *Mr. D. D.*

**26. Name of Cook's Boy.** *Mr. D. D.*

**27. Name of Cabin Boy's Boy.** *Mr. D. D.*

**28. Name of Deck Boy's Boy.** *Mr. D. D.*

**29. Name of Engine Room Boy's Boy.** *Mr. D. D.*

**30. Name of Stoker's Boy.** *Mr. D. D.*

**31. Name of Fireman's Boy.** *Mr. D. D.*

**32. Name of Blacksmith's Boy.** *Mr. D. D.*

**33. Name of Carpenter's Boy.** *Mr. D. D.*

**34. Name of Painter's Boy.** *Mr. D. D.*

**35. Name of Joiner's Boy.** *Mr. D. D.*

**36. Name of Shipwright's Boy.** *Mr. D. D.*

**37. Name of Boatman's Boy.** *Mr. D. D.*

**38. Name of Fisherman's Boy.** *Mr. D. D.*

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**40. Name of Gamekeeper's Boy.** *Mr. D. D.*

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**42. Name of Cook's Boy's Boy.** *Mr. D. D.*

**43. Name of Cabin Boy's Boy's Boy.** *Mr. D. D.*

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**45. Name of Engine Room Boy's Boy's Boy.** *Mr. D. D.*

**46. Name of Stoker's Boy's Boy.** *Mr. D. D.*

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**49. Name of Carpenter's Boy's Boy.** *Mr. D. D.*

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**52. Name of Shipwright's Boy's Boy.** *Mr. D. D.*

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**111. Name of Fireman's Boy's Boy's Boy's Boy's Boy's Boy's Boy.** *Mr. D. D.*

**112. Name of Blacksmith's Boy's Boy's Boy's Boy's Boy's Boy's Boy.** *Mr. D. D.*

**113. Name of Carpenter's Boy's Boy's Boy's Boy's Boy's Boy's Boy.** *Mr. D. D.*

**1**

Scotland  
Official no. - 62293  
Port belonging to - London  
Broken up  
Date of wreck or casualty - November 1893  
Date of GR 62 or closing of register - 17th Nov 1893  
F20 - 11 April 1894



**YARD No.10**  
**"RIVER TAY"**  
**Official No. 58239**  
**Launched 11<sup>th</sup> February 1868**

From an inventory of ships built at Kinghorn and the costings involved for "River Tay" drawn up by John Key, nephew of John Key, shipbuilder.

No. 8 New Whaler "River Tay"		No. 8 "River Tay"	
Launched 11 <sup>th</sup> Feb 1868		2 Rudder frames	
Length between keels	125 feet	Plates	527.0.0.0 2747-6-11
Breadth of Beam	50 -	Angle & Bulk iron	135-15.0.0 938-18.3
Depth of hold	18-6	Rivets	30.9.0.9 359.5-0
Tonnage 608 Bbls, 570 Ton from Reg, 527 Ton Net		Smith Work & Material	595.13.5
Boards ripped, brought by the master of the ship from the		Painting	75-1-9
Engines, Navigators 7.5 HP Cyls 5.5 x 18.5		Hardware	34-14.9
One Boiler 13 ft wide x 11.5 high, 10 furnaces		Iron pipes	157-10.5
Pumps, Jibing 1500 & Co. Reorder,		Brass Castings	28-19.3
Cost of Ship		Iron	65-19.2
Carpenter's Labour	£ 213.10.11	Ironing Fitting Pattern &c	142-19.10
Ironwork	243.4.10	Land 150 Iron 100 Manpower 100	
Iron Material	2362.3.7	Working days 220 No. of Launching days 95	765-0.0
Painting	68-2.8	Amalgam & putty expenses	45-9.9
Carpenter's Timber	660.0.8	Outfit (as detailed)	160.2-11.5
Ironwork	156-2.0	Accounts (as detailed)	210-18.2
One Boat 13 ft wide x 11.5 high, 10 furnaces	£ 2.17.2.3	Insurance on stock 20 Launch 29.9/6	69-8-0
Store frame	5-7.1.5		£ 12,185-18-0
Carriage frame	127-10.5	By Description of 27 tons	152-2-6
			£ 12,337-20-6

No. 8 "River Tay" (whole)		No. 129 Engine for Belmore Gully	
Cost of Vessel	£ 12,003.15-6	160 HP Compound Cylinders 35 x 60 dia x 27 stroke	
One Steam Motor	77-18-11	Iron Castings	546.15 1051.4
Cost of Engines	1255-14.8	Iron & Brass Castings	393.3.13 147.7.11
One Boiler & Mountings Landed in	700-4.6	Castings from Brass	49.2.16 26.16.4
	£ 14,037-15.7	Brass Castings	83.1.15 38.5.4.10
		Forgings	365.1.20 333.10.0
		Copper pipes	20.3.27 263.4.0
		Fundry furnishings	42.3.14 269.1.10
		Iron Goods	17.14.0
		Engine Room Tools	34.4.8
		Tools used	14.19.8
		Pontoon Engine	25.0.0
		Plumbing Work (Cunningham)	14.16.0
		Pumping Engines (Clark)	12.0.0
		Iron making patterns 247 lbs	44.4.8
		Ironing planing 16 424 lbs	101.14.4
		Leather & finishing 228 lbs	37.12.11
		8 Castings fitting on Board at a cost of 101.37.9	101.37.9
		Large Iron Cast	149.3.8
			£ 348.15.2

<p><b>LAUNCH OF AN IRON SCREW WHALER AT KINGHORN.</b></p> <p>The fine iron screw-steamer for the Messrs Gilroy Brothers &amp; Co., Dundee, was launched from Mr John Key's shipbuilding yard at Abden on Monday afternoon last, after an unsuccessful attempt to bring her off the ways the previous Saturday. The vessel was named the "River Tay" by Miss Marjory Beveridge, Kirkcaldy, and left the yard in presence of a large number of spectators, who gave three lusty cheers as she took the water. This substantially built craft is intended for the seal and whale fishing; and her hull, which is constructed of two skins throughout—with the view to making any injury she may receive confined to one place—is sub-divided into tanks for containing blubber. Her hull is also made of extra strong iron, in order to withstand the pressure of the ice. She is fortified at the bow with oak 17 inches in thickness, and at that part she is made nearly solid with cross beams. The engines of the River Tay, which are horizontal direct-acting, are 80 horse-power, and the two cylinders are of 33 in. diameter. The dimensions of the vessel are—keel and fore-rake, 145 feet; breadth of beam, 30 feet; depth in hold, 18 feet 6 inches. She is barque-rigged, and is 608 tons B.M. and 510 tons N.M., Customs. The vessel on leaving the ways was observed to strike heavily with her stern on the beach, and some fears were entertained that she had sustained damage in consequence, but as she was immediately taken in tow by two steam-tugs, there was no opportunity afforded the spectators of discovering whether such was the case or not. All wishing for the best, a party of ladies and gentlemen assembled in the warehouse confronting the building-yard, where they were treated by Mrs</p>	<p>Key to a service of cake and wine—Mr Key, having left for Kirkcaldy immediately after the launch. Mr Findlater, banker, in a few appropriate remarks, proposed "The Health of Mr John Key, builder, and success to the River Tay," which was drunk with all the honours. Mr Andrew Key, jun., thanked Mr Findlater and the company for the very kind way in which the toast of his father's health and success to the River Tay had been given and received, and concluded by proposing "The Ladies," coupled with the name of Miss Marjory Beveridge, Kirkcaldy—the lady who had so gracefully and efficiently christened the good ship. The toast was most warmly received. Mr James Hamilton, Kirkcaldy, then gave "The Owners of the River Tay," and in the course of his remarks said it would be good for Mr Key and others if there were more enterprising and spirited gentlemen such as the Messrs Gilroy Brothers, Dundee. If they had more such gentlemen; there would be more ships building such as the one they had just seen launched; and he had great pleasure indeed in proposing the "Health of the Owners of the River Tay, and Success to their Enterprise." (Loud cheers.) Mr Thomas M. Hendry then gave "The Health of Mrs Key," which was most cordially responded to, and which brought the proceedings to a close. On reaching Kirkcaldy, it was found, we regret to say, that the vessel had received some injury. The vessel being launched bow first came in contact with one of the cross logs at the bottom in coming off the ways, in consequence of which her stern frame was broken between the fore and after stern posts. Happily there is no strain on the vessel, the whole of the damage being concentrated at the stern. She is the first iron vessel built specially for the seal and whale fishing trade.</p>
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From Lloyd's Register 1868/69

Name of ship - "RIVER TAY"  
 Built 1868, finished in February of that year.  
 Built by - Key, Kinghorn.  
 Registered tonnage - 510  
 Material built of - Iron  
 Length - 147.7ft.  
 Breadth - 30.3ft.  
 Depth - 18.6ft.  
 Owner - Gilroy Bros.  
 Port of Survey - Leith  
 Destined voyage - Whale fishing.  
 (N.B. This entry was overwritten as "Wrecked")

From "Lloyd's List" 24th October 1868, page 3, column 14

Dundee 24th October - the Arctic (s) arrived here from Davis Straits and reports total loss of the River Tay (ss) in the middle of August - Crew saved.

The two pages following those:- Transcript of Register for Transmission to Chief Registrar of Shipping re "River Tay" N.A.Ref. BT 108/247.

FORM 100. 10. Nov. 1864.		Copy Register for Transmission to Chief Registrar of Shipping.	
Official Number of Ship <u>58239</u>		Name of Ship <u>River Tay</u>	
Part Number.... <u>1st 1888</u>	Port of Registry.... <u>London</u>	British or Foreign built... <u>British</u>	
Whether a Sailing or Steam Ship: <u>Steam</u> if Steam, how propelled <u>Screw</u>	Where built.... <u>Highhorn</u> County of <u>Tyfo</u>	When built.... <u>10 February 1888</u>	
No., Date, and Port of previous Registry (if any) <u>Newcastle</u>			
Number of Decks .. .. . <u>Two</u>	Build .. .. . <u>Clincher</u>		
Number of Masts .. .. . <u>Two</u>	Gallery .. .. . <u>None</u>		
Rigged .. .. . <u>Barge</u>	Head .. .. . <u>Straight</u>		
Stern .. .. . <u>Elliptic</u>	Framework .. .. . <u>Iron</u>		
Tonnage.		No. of Tons	
Tonnage under Tonnage Deck .. .. .		<u>570. 39</u>	
Closed in Spaces above the Tonnage Deck, if any, viz.: Space or Spaces between Decks ..			
Poop .. .. .			
Round House .. .. .			
Other enclosed spaces (if any), naming them .. .. .			
Deduct Allowance for Propelling Power .. .. .		<u>510. 39</u>	
Deduct allowance for two spaces under Bowsprit 1887		<u>163. 32</u>	
Register Tonnage .. .. .		<u>347. 07</u>	
		<u>292. 78</u>	
Measurements { Length from the forepart of the Stem under the Bowsprit to the aft side of the Head of the Stern-post <u>147</u> Feet <u>7</u> Tenths.			
Main Breadth to outside of Plank <u>30</u> Feet <u>3</u> Tenths.			
Depth in Hold from Tonnage Deck to Ceiling at Midships <u>18</u> Feet <u>6</u> Tenths.			
Additional Particulars for Steamers.		Tons	
Deduction for Space required for Propelling Power .. .. .		<u>163. 32</u>	
Length of Engine Room (if measured), <u>12</u> Feet <u>5</u> Tenths.			
Number of Engines <u>Two</u>			
Combined Power (estimated Horse Power) <u>Eighty horse</u>			
Name of Master <u>Robert Birnie</u>		Certificate of { Service, No. Competency, No. <u>32710</u>	
Names, Residence, and Description of the Owners, and Number of Sixty-fourth Shares held by each Owner .. .. .			
<u>Robert Gilroy</u> } <u>both of Dundee County of Fife. Merchant</u>			
<u>George Gilroy</u> } <u>and Shipowners. Sixty four 64</u>			
<u>Combined</u>			
Dated <u>25 March 1888</u>		Registrar <u>[Signature]</u>	

N.B.—To be addressed in an Envelope to the Chief Registrar of Shipping, Custom House, London.

References to Transactions.	Changes of Masters.
<p>Cancelled 29<sup>th</sup> October 1868 Vessel lost at Davis Straits 17<sup>th</sup> August 1868 per Certificate of Registry received 13<sup>th</sup> October 1868</p>	

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**From Chief Registrar of Shipping, Transcripts and Transactions - PRO Ref. BT 108/247**

Official number - 58239

Steam screw

Clinker built on iron framework.

Barque rigged.

Two decks, three masts.

Completed 10th Feb. 1868

Owners - Robert and George Gilroy, both of Dundee, Forfar - Merchants and Shipowners.

VESSEL LOST AT DAVIS STRAITS 17th AUGUST 1868.

Registration cancelled 29th October 1868

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YARD No.11  
**"ALBATROSS"**  
 Official No. 62285  
 Launched 20<sup>th</sup> November 1869

From a list of steamers built at Kinghorn, Fife by John Key, drawn up by his nephew John Key between 1864 and 1872.

Cost of Vessel - £12021

Cost of engines and boilers - £3318

From the "Fifeshire Advertiser" Saturday 27th November 1869

### LAUNCH AT KINGHORN.

There was launched, on Saturday afternoon last, from Mr Key's shipbuilding yard at Kinghorn, a large iron-plated screw-steamer, built for a company of shipowners, the individual partners of which reside in different parts of the country. A considerable number of spectators assembled to witness the launch, which took place shortly after two o'clock; but the assemblage—from the fact, no doubt, that launches cannot be longer regarded as a novelty in the district, and owing in some measure probably to its taking place on Saturday—was not nearly so large as that which has met in the vicinity of the yard on any former occasion. The weather, however, was most favourable for the occasion, and the spectators who here and there studded the crags at Abden enjoyed at least the pleasure of an excellent day. As the time for launching the vessel approached, a group of ladies and gentlemen, including several of the owners and their friends, as also the builder and his family, advanced near to the fore part of the vessel, when one of their number—Miss Whyte, daughter of Captain Whyte, of Leith, one of the owners—got possession of the blue ribbon to which the bottle of wine was attached, and, on the first motion of the vessel, dashed its contents on her iron stem. The ceremony was gracefully performed, and the "Albatross"—for that was the name the stately craft received—rapidly and without a swerve sped off the ways into the water, amidst the loud cheering of the spectators, whose hats and handkerchiefs joined freely in the demonstration. The vessel, from the speed with which she left the cradles, went well out into the offing, where she was taken in tow for Granton by two steam-tugs. The dimensions of the vessel are:—Length over all, 245 feet, and between perpendiculars, 237 feet; extreme breadth, 29 feet 3 inches; depth of hold to spar deck, 22 feet 3 inches. She is 1000 tons, according to builders' measurement, and registered gross 1025 tons. She is propelled by a pair of horizontal direct-acting surface condensing engines of 120 horse-power (nominal), or 500 horse-power (effective). The cylinders are 40 inches in diameter, and length of stroke 2 feet. She is fitted up with two circular boilers of 35 lb. working pressure. The vessel had all her machinery fixed and ready for steam when

launched; so that she is in a position to proceed to sea on the shortest notice. She has a magnificent appearance in the water, and though not a large vessel compared with some launched from the Abden yard—her immediate predecessor in particular—she will at least vie with any in point of construction; and for speed, as well as the comfort of those who may conduct her across the seas, she will, we believe, give in to none. After the launch, a number of ladies and gentlemen met, at the kind invitation of the builder, in the large loft immediately confronting the yard, where they were entertained to cake and wine. Provost Swan having called on the company to fill their glasses, asked them in a few appropriate remarks to drink to "The Health of the Owners," who, he hoped, would never have any reason to regret having come to Abden shipbuilding yard for a vessel. The toast, which was coupled with the name of Mr Seator, of Leith, was drunk with applause. Mr Seator, in reply, thanked the Provost for the kindly sentiments which he had expressed towards the owners, and hoped that the contract which had been completed between them and Mr Key would not be a losing speculation for the latter gentleman; while it would also give the owners every satisfaction. The Provost next proposed "The Health of the Builder," a toast which was also drunk amidst loud cheering. Mr Key, in reply, remarked that the owners had given him his own price for the vessel; so that it would not be their fault but his own if the contract did not prove a sufficiently remunerative one. (Cheers.) The other toasts were "The Health of Mrs Key," by Mr James Pye, to which Mr Key replied; and "The Health of Miss Whyte, of Leith," the young lady who had christened the vessel, by Mr Key; to which Mr Grieve, of Leith (one of the owners), responded.

The Albatross had steam up on Tuesday morning for three hours, with the view of trying her machinery. The trial was of the most satisfactory description. At present upwards of 100 men are employed at Granton finishing the fittings of the vessel, and considerable animation consequently prevails there. The keel of another craft of larger dimensions has been laid down in the same berth in the building-yard. This vessel will be fitted up with high and low pressure engines, with the special view of saving fuel and working expenses.

Transcript of Register for Transmission to Chief Registrar of Shipping re "Albatross" N.A.Ref. BT 108/249

*J. K. F. M.*

Transcript of Register for Transmission to Chief Registrar of Shipping.

Official Number of Ship <i>62,285</i>		Name of Ship <i>Albatross</i>		No., Date, and Port of Registry <i>1<sup>st</sup> 11 January 1870 Leith</i>	
No., Date, and Port of previous Registry (if any) <i>First Registry - New Bedford</i>					
Whether British or Foreign Built <i>British</i>	Whether a Sailing or Steam Ship; and if a Steam Ship, how propelled <i>Steamer - by screw</i>	Where Built <i>At Leith in the County of Fife, in the year 1869</i>	When Built <i>In the year 1869</i>	Name and Address of Builders <i>John Gray, Leith</i>	
Number of Decks <i>Three</i>	Number of Masts <i>Two</i>	Length from fore part of stem, under the bowsprit, to the aft side of the head of the stern post <i>241</i>		Feet <i>241</i>	Tenths <i>—</i>
Rigged <i>Sloop</i>	Stem <i>Elliptical</i>	Main breadth to outside of plank <i>29</i>		<i>1</i>	<i>—</i>
Build <i>Clinker</i>	Galleries <i>None</i>	Depth in hold from tonnage deck to ceiling at midships <i>14</i>		<i>8 1/2</i>	<i>—</i>
Head <i>None</i>	Framework <i>Iron</i>	Depth in hold from upper deck to ceiling at midships, in the case of three decks and upwards <i>21</i>		<i>9</i>	<i>—</i>
		Length of engine room, if any <i>13</i>		<i>6</i>	<i>—</i>

*For Alteration in Horse power see next page.*

PARTICULARS OF ENGINES (if any).

No. of Engines <i>Two</i>	Description <i>Horizontal Direct Acting Surface Condensing Engines</i>	Whether British or Foreign made <i>British</i>	When made <i>1869</i>	Name and Address of Makers <i>John Gray, Leith</i>	Diameter of Cylinders <i>40 inches</i>	Length of Strokes <i>24 inches</i>	No. of Horse power (combined) <i>100</i>
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*Left by mistake 11 Jan 1877 and not since heard of*

PARTICULARS OF TONNAGE.

No. of Tons <i>658.65</i>	Under Tonnage Deck <i>—</i>	On account of space required for stowage power <i>328.57</i>
Closed in space above the Tonnage Deck, if any <i>—</i>	Space or spaces between Decks <i>367.18</i>	On account of space required for stowage power by Seamen or Apprentices, and appropriated to their use, and kept free from Goods or Stores of every kind, not being the personal effects of the Crew <i>—</i>
Round House <i>—</i>	Chart Room <i>—</i>	These spaces are the following, viz.:— <i>Port Log Cabin Starboard Belly Office 2d Engineer Below aft 2d Officer</i>
Other closed in spaces, if any, as follows: <i>—</i>		
Gross Tonnage <i>1029.94</i>		
Deductions, as per Contra <i>368.57</i>		
Registered Tonnage <i>661.37</i>		

Name of Master *John Stewart*

Certificate of { Seaside No. *13729*  
Competency No. *13729*

Names, Residence and Description of the Owners, and Number of Sixty-fourth Shares held by each, viz.,

<i>James Smith</i>	<i>Leith</i>	<i>in the family of Edinburgh Ship Owner</i>	<i>Twenty four</i>	<i>24</i>
<i>James Pye</i>	<i>Leith</i>	<i>in the family of Edinburgh Ship Owner</i>	<i>four</i>	<i>4</i>
<i>John Lockhart</i>	<i>Leith</i>	<i>in the family of Edinburgh Ship Owner</i>	<i>four</i>	<i>4</i>
<i>David Hendry</i>	<i>Leith</i>	<i>in the family of Edinburgh Ship Owner</i>	<i>eight</i>	<i>8</i>
<i>John Grant</i>	<i>Leith</i>	<i>in the family of Edinburgh Ship Owner</i>	<i>eight</i>	<i>8</i>
<i>John White</i>	<i>Leith</i>	<i>in the family of Edinburgh Ship Owner</i>	<i>four</i>	<i>4</i>
<i>John Hay</i>	<i>Leith</i>	<i>in the family of Edinburgh Ship Owner</i>	<i>eight</i>	<i>8</i>
<i>John Stewart</i>	<i>Leith</i>	<i>in the family of Edinburgh Ship Owner</i>	<i>four</i>	<i>4</i>

Dated *11<sup>th</sup> January 1870*

Registrar *W. S. Macdonald*

NOTE.—If there are more than one owner, the Registrar is required to distinguish the Managing Owner by the letters "M.O." appended to his name.

N.B.—To be addressed in an Envelope to the Chief Registrar of Shipping, Customs House, London.

**From Lloyd's Register 1869/70**

Name of ship - Albatross  
Description - Iron screw steamer with awning deck and five bulkheads  
Built - 1869, completed in September of that year  
Length - 241 feet  
Breadth - 29.1 feet  
Depth - 14.8 feet  
Gross tonnage - 990  
Net tonnage - 661  
Port of registry - Leith  
Owner - G. Seater and Co.  
Destined voyage - Leith - London

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**Extra information from the Mercantile Navy List and Marine Directory 1871 and 1872**

Ship's Number - 62285  
International Code - JKFM  
Port and year of registry - Leith 1870

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**From Chief Registrar of Shipping, Transcripts and Transactions - PRO Ref. BT 108/249**

First registered on the 11th January 1870 at Leith  
Number of decks - Three  
Number of masts - Two  
Rigged - Brig  
Build - Clinker  
Framework - Iron  
Engines - Two horizontal direct acting with a combined HP of 100. These were upgraded at a later date.

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**From Lloyd's Register 1872/73 and 1879/80**

It is recorded that G Seater and Co. had sold the ship to Tatham and Company. Her port of registry was still Leith and she was commanded by Captain W. Macey. In 1877 Captain Simmons was appointed her commander.

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**From Lloyd's List, 13th January 1879, page 8, column 7.**

Grimsby – sailed "Albatross" - Simmons - 11th January - for Alexandria

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**From Lloyd's List, Thursday 27th March 1879, page 11, column 26**

Missing Vessels - The "Albatross", of Leith, Simmons - official no. 62285, left Grimsby, for Alexandria, with coals, on the 11th January last, and has not since been heard of.

**From List of Ship's Registered Opened and Closed - PRO Ref. Bks 387.2 GRR**

December 1879 - Registers Closed  
Albatross  
62285  
Port of registry - Leith  
Built - Kinghorn 1869  
100hp  
Missing since 11:Jan:1879

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**Other masters of the Albatross not yet mentioned from References of Transactions - Changes of Masters - PRO Ref BT108/249**

Glasgow 15th May 1871 - Robert Crighton 20493  
Glasgow 23rd January 1872 - Adam Wilson 23386  
Glasgow 25th June 1872 - Thomas Samson McDougall 84458  
Liverpool 12th April 1873 - John McLaren 24578  
Liverpool 9th August 1873 - Lancelot T Pritchard 7194  
Liverpool 12 August 1873 - Alexander Garrett 12772  
Liverpool 17th October 1873 - James Stewart 12623  
Cardiff 29th December 1873 - Henry Charles Williams 10519  
Cardiff 13th February 1874 - Joseph Glover 18896

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**YARD No.12**  
**"ANDES"**  
**Official No. 63783**  
**Launched 11<sup>th</sup> August 1870**

**From the "Fifeshire Advertiser" Saturday 13th August 1870**

<p style="text-align: center;"><b>LAUNCH AT KINGHORN.</b></p> <p>A magnificent iron-plated screw-steamer, the property of the Glasgow and South American Steam Shipping Company, was launched on Thursday afternoon from Mr Key's Shipbuilding-yard at Abden, in the neighbourhood of which a large concourse of spectators, including many of the elite of the district, assembled to witness the proceedings. The launch took place shortly after half-past two o'clock, when Miss Swan, daughter of Alexander Swan, Esq., manager, Kinghorn Mills, who held the ribbons, dashed the bottle in gallant style on the prow of the vessel, which she named the Andes. The vessel left the ways quietly but gracefully, and safely entered her native element amidst the loud cheers of the assembled crowd, who also joined in waving their hats and handkerchiefs on the occasion. The Andes, which had a very fine appearance in the water, was immediately taken in tow by two steam-tugs for Granton, where she will be finished and made ready for sea. The dimensions of this beautiful steam liner, which is the first vessel built</p>	<p>for the company, are :— Length between perpendiculars, 265 feet; and over all, 282 feet; breadth of beam, 32 feet 3 inches; depth of hold to main deck, 17 feet; and to spar deck, 25 feet. She is 1355 tons builder's measurement, and 1584 tons gross customs. She is fitted up with engines on the compound acting principle of 160 nominal and 730 indicated horse-power, and provided with surface condensers. The diameter of the high pressure cylinder is 36 inches, and of the low pressure cylinder 60 inches, with length of stroke of 33 inches. The Andes provides accommodation for 20 first and 170 third class passengers. She is classed 100 A at Lloyd's, being the highest class under the new rules; and is intended to trade from Glasgow to Buenos Ayres, Monte Video, and Rio de Janeiro, calling at Bordeaux for passengers. The Andes is expected to leave Glasgow on her first voyage in about three weeks; and about three months hence she will be followed by a sister vessel, to be named the Alps, also the property of the Glasgow and South American Steam Shipping Company, and which will now be forwarded with all despatch.</p>
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**From Lloyd's Register Supplement 1870/71**

Name of ship - Andes  
Description - Iron screw steamer with two decks and five bulkheads  
Built 1870 - completed August that year  
Built by - J. Key  
Gross tonnage - 1494  
Length - 271.8 feet  
Breadth - 32.2 feet  
Depth - 25.4 feet  
Port of registry - Glasgow  
Owner - Glasgow and South American Steamship Co.  
Master - W. Smith  
Intended voyage - South America

**Extra information from the Mercantile Navy List 1871 & 1872**

Ship's number - 63783  
International Code - WQHS  
Date and port of registry - Glasgow 1870  
Depth - 25 feet  
Gross tonnage 1505  
Net tonnage - 1111  
Engine - 160 HP, Screw  
Owner or managing owner - James Reid Stewart, Glasgow

Transcript of Register for Transmission to Chief Registrar of Shipping re "Andes" N.A.Ref. BT 108/249

Form No. 10. 10. Signal Letters (if any) *M.R.H. 58*

Transcript of Register for Transmission to Chief Registrar of Shipping.

Official Number of Ship	Name of Ship	No., Date, and Port of Registry
<i>113,783</i>	<i>Andes</i>	<i>Peru Valparaiso</i>
No., Date, and Port of previous Registry (if any) <i>Northampton</i>		
Whether British or Foreign Built	Whether a Sailing or Steam Ship; and if a Steam Ship, how propelled	Where Built
<i>British</i>	<i>Steam. Screw</i>	<i>Northampton</i>
		When Built
		<i>1870</i>
Name and Address of Builders		
<i>John Hay, Northampton</i>		
Number of Decks	Length from fore part of stem, under the bowsprit, to the aft side of the head of the stern post	Feet
<i>Three</i>		<i>73</i>
Number of Masts	Main breadth to outside of plank	Tenths
<i>Three</i>		<i>8</i>
Rigged	Depth in hold from tonnage deck to ceiling at midships	
<i>Barque</i>		<i>17</i>
Stern	Depth in hold from upper deck to ceiling at midships, in the case of three decks and upwards	
<i>Barque</i>		<i>15</i>
Build	Length of engine room, if any	
<i>Barque</i>		<i>15</i>
Galleries		
<i>None</i>		
Head		
<i>None</i>		
Frame		
<i>None</i>		

*Registry closed 15 January 1877 vessel sold to a Belgian subject*

*Registry received 15 SEP 70*

No. of Engines	Description	Whether British or Foreign	When made	Name and Address of Makers	Length of Stroke	No. of Horses' power (combined)
<i>1</i>	<i>Compound</i>	<i>British</i>	<i>1870</i>	<i>John Hay, Northampton</i>	<i>35</i>	<i>160</i>

*These engines are the following, viz.:*

*Compound -*

*Horizontal, 35 inch bore and*

*35 inch stroke, 2. 25 inch bore*

*and 25 inch stroke*

**PARTICULARS OF TONNAGE.**

GROSS TONNAGE	No. of Tons	DEDUCTIONS ALLOWED	No. of Tons
Under Tonnage Deck	<i>953.99</i>	On account of space required for propelling power	<i>24.67</i>
Closed in spaces above the Tonnage Deck, if any	<i>553.96</i>	On account of spaces occupied by Seamen or Apprentices, and appropriated to their use, and kept free from Goods or Stores of every kind, not being the personal property of the Crew	<i>486.67</i>
Space or spaces between Decks	<i>553.96</i>	These spaces are the following, viz.:	<i>72.89</i>
Peep	<i>17.26</i>	<i>Engine room -</i>	
Forecastle		<i>Engine room, 35 inch bore and</i>	
Round House		<i>35 inch stroke, 2. 25 inch bore</i>	
Other closed in spaces, if any, as follows:			
Gross Tonnage	<i>1507.95</i>		
Deductions, as per Contra	<i>553.96</i>		
Registered Tonnage	<i>953.99</i>	Total Deductions	<i>553.96</i>
	<i>953.99</i>		<i>553.96</i>

Name of Master *William James Smith* Certificate of [Sevice] No. *111*

[Competency] No. *111*

Names, Residence, and Description of the Owners, and Number of Sixty-fourth Shares held by each

*Altered as above to 953.99 tons per Tonnage Act dated 15 May 1871*

*James Reid Stewart, Esq. Merchant,*

*Robert Adamson Esq. Merchant,*

*John James Watson, Esq. Merchant,*

*Robert Gray, Esq. Merchant,*

*John Reid Esq. Merchant*

*of Glasgow, County of Lanark*

Dated *15 September 1870* Registrar *W. J. Smith*

NOTE.—If there are more Owners than one the Registrar is requested to distinguish the Managing Owner by the letters "M.O." against his name.

S.B.—To be addressed in an Envelope to the Chief Registrar of Shipping, Custom House, London.

**From Chief Registrar of Shipping, Transcripts and Transactions - PRO Ref. BT 108/249**

Date and Port of Registry - September 1870, Glasgow  
Master at that time - William Augustus Smith, cert. no. 7196  
No. of decks - Three  
No. of masts - Three  
Rigged - Barque  
Build - Clinker  
Framework - Iron  
Engines - Two compound inverted direct acting with a combined HP of 160  
Figurehead - Woman's bust

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**From List of Ship's Registers Opened and Closed - PRO Ref. Bks 387.2 GRR**

January 1877 - Registers closed:-  
ANDES  
63783  
Port of registry - Glasgow  
Port no. and date - 79/70  
Steamer  
Built - Kinghorn 1870  
951 tons  
Sold foreign, Belgium

( New owner Herman Ludwig)

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**The Andes went missing after sailing from New York for Antwerp on 28<sup>th</sup> September 1878**

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YARD No.13  
**“ALPS” (Later “C.F.FUNCH”)**  
Official No. 63810  
Launched 9<sup>th</sup> January 1871

**Information from Lloyd's Register of Shipping 1871/72**

Name of ship - Alps  
Description - Iron screw steamer with five bulkheads and three decks. Machinery certified 1871  
Built 1871 - Completed in January of that year  
Built by - Key, Kinghorn  
Gross tonnage - 1501  
Net tonnage - 1000  
Length - 280.8 feet  
Breadth - 32.7 feet  
Depth - 25 feet  
Port of registry - Glasgow  
Owners - Glasgow and South American Steam Ship Company  
Master - W. Webster  
Destined voyage - Leith - South America

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**Mitchells Maritime Register Jan 13<sup>th</sup> 1871, P56**

Ships launches  
A large iron-plated screw steamer was launched from Kinghorn Shipbuilding Yard on Monday afternoon for the Glasgow and South American Steam Navigation Company. The vessel, which was named the Alps is a sister ship to the Andes, recently launched from Kinghorn and owned by the same firm. The Alps was taken in tow for Granton where she will be finished and fitted out for sea.

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**From Chief Registrar of Shipping, Transaction - PRO Ref. BT 108/25**

Date and Port of Registry - March 1871, Glasgow  
Master at that time - Matthew P Webster, Cert. no. 26709  
Number of decks - Three  
Number of masts - Three  
Rigged - Barque  
Build - Clinker  
Framework - Iron  
Engines - Two compound inverted with a combined HP of 160  
**REGISTRY CLOSED 4TH JUNE 1873 WHEN VESSEL WAS SOLD TO FOREIGNERS**

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**Extra information from Lloyd's Register of Shipping 1872/1873**

Name of ship - C. F. FUNCH, Former name - ALPS  
Official number - 63810  
Port of registry - Antwerp  
Owner - Steinmann & Ludwig  
Master - M Webster (For both owners)

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**From Emigration Report of the State of New York, 1893**

Names of steamers arriving at New York, number of trips they made, passengers landed and any births or deaths during the journey from Antwerp.  
C.F.Funch – 4 trips – 21 cabin passengers – 573 steerage passengers – 1 birth.

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**On the 5<sup>th</sup> November 1874 en route from London to Montreal the C F Funch (ex Alps) was wrecked of Cape Sable. No lives were lost.**

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**YARD No.14**  
**"CLIO"**  
**Official No. 69388**  
**Launched 11<sup>th</sup> February 1873**

The following page was copied from the original document drawn up at the Kinghorn Shipyard and details the costings of the "Clio". From a list of steamers built at Kinghorn, Fife by John Key, drawn up by his nephew John Key between 1864 and 1872.

<i>No 14 S S Clio 1873</i>	
<i>No 139 Eng</i>	
<i>120 ft x 28 ft 5 in x 10 ft 3 in</i>	<i>1000 tons</i>
<i>Iron Castings</i>	<i>176 25 10 3 8 331 15 3</i>
<i>Buy of Green Sheet Sails</i>	<i>9 1/2 9 14 1 17 92 6 10</i>
<i>Castings from Brown &amp; Co</i>	<i>9 8 0 5 126 16 11</i>
<i>Brass Castings</i>	<i>106 3 8 1 8 336 15 6</i>
<i>Forgings</i>	<i>22 1/2 2 12 223 17 1</i>
<i>Copper pipes</i>	<i>1/8 1 10 2 19 377 18 2</i>
<i>Lunchy furnishings</i>	<i>1 4 2 24 263 3 4</i>
<i>Store Goods</i>	<i>31 19 6</i>
<i>Engine room Sols</i>	<i>66 0 11</i>
<i>Sails used</i>	<i>15 19 3</i>
<i>Lundry carriage &amp; expenses</i>	<i>41 9 3</i>
<i>Shipyard Life</i>	<i>36 18 2</i>
<i>Donkey Engine</i>	<i>36 0 0</i>
<i>Ballast do</i>	<i>65 0 0</i>
<i>Plumber Work</i>	<i>53 16 5</i>
<i>Painting</i>	<i>4 12 6</i>
<i>Carried forward £ 74162 9 1/2</i>	
<i>No 139 Engine</i>	
<i>Brought Forward</i>	<i>74 16 2 9 2422 9 1</i>
<i>Time making patterns</i>	<i>290 2 2 68 10 6</i>
<i>turning planing &amp;c</i>	<i>16 17 7 422 3 5</i>
<i>Fitting &amp; finishing</i>	<i>22 232 361 9 5</i>
<i>Fitting on Board</i>	<i>9231 161 17 7</i>
<i>Costs for trial of engine</i>	<i>6 5 5 5</i>
<i>74 16 2 9 2423 15 1</i>	
<i>Boilers</i>	
<i>Plates Angle Iron Rivets &amp; tubs</i>	<i>34 2 3 22 767 3 4</i>
<i>Smiths work</i>	<i>3 11 1 3 186 1 8</i>
<i>Mountings</i>	<i>7 4 3 22 145 4 5</i>
<i>Store Goods</i>	<i>7 11 6</i>
<i>Boiler makers time</i>	<i>421 17 3</i>
<i>Time boring tubs / plates &amp;c</i>	<i>12 5 3</i>
<i>Smoke Box</i>	<i>1 4 1 4 38 3 10</i>
<i>Funnel &amp; Gravel</i>	<i>1 10 41 4 0</i>
<i>Carry 1/2 for connecting boilers</i>	<i>55 15 0</i>
<i>Carried Forward Total £ 2 2 21631 9 3</i>	

**From Lloyd's Register of Shipping Supplement 1873/74**

Name of ship - CLIO  
Description - Iron screw schooner with two decks, part double bottom, five bulkheads, 120 HP  
Built - Kinghorn 1873, completed in February of that year  
Gross tonnage - 793  
Net tonnage - 509  
Length - 230.3 feet  
Breadth - 28.5 feet  
Depth - 16 feet  
Port of registry - Bristol  
Owner - Bristol General Steam Navigation Co.  
Master - L. G. Star

**Extra information from Lloyd's Register of Shipping 1905/1906**

Ship's No. - 69388  
Code - MFGB  
Engines - Compound 2 cylinder  
Engines built by - John Key, Kirkcaldy  
Flag - British  
Master - A. Woodcock

**From "The Fifehire Advertiser" Saturday, 15th February 1873.**

Launch of a steamer at Kinghorn.

On Tuesday afternoon, a screw-steamer was launched at Abden Shipbuilding yard for the Bristol General Steam Navigation Company. The launch was fixed to take place about two o'clock, by which time a considerable number of persons had assembled to see her launched and no doubt but from the fact that the day was a bitterly cold one, although dry, many more would have turned out. As it was, we observed a number of ladies and gentlemen from Kirkcaldy, all eager to witness the departure of another of those stately vessels for which Mr Key has earned so well-deserved a reputation as a builder. A few minutes after two o'clock, all was ready for the launching, and the customary bottle of wine having been suspended from her bow, Miss Key, the young lady who was to perform the christening ceremony, stepped forward to the platform immediately fronting the ship. The words of "Let go the ropes" were then given, and in an instant a gentle movement of the vessel seaward could have been observed. Slowly but surely she moved along the ways, and as the vessel glided away, the young lady gracefully dashed the bottle of wine at her bow, pronouncing her name to be "Clio". After once leaving her birthplace, she descended rapidly to the element she is destined to live in. Happily, no accident occurred to mar the proceedings and the launch was one of the most successful which has ever taken place at Abden Yard. She is a Schooner-rigged screw-steamer, 231 feet long, 25.5 feet wide, and 16.5 feet depth of hold, and has been built under special survey, her class at Lloyds being 90A. Her tonnage is computed to be 900BM, and it is intended to fit her with two tubular boilers, the nominal horse power of her engines being 120. She has been fitted up in a most elegant manner for the accommodation of 40 first class passengers, her rooms comprising of all the necessary articles that could be got on land. Besides this, her between-decks have been penned off for cattle, while in the vessel there is to be a bridge, poop, and forecastle. After the launch she was taken in tow by two steam tugs, and brought to Kirkcaldy harbour, where her engines and all other requirements will be given to her in order to make her ready for sea. A number of the ladies and gentlemen who had been present at the launch assembled in the loft immediately adjoining the yard, and glasses having been filled, Mr James Brown, in a few words in which he referred to the success of the launch, proposed prosperity to the vessel, as also the health of her builder, Mr John Key. This was drunk with all the honours. We mention that the "Swan", the pioneer vessel of the Kirkcaldy and London Steam Shipping Company, is very considerably advanced, and will be ready for launching in the course of a week or two.

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**Information from "The Fifehire Advertiser" Saturday, 24th May 1873, Page 4, Column 5**

S.S Clio went for her trial trip on Thursday on the Firth with extremely satisfactory results. The Bristol Steam Navigation Co. was represented by Mr J Harvey their superintending engineer. Her speed for the measured mile was 11 knots, one knot over the contract speed.

Following the trial she was brought up off Burntisland to load with coal and, in the course of a day or two, left for Bristol to be employed on her station

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**From ship's log 4<sup>th</sup> July 1889 – 29<sup>th</sup> July 1889**

Name of ship - Clio  
Ship's No. 69388  
Port of Registry - Bristol  
Port No. 9  
Date of Registry - 1873  
Registered Tonnage - Gross – 765 Net - 470  
Engine - 120H.P.  
No. of seamen for whom accommodation is certified - 24  
Voyage - Bordeaux via Cardiff  
Voyage began Bristol - July 4th 1889  
Arrived Bordeaux - July 12th 1889  
Voyage ended - July 29th 1889

Crew had to find own provisions

Owner (at that time) - John Arnott Esq, 50 Prince Street, Bristol.

Master (at that time) - Anthony Woodcock  
Certificate No. 89738  
Age 39  
Born Scilly Isles  
Address - 3 Horatio Terrace, Cumberland Road, Bristol.

Crew  
Master  
1st Mate  
2nd Mate  
Carpenter  
eward  
1st Engineer  
2nd Engineer  
5 x Able Seamen  
4 x Firemen

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**From PRO Ref. BT165/55 Wreck cases completed in 1915.**

Name of ship - Clio  
Ship's no. - 69388  
Sold Admiralty  
Lost 27th May 1915

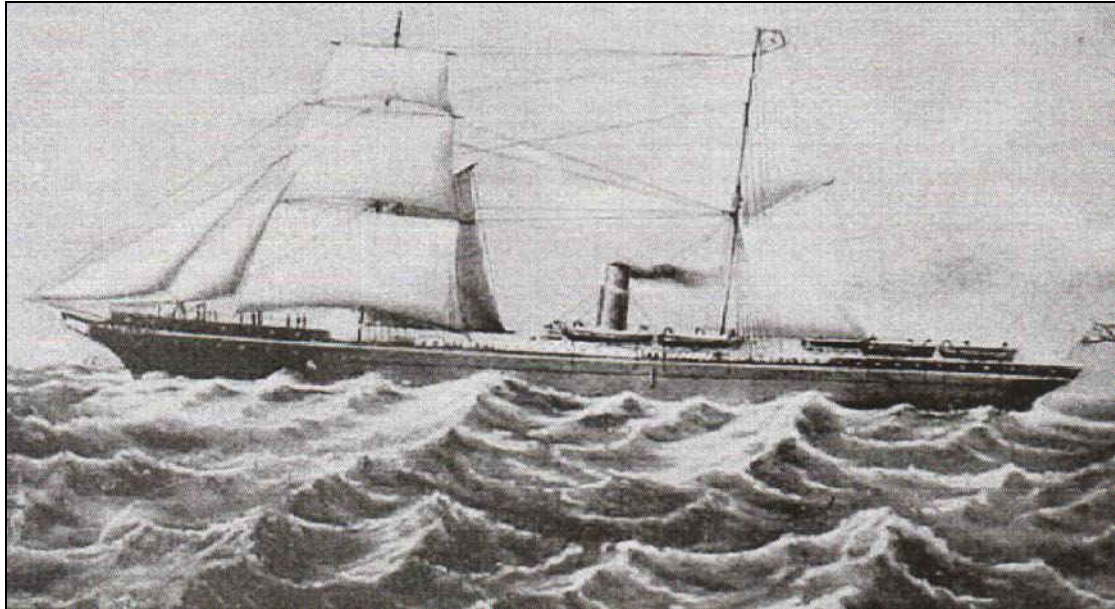
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#### **Miramar Ship Index**

States she was scuttled as a blockship at Scapa Flow on 27<sup>th</sup> May 1915



YARD No.15  
**"AFRICAN"**  
 Official No. 68814  
 Launched 31<sup>st</sup> December 1872



From the "Fifeshire Advertiser" Saturday 4th January 1873

<p style="text-align: center;"><b>LAUNCH OF A STEAMER AT KINGHORN.</b></p> <p>On Tuesday afternoon, there was launched from the shipbuilding yard of Mr John Key, at Abden, a large vessel for the Union Steam Navigation Company, the proprietors of which carry the mails between Southampton and the Cape of Good Hope. We may mention, <i>en passant</i>, that this is the fifteenth vessel now built at this shipbuilding yard, a fact which has shown its success, and augurs well for its future prosperity. Three o'clock was the period fixed for launching the vessel, and by that time a large number of people had assembled to see the good ship glide into its destined element. All the preparations for launching having been completed, and only two wedges keeping her from her birthplace to her native sea, the signal was given, and slowly but surely she slid along the ways, the lady at the forepart of the vessel, dashing the customary bottle of wine at her bows, and christening her the African. Having begun to move, she, amid a ringing cheer took the water, dipping her bows gracefully as if in acknowledgment of the compliment. She was taken in tow by three steam tugs</p>	<p>to Leith, where she is to be made ready for sea, although from the fact of there being a travelling crane at the yard, she is almost finished so far as her machinery is concerned. We are of opinion that a short description of the vessel which on Tuesday became the bride of old Neptune, will not be out of place here. Her extreme length is 330 feet over all, while between perpendiculars she is 310 feet long. Her breadth is 34 feet, and depth of hold 26 feet, while the tonnage is 2000. She has a large saloon, and is intended to carry 60 first-class and 80 second-class passengers. Her apartments, besides comprising bullion room, mail rooms, &amp;c., also include what is almost a novelty in shipbuilding, a capacious ice-house. Her engines are a pair of compound direct acting inverted cylinder ones, and are of 280 nominal horse power. The cylinders are 38 and 70 inches in diameter respectively, low pressure, with a four foot stroke. She is fitted with four circular boilers, each capable of sustaining a pressure of 75 lbs. to the square inch. The lady who performed the baptismal rites, a ceremony which she went through very gracefully, was Mrs Dickson, wife of Captain Dickson, who is, we understand, to command the African.</p>
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### Information from Lloyd's Register of Shipping 1872/73 and 1875/76

Name of ship - African  
Ship's number - 68814  
Description - Iron Screw steamer - Brig with three decks and six bulkheads  
Built - 1872 - Completed in December of that year  
Built by - Key, Kinghorn  
Gross tonnage - 2019  
Net tonnage - 1258  
Length - 315.7 feet  
Breadth - 34.3 feet  
Depth - 16.3 feet  
Engine - 2 compound, direct action. 280HP  
Engines built by - J. Key, Kinghorn  
Port of registry - Southampton  
Owner - Union Cape Mail Co. (1875/76 - Union Steam Ship Co.)  
Master - R.W. Dixon

The African worked the Southampton - Cape Town mail run from 1873 - 1881 when, because of the introduction of the Trojan to the route, she was transferred to the South African coastal service. In November 1885, when she was once again due for replacement, this time by a new African, she was sold to F. Stumore and Co. of London. This was done without changing her name even though another vessel with the same name was about to appear. This was a practise that would become illegal in later years. On the 15th February 1887 she was wrecked on Ras Abu Madd in the Red Sea during a voyage to Jeddah.

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### From "My Life at Sea" by Commander W.C Crutchley beginning page 171.

I had previously made a passage in the African, so that my first command was in no way a stranger to me. She was a pretty little ship, rather more than 2000 tons gross, with a fine long poop and comfortable accommodation for passengers. Her speed, under steam alone, was something over 10 knots, but with the help of canvas and a strong fair wind she could touch 300 miles a day. That was not often, however. My cabin was in the poop, right forward on the starboard side, and it had the disadvantage that, except in very fine weather, one could not sit there with the saloon door open. But to overcome this there were times when I had a canvas screen nailed up to overcome the trouble, for it was not necessary to stay on the bridge always. The worst thing about the ship was the compass. The standard was a large spirit compass that was always giving trouble and the steering compass on the bridge was close to a mass of iron tanks, stanchions, and disturbing matter generally, so that it was almost impossible to compensate for local disturbance. In every other way the ship was perfectly sound.....

.....There were a very nice set of officers in the ship, but the chief was a senior man, and it is a little awkward to come the skipper over one of your colleagues. He was a Cape man named Chiappini, and was afterwards killed by an accidental fall when serving in the ARAB. The third was a youngster named East, the son off Quartermain East, of Tichborne claimant fame. First and last, he sailed with me for many years, and there was a great friendship between us. The second, Walter Foster, was also a nice fellow, but very delicate, though plucky to the backbone. The engineers also were a good set. The chief, Ernest Gearing is now, I believe, one of the leading lights in the engineering world, and it was easy to discover even then that his acquirements were of no common order. Lastly, let me mention Henry Black, the second engineer. There was no great amount of sympathy between us at any time, but he sailed with me as chief engineer during the greater part of my sea career.

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### Information from "Ships and South Africa" by Marischal Murray

Captain Crutchley of the Union Company and for a time master of the African, relates in his book "A Life At Sea", published London, 1912 an incident connected with the Zulu War. He was in his club in Capetown one night in January 1879 when about 11pm rumours began to circulate that a disaster had overtaken the British in Natal. He knew that if these reports were true the troops in Capetown would be badly needed at the front. He also knew that his rivals, the Currie Line, with steamers in Table Bay, would be only too willing and able to take the reinforcements up the coast. He rushed off to the office of the Cape Argus to see if he could obtain any further information from the editor but all the editor could tell the captain was that the troops would almost certainly be urgently needed in Natal. That, however,

was enough to spur the Captain into action. The office of the Union Company had long since closed for the day, there was no such thing as the telephone and the homes of the company officials were virtually inaccessible at that time of night. The only thing he could do was to take matters into his own hands and this he did by presenting himself firstly at Government House and then at the Castle. Before long he had secured for his ship the task of transporting the reinforcements to Durban. The African was already being prepared for the journey before dawn broke and within a very short time the troops were embarked and the ship cleared for Port Natal arriving at Durban a few days later. Captain Crutchley had well and truly got one over his rivals the Currie Line.

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#### **Information from Lloyds Weekly Shipping Index**

March 31st 1882

African - British Flag - 1258tons - From Cape Town on February 7th for Southampton - arrived March 6th.

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#### **From the "Shipping Gazette Weekly Summary"**

February 25th 1887, page 115, col 5-6 AFRICAN (s) - Suakim, Feb 19th, 3.30 pm - Telegram received from Jeddah states:- Stumore's steamer African went ashore at Abu Madafi, 40 miles distant, Feb 15; her hull has taken injury. Chief officer came in here for assistance. It is feared she will become a wreck unless the weather is very favourable; has a hole knocked in her forepeak. Boats will be set to her assistance. Agreement has been made for assistance with steamer Colina on the salvage principle, "no cure no pay." No salvage will be claimed in England.

AFRICAN (s) - Suakim, Feb 22, 10.50 am - Jeddah wires:- African still ashore; 14 feet of water in forehold; should the weather continue fine will probably be got off after lightening; is being lightened rapidly: 200 tons coal arrived.

March 4th 1887, page 131, col 3-4

AFRICAN (s) - Suakim, Feb 24, 7pm - African - Tuesday - Starling Colina arrived on 21st; several attempts towage unsuccessful; resume afternoon lightening by shows jettisoned; full water forward to bunker lower hold after cross bunker five feet; ship bumping heavily. Fresh southerly breeze.

Feb 25, 2.20 pm - AFRICAN- Wednesday - Further attempts towing useless; Colina proceeds; Starling remains. Water gaining in all holds. Without steam pumps difficult to float ship.

Feb 26, 8.20 am - AFRICAN

3

sunk; parted amidships. complete wreck. Starling saved entire crew, brought Jeddah.

Feb 27, 2.30pm - AFRICAN - advise immediate sale wreck public auction; weather stormy; estimate 300 tons coal landed; suggest selling auction benefit concerned; will bring full value; instruct quickly.

March 11th 1887, page 147, col 3-4

AFRICAN (s) - Suakim, March 7, 8 am - The African has been sold for the interest of all concerned; hull and materials realised £250.

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YARD No.16  
**"FIFESHIRE" (Later "PEUCETA")**  
 Official No. 62961  
 Launched 28<sup>th</sup> April 1873

The following original document drawn up at the Kinghorn Shipyard and detail the costings of the S.S.Fifeshire. From an inventory of ships built at Kinghorn drawn up by John Key, nephew of John Key, shipbuilder.

<u>S.S. Fifeshire</u>		<u>Fifeshire</u>	
Dimensions		Builder's Expense	£ 100.15.5
Length of Hull (external)	170 3/4 feet	Carpenter's Timber	501.15.9
Breadth	23 3/4 "	Planks	150.3.10
Depth in Hold (top of keel to 14' deck)	13 "	Small work & material	379.1.1
Tonnage 1000 to 57, Gross Reg 1625, Net 266 tons		Painting (incl. masts)	70.4.4
Smith & Lloyd's P.A. Class. For 4 1/2% Sub. capped.		Hardware	55.10.1
Full Staff. Sailing, fitting & accommodation		Store Goods	62.9.0
First Class Passengers. Second Class forward		Iron Workers' Labour	1066.59.9
J. Galland Foremast, 40' Mast		Carpenter's	493.5.3
Engines, 200 H.P. 75' H. m.m. made by		Planks	372.10.1
J & L. Bate, 20' x 28' x 28' in. Stroke		Painting	51.11.9
One Boiler 22' x 28' x 12' 6" dia. 20' H.		Casting	40.17.0
		Boiler Casting	2.2.3
		Ironing, Fitting &c.	39.8.3
		Black, Iron, Manoeuvre, 19' 1/2" & 19' 1/2" dia.	670.0.0
		Carpenter's & Petty expenses	17.10.5
		Butter	136.14.7
		Account 30.10.18. 1873. 1874.	55.10.5
			£ 7947
<u>Cost of Hull</u>			
Plating	£ 10.10.0		
Paint	12.10.0		
Planks	12.10.0		
Keel, Gun & Iron	12.10.0		
Boiler	24.10.0		

<u>Fifeshire</u>	
Brought forward	£ 7948.1.5
By Scrap Iron 14 tons @ 5 1/2% 10/10	13.6.10.0
	£ 7811.11.5
Engines & Boilers, 1/2" dia. 20' H. 2700-0-0	
Lugging out of boiler	7.15.10
One Boiler for 18' 1/2" dia.	10.15.4
Iron, Gun, Steam, 18' 1/2" dia. 180-1-0	
Boiler Boiler	88.11.10
	£ 10,848-15-1



# LAUNCH OF THE KIRKCALDY AND LONDON STEAMER.

On Monday afternoon, there was launched from the shipbuilding yard of Mr John Key, at Abden a steamer, which, although not nearly so large as have been launched from this now famous yard, possessed an interest equal to any which have been launched previously, mainly, no doubt, because she is to belong to our own port, and also because she is a visible token of the enterprise of the town. We refer to the steamer built for the Kirkcaldy and London Steam Shipping Company. The day, although fair, was not a good one, a strong south-west wind blowing, and clouds of dust flying about, making those pedestrians who ventured by the high road about as uncomfortable as possible, while those who went by the low road ran a narrow risk of getting blown into the sea. With all these disadvantages, however, a considerable number of spectators crowded on the banks in the vicinity of the yard, while others, more venturesome, sat out on a ledge of rock for the purpose of getting a better view when the vessel should make her plunge into the water, let us hope, will long be her native element. All the arrangements for launching having been completed, Miss Stuart, niece of Captain Thomson, manager of the company, stepped forward to the bow of the vessel, and as she began to move off the ways, dashed the customary bottle of wine at her, pronouncing her name to be the Fifeshire. She is to be schooner rigged. Her length is 175 feet, breadth, 23½ feet, and depth of hold, 18 feet. The computed tonnage, B.M., is 457, customs, 430, and net, 250, her class at Lloyd's being 90A, besides being built under special survey. She is a very handsome boat, having a straight bow and elliptic stern, with poop and cabins. She is also to have a bridge-house and ships for the accommodation of the captain and officers, and is intended to carry 30 first-class, and 20 second-class passengers. Her engines are 75 horse-power, and it is expected she will steam over 11 knots an hour. Her engines are to be furnished by Messrs J. & T. Dale, engineers, Mr Key, owing to extreme briskness, having been obliged to give this part of the contract to the above-named firm. After leaving the ways, which she did without the slightest occurrence, she ran out to sea, but in consequence of the wind, which was blowing quite a gale, she was driven in dangerous proximity to the rocks to

the east of the yard, where, happily, she was caught hold of by the steam-tug in attendance, and taken to Kirkcaldy harbour. Unfortunately, in entering the harbour, a slight mishap befel her. Having too much way on her, and a strong wind blowing, she was driven with considerable force on the East Pier, staving in two of her plates, and damaging a third. This will not, however, interfere with her being made ready for sea, and she is expected to be finished in about seven weeks. After the launch, a number of ladies and gentlemen assembled in the loft adjoining the yard, and glasses having been filled,

Councillor McDonald, Dundee, who said he was perhaps the only stranger present, proposed "Success to the Vessel, and Prosperity to the Owners." (Applause). He was sure that a company presided over by the worthy Provost of Kirkcaldy would prosper—(hear, hear)—and at the same time he hoped that the vessel launched that day would long have successful voyages, and be a good return to her owners. (Applause). The toast was drunk enthusiastically.

Provost Swan proposed the Health of Mr Key, the builder, and hoped that he would long be spared to build ships. (Applause.)

Mr Key suitably replied, and hoped that the vessel which had been launched that day for that company would not be the last.

Mr Andrew Key proposed the "Health of the Young Lady, Miss Stuart," who had christened the ship, and was sorry that he had not been present, but from what he had been told she had performed it in an easy and graceful manner. (Applause.)

Captain Thomson replied, and said that this had been an auspicious event. He referred to the young lady just starting in life, as also to the vessel which had that day been launched, and hoped that they would be successful in their various spheres. (Applause.)

The company then dispersed. We may mention that Mr Key is building a large steamer of 850 tons, by 30 broad, and 30 deep, with a tonnage of 1200 tons, and 120 horse-power. She is to be named the Illustrious, and is for the Union Company. There is also on the slip another boat destined for the Manila trade, and for carrying the mails to the Philippine Islands. She is to be 540 tons, and of 110 horse-power. From the nature of trade in which she is to be engaged, she is to be a very fast sailer.

## Information from Lloyd's Register of Shipping 1874

Name of ship - Fifeshire  
Ship's number - 62961  
Description - Iron Screw steamer - four bulkheads  
Built - 1873 - Completed in April of that year  
Built by - Key, Kinghorn  
Gross tonnage - 425  
Net tonnage - 207  
Length - 170.6 feet  
Breadth - 23.7 feet  
Depth - 12.9 feet  
Engine - 2 compound, 70HP  
Engines built by - J and T Dale  
Port of registry - Kirkcaldy  
Owner - Kirkcaldy and London Steam Ship Company  
Master - J Main

Launched 28th April 1873

Built to Lloyd's 90A Class. Fore and aft schooner rigged. Full poop fitted to accommodate first and second class passengers. Top gallant forecastle for crew.

**From Ships Registered at Kirkcaldy 1855-1903 SRO Ref. CE 63/11/12**

Name of ship - Fifeshire  
Ship's no. - 62961  
Port no. - 2 in 1873  
Port of Registry - Kirkcaldy  
Flag - British  
Type of ship - Steam screw  
Where built - Kinghorn  
When built - 1873  
Built by - John Key, Kirkcaldy, Fife  
No. of decks - One  
No. of masts - Two  
Rigging - Fore and aft  
Stern - Elliptical  
Gallery - None  
Head - None  
Frame - Iron  
Length - 170.6 feet  
Breadth - 23.7 feet  
Depth - 12.97 feet  
Gross tonnage - 425.36  
Registered tonnage - 166.73  
No. and type of engines - Two compound direct inverted, British made in 1873 by John Key,  
Kirkcaldy.  
Combined power - 75 HP  
Name, description and residence of owners and No. of 64 shares held by each - The Kirkcaldy  
and London S.S. Co. Ltd. , having it's principal place of office at no. 522 High  
Street, Kirkcaldy. Fife - 64 shares.  
Master - John Main - Certificate No. 28206

The Manager 20<sup>th</sup> November 1875 was John Annan Simpeno of Leith.

Registry closed and Cert of Registry delivered up and cancelled 5th August 1876 in consequence of  
sale of vessel to Foreigners (Italy)

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**From List of Ship's Registers Opened and Closed - PRO Ref. Bks 387.2 GRR.**

August 1876. Registers closed.  
Fifeshire  
62961  
Port of registry - Kirkcaldy  
Port No. and date - 2/73  
Steamer  
Built - Kinghorn 1873  
267 tons  
Sold foreign (Italy)

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**Extra information from Lloyds Register of Shipping 1896/97**

Peuceta - ex Fifeshire  
International Code - RKMS  
Owner - Soc. Anon di Nav. a. Vap. Pugla  
Port of registration - Bari  
Flag - Italian

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YARD No.17  
**"MACGREGOR"**  
 Official No. 65772  
 Launched 9<sup>th</sup> March 1872

From an inventory of ships built at Kinghorn and the costings involved for the "Macgregor" drawn up by John Key, nephew of John Key Shipbuilder.

Inventory		Inventory	
Carriage for 1st	34-0-0	Carriage for 2nd	35-0-0
Carriage for 3rd	33-0-0	Carriage for 4th	34-0-0
Carriage for 5th	32-0-0	Carriage for 6th	31-0-0
Carriage for 7th	30-0-0	Carriage for 8th	29-0-0
Carriage for 9th	28-0-0	Carriage for 10th	27-0-0
Carriage for 11th	26-0-0	Carriage for 12th	25-0-0
Carriage for 13th	24-0-0	Carriage for 14th	23-0-0
Carriage for 15th	22-0-0	Carriage for 16th	21-0-0
Carriage for 17th	20-0-0	Carriage for 18th	19-0-0
Carriage for 19th	18-0-0	Carriage for 20th	17-0-0
Carriage for 21st	16-0-0	Carriage for 22nd	15-0-0
Carriage for 23rd	14-0-0	Carriage for 24th	13-0-0
Carriage for 25th	12-0-0	Carriage for 26th	11-0-0
Carriage for 27th	10-0-0	Carriage for 28th	9-0-0
Carriage for 29th	8-0-0	Carriage for 30th	7-0-0
Carriage for 31st	6-0-0	Carriage for 32nd	5-0-0
Carriage for 33rd	4-0-0	Carriage for 34th	3-0-0
Carriage for 35th	2-0-0	Carriage for 36th	1-0-0
Carriage for 37th	1-0-0	Carriage for 38th	0-0-0
Carriage for 39th	0-0-0	Carriage for 40th	0-0-0
Carriage for 41st	0-0-0	Carriage for 42nd	0-0-0
Carriage for 43rd	0-0-0	Carriage for 44th	0-0-0
Carriage for 45th	0-0-0	Carriage for 46th	0-0-0
Carriage for 47th	0-0-0	Carriage for 48th	0-0-0
Carriage for 49th	0-0-0	Carriage for 50th	0-0-0
Carriage for 51st	0-0-0	Carriage for 52nd	0-0-0
Carriage for 53rd	0-0-0	Carriage for 54th	0-0-0
Carriage for 55th	0-0-0	Carriage for 56th	0-0-0
Carriage for 57th	0-0-0	Carriage for 58th	0-0-0
Carriage for 59th	0-0-0	Carriage for 60th	0-0-0
Carriage for 61st	0-0-0	Carriage for 62nd	0-0-0
Carriage for 63rd	0-0-0	Carriage for 64th	0-0-0
Carriage for 65th	0-0-0	Carriage for 66th	0-0-0
Carriage for 67th	0-0-0	Carriage for 68th	0-0-0
Carriage for 69th	0-0-0	Carriage for 70th	0-0-0
Carriage for 71st	0-0-0	Carriage for 72nd	0-0-0
Carriage for 73rd	0-0-0	Carriage for 74th	0-0-0
Carriage for 75th	0-0-0	Carriage for 76th	0-0-0
Carriage for 77th	0-0-0	Carriage for 78th	0-0-0
Carriage for 79th	0-0-0	Carriage for 80th	0-0-0
Carriage for 81st	0-0-0	Carriage for 82nd	0-0-0
Carriage for 83rd	0-0-0	Carriage for 84th	0-0-0
Carriage for 85th	0-0-0	Carriage for 86th	0-0-0
Carriage for 87th	0-0-0	Carriage for 88th	0-0-0
Carriage for 89th	0-0-0	Carriage for 90th	0-0-0
Carriage for 91st	0-0-0	Carriage for 92nd	0-0-0
Carriage for 93rd	0-0-0	Carriage for 94th	0-0-0
Carriage for 95th	0-0-0	Carriage for 96th	0-0-0
Carriage for 97th	0-0-0	Carriage for 98th	0-0-0
Carriage for 99th	0-0-0	Carriage for 100th	0-0-0

Inventory		Inventory	
Carriage for 1st	34-0-0	Carriage for 2nd	35-0-0
Carriage for 3rd	33-0-0	Carriage for 4th	34-0-0
Carriage for 5th	32-0-0	Carriage for 6th	31-0-0
Carriage for 7th	30-0-0	Carriage for 8th	29-0-0
Carriage for 9th	28-0-0	Carriage for 10th	27-0-0
Carriage for 11th	26-0-0	Carriage for 12th	25-0-0
Carriage for 13th	24-0-0	Carriage for 14th	23-0-0
Carriage for 15th	22-0-0	Carriage for 16th	21-0-0
Carriage for 17th	20-0-0	Carriage for 18th	19-0-0
Carriage for 19th	18-0-0	Carriage for 20th	17-0-0
Carriage for 21st	16-0-0	Carriage for 22nd	15-0-0
Carriage for 23rd	14-0-0	Carriage for 24th	13-0-0
Carriage for 25th	12-0-0	Carriage for 26th	11-0-0
Carriage for 27th	10-0-0	Carriage for 28th	9-0-0
Carriage for 29th	8-0-0	Carriage for 30th	7-0-0
Carriage for 31st	6-0-0	Carriage for 32nd	5-0-0
Carriage for 33rd	4-0-0	Carriage for 34th	3-0-0
Carriage for 35th	2-0-0	Carriage for 36th	1-0-0
Carriage for 37th	1-0-0	Carriage for 38th	0-0-0
Carriage for 39th	0-0-0	Carriage for 40th	0-0-0
Carriage for 41st	0-0-0	Carriage for 42nd	0-0-0
Carriage for 43rd	0-0-0	Carriage for 44th	0-0-0
Carriage for 45th	0-0-0	Carriage for 46th	0-0-0
Carriage for 47th	0-0-0	Carriage for 48th	0-0-0
Carriage for 49th	0-0-0	Carriage for 50th	0-0-0
Carriage for 51st	0-0-0	Carriage for 52nd	0-0-0
Carriage for 53rd	0-0-0	Carriage for 54th	0-0-0
Carriage for 55th	0-0-0	Carriage for 56th	0-0-0
Carriage for 57th	0-0-0	Carriage for 58th	0-0-0
Carriage for 59th	0-0-0	Carriage for 60th	0-0-0
Carriage for 61st	0-0-0	Carriage for 62nd	0-0-0
Carriage for 63rd	0-0-0	Carriage for 64th	0-0-0
Carriage for 65th	0-0-0	Carriage for 66th	0-0-0
Carriage for 67th	0-0-0	Carriage for 68th	0-0-0
Carriage for 69th	0-0-0	Carriage for 70th	0-0-0
Carriage for 71st	0-0-0	Carriage for 72nd	0-0-0
Carriage for 73rd	0-0-0	Carriage for 74th	0-0-0
Carriage for 75th	0-0-0	Carriage for 76th	0-0-0
Carriage for 77th	0-0-0	Carriage for 78th	0-0-0
Carriage for 79th	0-0-0	Carriage for 80th	0-0-0
Carriage for 81st	0-0-0	Carriage for 82nd	0-0-0
Carriage for 83rd	0-0-0	Carriage for 84th	0-0-0
Carriage for 85th	0-0-0	Carriage for 86th	0-0-0
Carriage for 87th	0-0-0	Carriage for 88th	0-0-0
Carriage for 89th	0-0-0	Carriage for 90th	0-0-0
Carriage for 91st	0-0-0	Carriage for 92nd	0-0-0
Carriage for 93rd	0-0-0	Carriage for 94th	0-0-0
Carriage for 95th	0-0-0	Carriage for 96th	0-0-0
Carriage for 97th	0-0-0	Carriage for 98th	0-0-0
Carriage for 99th	0-0-0	Carriage for 100th	0-0-0





No. 130 Engine for S. Macgregor	
Boiler, single drum, riveted & Lutes 17' 2" x 10' 6" 17' 5" x 10' 6"	
Smoke Pipes 17' 2" x 10' 6" 17' 5" x 10' 6"	
Castings	
Mountings	338-1-26 261-11-6
Steel goods	4-6-1
Carriages	26-13-4
Superheater	195-1-11 22-5-11
Boiler Makers, Tools & Supplies	12-10-7-3
Iron Turning & Boring 17' 2" x 10' 6"	27-14-1
Turning & Boring 17' 2" x 10' 6"	18-9-11
Working Patterns	
Smoke Box	26-5-5 61-5-3
Gravel & Cement	5-5-2-22 44-18-11
Cost 267-1-20 5	

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"Fife Advertiser" Saturday March 16th 1872

### LAUNCH OF AN IRON SCREW STEAMER AT KINGHORN.

The largest vessel of this kind ever built on the Firth of Forth was successfully launched on Saturday afternoon last, from the ship-building yard of Mr John Key, Kinghorn. The weather was most propitious, the atmosphere being mild and clear, and the Firth calm as a loch. An immense multitude of the inhabitants of Kinghorn and Kirkcaldy had assembled on all the coigns of vantage in the immediate vicinity of the yard, and at high water there must have been 1500 spectators, all of whom evinced the greatest possible interest in the proceedings. A large number of the gentry of the neighbourhood also turned out to feast their eyes, and to be feasted upon by the more vulgar. A goodly number of carriages, which had conveyed for the most part occupants belonging to the fairer portion of humanity, testified that the *glite* were not particularly few; and their ranks received a very large addition by the arrival at ten minutes past two of a "special" from Leith with about a hundred ladies and gentlemen, friends of the firm of Macgregor and Co., for whom the vessel has been built. Miss Russell, daughter of one of the partners, having arrived with this train, took her stand at the bows of the vessel, where the customary bottle of sherry dangled at the end of a blue ribbon; and as the ship slipped gently into the sea—Miss Russell baptising her the "Macgregor" as she commenced to slide on the ways. The deafening cheers which accompanied the "Macgregor's" debut into the water, the waving of a heterogeneous assortment of white and coloured handkerchiefs, of Celtic bonnets, German caps, and Paris chapeaux, and the delightful smoothness with which the splendid hull glided off the ways, made the launch the most successful one we have ever witnessed. After giving one almost imperceptible lurch to the starboard side, she settled beautifully in the water, at two minutes past high water time. The men on board gave a hearty cheer, and they were answered from the shore by as lusty a shout. A salute was also fired by the barque "United," of Kirkcaldy, which was being towed past to Burntisland. The steam-tugs "Ruby," "Pearl," and "Gem" then took the

"Macgregor" in charge, and after they had towed her a short way, they were joined by the "Waverley" steamer, which had left Leith for Rotterdam an hour before. These four steamers belong to Messrs Macgregor & Co.; and as they beat up the Firth with the large hull of the "Macgregor," they presented a very fine appearance indeed. A stiff breeze sprang up from the west immediately after the launch, and the tugs had enough ado to tow the huge vessel with anything like ordinary speed. She arrived safely in Leith harbour between five and six, and was berthed temporarily beside the jetty.

After the launch, cake and wine were plentifully served out in the drawing-loft of the works, in which nearly 200 ladies and gentlemen had assembled. Mr Macgregor, of Leith, presided. Provost Swan proposed, in a few appropriate remarks, "Success to the Macgregor," which was duly sipped by the ladies, and drunk by the gentlemen. Mr Macgregor replied, and in doing so felicitously remarked that the success of the "Macgregor" depended in a great measure on the liberality of the ladies—(applause and laughter)—for as the vessel was intended partly for the tea trade, a liberal consumption of that leaf would be the basis of her prosperity. (Applause.) He proposed "Mr Key's Health," which was very cordially pledged. Mr Key very briefly thanked the company, who were then called upon by Mr Andrew Key to drink to the health of Miss Russell, the lady who had named the vessel. This was done with proper enthusiasm, shortly after which the company began to disperse.

The dimensions of the "Macgregor" are:—Length over all, 346 feet; length of keel and fore-rake, 336 feet; breadth of beam for customs tonnage, 34 feet; depth in hold to main-deck, 17 feet; depth amidships from top of floors, 25 feet; gross tonnage, 2060 tons. She is handsomely fitted up for 20 first-class passengers, the state-room being finished with bird's-eye and maple wood. She has four boilers, and two high and low pressure engines of 300 horse power. She is classed 100 A.1 at Lloyd's, and is intended for the China and East trade via the Suez Canal. She will, we are informed, make an effort to be the first to enter the London docks with this season's teas.

[illegible]



Form No. 19. Signal Letters (if any) <i>N H P Q</i>		Transcript of Register for Transmission to Chief Registrar of Shipping.																																																																		
Official Number of Ship		Name of Ship		No., Date, and Port of Registry																																																																
<i>60972</i>		<i>C. Macgregor</i>		<i>9 Jan 1873 South</i>																																																																
No., Date, and Port of previous Registry (if any) <i>New York</i>																																																																				
Whether British or Foreign Built	Whether a Sailing or Steam Ship; and if a Steam Ship, how propelled	Where built	When built	Name and Address of Builders																																																																
<i>British</i>	<i>By Screw</i>	<i>at Glasgow in the County of Middle</i>	<i>1872</i>	<i>J. &amp; A. Macgregor, Glasgow</i>																																																																
Number of Decks .. .. .	Length from fore part of stem, under the bowsprit, to the aft side of the head of the stern post			Feet	Tenths																																																															
<i>Three</i>	<i>286</i>			<i>7</i>																																																																
Number of Masts .. .. .	Main breadth to outside of plank																																																																			
<i>Two at the Mizzen</i>	<i>311</i>			<i>11</i>																																																																
Rigged .. .. .	Depth in hold from tonnage deck to ceiling at midships																																																																			
<i>Sloop</i>	<i>17</i>																																																																			
Stern .. .. .	Depth in hold from upper deck to ceiling at midships, in the case of three decks and upwards																																																																			
<i>Single Mast</i>	<i>211</i>			<i>9</i>																																																																
Built .. .. .	Length of engine room, if any																																																																			
<i>Glasgow</i>	<i>32</i>			<i>7</i>																																																																
Galleys .. .. .	For alteration of Tonnage see next page																																																																			
Head .. .. .	PARTICULARS OF ENGINES (if any).																																																																			
Framework	No. of Engines	Description	Whether British or Foreign made	When made	Name and Address of Makers	Diameter of Cylinders	Length of Stroke	No. of Horse power (combined)																																																												
	<i>One</i>	<i>Horizontal</i>	<i>British</i>	<i>1872</i>	<i>J. &amp; A. Macgregor, Glasgow</i>	<i>48 inch</i>	<i>24</i>	<i>200</i>																																																												
<p><i>Transferred to Liverpool 33 Dec 48 per Form 20</i></p> <p>PARTICULARS OF TONNAGE.</p> <table border="1"> <thead> <tr> <th colspan="2">GROSS TONNAGE</th> <th>No. of Tons</th> <th colspan="2">DEDUCTIONS ALLOWED</th> <th>No. of Tons</th> </tr> </thead> <tbody> <tr> <td>Under Tonnage Deck .. .. .</td> <td><i>18</i></td> <td><i>4</i></td> <td>On account of space occupied by propulsion machinery .. .. .</td> <td><i>18</i></td> <td><i>4</i></td> </tr> <tr> <td>Over Tonnage Deck .. .. .</td> <td><i>18</i></td> <td><i>4</i></td> <td>On account of space occupied by gear for Appointments and appropriated to their use, and kept free from Goods or Stores of every kind, and being used exclusively for the purpose of the Cargo .. .. .</td> <td><i>18</i></td> <td><i>4</i></td> </tr> <tr> <td>Space or spaces between Decks .. .. .</td> <td><i>714</i></td> <td><i>30</i></td> <td colspan="2">These spaces are the following, viz:</td> <td></td> </tr> <tr> <td>Forecastle .. .. .</td> <td><i>19</i></td> <td><i>8</i></td> <td colspan="2"></td> <td></td> </tr> <tr> <td>Round House .. .. .</td> <td><i>19</i></td> <td><i>8</i></td> <td colspan="2"></td> <td></td> </tr> <tr> <td>Other closed in spaces, if any, as follows: .. .. .</td> <td></td> <td></td> <td colspan="2"></td> <td></td> </tr> <tr> <td colspan="2">Gross Tonnage .. .. .</td> <td><i>751</i></td> <td colspan="2">Total Deductions .. .. .</td> <td><i>751</i></td> </tr> <tr> <td colspan="2">Deductions, as per Customs .. .. .</td> <td><i>751</i></td> <td colspan="2"></td> <td><i>751</i></td> </tr> <tr> <td colspan="2">Registered Tonnage .. .. .</td> <td><i>1325</i></td> <td colspan="2"></td> <td><i>1325</i></td> </tr> </tbody> </table> <p>Name of Master <i>M. B. Jacobson</i> Certificate of { Surveyors } No. <i>11021</i></p> <p>Names, Residence and Description of the Owners, and Number of Sixty-fourth Shares held by each .. .. . viz,</p> <p><i>James Robert Macgregor Woodhouse</i> .. .. . <i>The Company of Edinburgh Shipowners</i> .. .. .</p> <p>Dated <i>23 March 1873</i> Registered <i>L. Macgregor</i></p>									GROSS TONNAGE		No. of Tons	DEDUCTIONS ALLOWED		No. of Tons	Under Tonnage Deck .. .. .	<i>18</i>	<i>4</i>	On account of space occupied by propulsion machinery .. .. .	<i>18</i>	<i>4</i>	Over Tonnage Deck .. .. .	<i>18</i>	<i>4</i>	On account of space occupied by gear for Appointments and appropriated to their use, and kept free from Goods or Stores of every kind, and being used exclusively for the purpose of the Cargo .. .. .	<i>18</i>	<i>4</i>	Space or spaces between Decks .. .. .	<i>714</i>	<i>30</i>	These spaces are the following, viz:			Forecastle .. .. .	<i>19</i>	<i>8</i>				Round House .. .. .	<i>19</i>	<i>8</i>				Other closed in spaces, if any, as follows: .. .. .						Gross Tonnage .. .. .		<i>751</i>	Total Deductions .. .. .		<i>751</i>	Deductions, as per Customs .. .. .		<i>751</i>			<i>751</i>	Registered Tonnage .. .. .		<i>1325</i>			<i>1325</i>
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### **Information from Lloyd's Register of Shipping 1872/73 and 1875/76**

Name of ship - MacGregor  
Ship's number - 65772  
Description - Screw steamer - four masts, three decks and six bulkheads  
Built - 1872 - Completed in March of that year  
Built by - Key, Kinghorn  
Gross tonnage - 1413  
Net tonnage - 1297  
Length - 338.7 feet  
Breadth - 34.4 feet  
Depth - 24.9 feet  
Engine - 2 compound, 320HP  
Engines built by - J. Key, Kinghorn  
Port of registry - Leith  
Owner - MacGregor  
Master - R Grainger

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#### **Description.**

Spar decked (with forecastle forward for storing anchors). Four pole masts. Raking stem and elliptic stern. Classed 100 A at Lloyds and built under special survey. Cabin fitted up for twenty 1st class passengers.

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### **From Agreement and Account of the Crew for the voyage commencing 6th May 1872 from Leith, Scotland.**

The voyage - Leith to Plymouth, thence to any port or ports in Mediterranean Sea, Red Sea, East Indies, China, Japan, Australia, North or South America or Europe. Voyage to terminate at a final port of discharge in the United Kingdom. Term of time not to exceed one year.

Master - William Jacobsen, Leith. Cert no. 12021.

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### **From Chief Registrar of Shipping. Transcripts and Transactions PRO Ref. BT108/251**

Date and Port of Registry - 1872, Leith  
Master at that time - W.E.Jacobsen, cert no. 12021  
Number of decks - Three  
Number of Masts - Four  
Rig - Fore and aft schooner  
Build - Clinker  
Frame - Iron  
Registration was transferred to Liverpool in April 1878.

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### **The Times 7th January 1879, P5, Col.4**

#### **A Stormy Passage**

The Steamship Macgregor (a vessel of 1,413 tons register and 2,167 horse power), which arrived in the Mersey from Boston on Saturday, had experienced very bad weather. She left Boston, under the command of Captain Newell, with a cargo comprising about 200 head of cattle and 900 sheep, and encountered terrible storms, during which the greater number of the cattle were thrown overboard. Most of the steamer's boats were washed away or much damaged, and one man was swept from the deck and drowned, while the carpenter was injured.

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**From Mitchell's Marine Register January 21st 1881, page 69, col. 3**

Wrecks and Casualties

MACGREGOR - A telegram from GALLE of the 17th inst. states -

" A report received at Galle states - Macgregor (s) belonging to WOOD, Liverpool totally wrecked at Kumpari south off Ballicaloa, crew saved. Further particulars will be sent as soon as possible. "

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**From Lloyd's Shipping Index Wednesday January 26th 1881, page 12**

GALLE. January 22nd 3.5am - The report of the loss of this vessel has been confirmed. The wreck lies in 19' of water forward, 30' aft and 100 fathoms from shore. Cannot be saved. Few 100 bales of cotton jute may possibly be saved. The captain remains by the wreck . (MEM. - The above is presumed to relate to MacGregor (s), Calcutta to Marseilles, reported wrecked at Kumpari (Ceylon) about January 17th.

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**From Mitchell's Marine Register February 25th 1881, page 230 , col. 1**

MACGREGOR from Calcutta for Marseilles, sunk at Kumpari. The Salvage Association have a telegram from Lloyds agents at Galle dated February 24th which states -

"MACGREGOR, total salvage 43 cases indigo, 82 shellac, 1218 bales cotton, 122 hides all more or less damaged. Further salvage doubtful. special agent reports anchorage good, Weather favourable for operations, cannot do anything without steam pumps, and there are none available here; nothing can be done without divers"

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**From List of Ship's Registers Opened and Closed - PRO Ref. Bks.2 GRR**

April 1881 - Steamers, Iron - Registers closed.

MacGregor

65772

Port of registry - Liverpool

Built - Kinghorn 1872

Gross tonnage - 2433

Net tonnage - 1594

320hp

WRECKED- 14:JAN:1881

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<p><b>YARD No.18</b> <b>"SWAN"</b> <b>Official No.</b> <b>Launched 1873</b></p>
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**From "The Fifeshire Advertiser" Saturday 4th January 1873**

In an item describing the launch of the Kinghorn built ship "African" on 31st December 1872 the reporter gives information regarding three forthcoming launches from the yard, including that of the "Swan". He writes:-

"The other vessel on the stocks, and the one which more particularly concerns Kirkcaldy, is the vessel building for the Kirkcaldy and London Steam Shipping Company, intended to ply between these ports. She is expected to be ready for launching by the beginning of February. She is to be known by the name of the Swan, in honour of our worthy Provost, who is one of the directors of the company. Her length is to be 170 feet, breadth 23.25 feet and depth of hold 13 feet. Her engines are compound, and are to be of 80 horse-power.

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**Information from MIRAMAR web site:-**

ID 49467  
Launched 1873  
Cargo ship  
Flag GBR  
Tons 450  
Built by Key, Kinghorn

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From an inventory of ships and the costings involved drawn up by John Key, nephew of John Key, shipbuilder, the ship "Kaffir".

"Vapi"		— <u>Dr. to Cr. for L. S. Vapi</u> —	
Receipt Amount		2000	
Expenses of "Accounting" days	2100-0-0	Less Bankings	Cr. 27120-3514/4 £345-10
Carriage & Petty Cash	45-0-0	By & from bank	22/10/07 245 155-10
Drifted	3711-10-11	Bankings from Bankers	4-2-0-20 10/6 57-10-0
Accounts 228-50-0	45-0-0	From Bankings	3-19-0-2 10/2 387-19-9
	£ 19912-10-0	Forgings	25-4-3-10 696-5-0
By Joseph from 60 tons & 20-tons of iron	367-10-0	Copper pipes	1-10-3-3 1/2 263-11-0
	19355-9-0	Condenser Cables & Belts	1-12-3-11 201-15-0
Also by Due to Steam Boilers & Pumps	245-0-0	Boiler Pipes	6-6-15-4 66-15-4
Also Donkey Boilers	110-0-0	Boiler Foundations	141-13-8
Expenses of 2000	3791-15-6	Steel goods	22-10-1
Also Boilers	3791-15-6	Expenses of 2000	136-5-2
	£ 19912-10-0	Also used	21-12-7
		Boiler Works	55-18-5
		Boiler	5-0-0
		Boiler Curious	35-0-0
		Boiler (Boiler Works)	30-0-0
		Boiler (Boiler Works)	57-3-6

No. 112 Engine		No. 112 Engine	
Receipts		Engine	75-1-0-0 378 13 4
Iron Machine Bottoms 2001 7	75 13 10	Boiler	60 19 0 3 183 7 1
Iron Machine Bottoms 1-2-25	75 13 10	Total Amount	139 13 5
Iron Machine Bottoms 2002 7	75 13 10		
Iron Machine Bottoms 1-2-25	75 13 10		
Iron Machine Bottoms 2003 7	75 13 10		
Iron Machine Bottoms 1-2-25	75 13 10		
Iron Machine Bottoms 2004 7	75 13 10		
Iron Machine Bottoms 1-2-25	75 13 10		
Iron Machine Bottoms 2005 7	75 13 10		
Iron Machine Bottoms 1-2-25	75 13 10		
Iron Machine Bottoms 2006 7	75 13 10		
Iron Machine Bottoms 1-2-25	75 13 10		
Iron Machine Bottoms 2007 7	75 13 10		
Iron Machine Bottoms 1-2-25	75 13 10		
Iron Machine Bottoms 2008 7	75 13 10		
Iron Machine Bottoms 1-2-25	75 13 10		
Iron Machine Bottoms 2009 7	75 13 10		
Iron Machine Bottoms 1-2-25	75 13 10		
Iron Machine Bottoms 2010 7	75 13 10		
Iron Machine Bottoms 1-2-25	75 13 10		
Iron Machine Bottoms 2011 7	75 13 10		
Iron Machine Bottoms 1-2-25	75 13 10		
Iron Machine Bottoms 2012 7	75 13 10		
Iron Machine Bottoms 1-2-25	75 13 10		
Iron Machine Bottoms 2013 7	75 13 10		
Iron Machine Bottoms 1-2-25	75 13 10		
Iron Machine Bottoms 2014 7	75 13 10		
Iron Machine Bottoms 1-2-25	75 13 10		
Iron Machine Bottoms 2015 7	75 13 10		
Iron Machine Bottoms 1-2-25	75 13 10		
Iron Machine Bottoms 2016 7	75 13 10		
Iron Machine Bottoms 1-2-25	75 13 10		
Iron Machine Bottoms 2017 7	75 13 10		
Iron Machine Bottoms 1-2-25	75 13 10		
Iron Machine Bottoms 2018 7	75 13 10		
Iron Machine Bottoms 1-2-25	75 13 10		
Iron Machine Bottoms 2019 7	75 13 10		
Iron Machine Bottoms 1-2-25	75 13 10		
Iron Machine Bottoms 2020 7	75 13 10		
Iron Machine Bottoms 1-2-25	75 13 10		
Iron Machine Bottoms 2021 7	75 13 10		
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Iron Machine Bottoms 2022 7	75 13 10		
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Iron Machine Bottoms 2023 7	75 13 10		
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Iron Machine Bottoms 2024 7	75 13 10		
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Iron Machine Bottoms 2026 7	75 13 10		
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Iron Machine Bottoms 2027 7	75 13 10		
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Iron Machine Bottoms 2028 7	75 13 10		
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Iron Machine Bottoms 2030 7	75 13 10		
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Iron Machine Bottoms 2031 7	75 13 10		
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Iron Machine Bottoms 2032 7	75 13 10		
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Iron Machine Bottoms 2097 7	75 13 10		
Iron Machine Bottoms 1-2-25	75 13 10		
Iron Machine Bottoms 2098 7	75 13 10		
Iron Machine Bottoms 1-2-25	75 13 10		
Iron Machine Bottoms 2099 7	75 13 10		
Iron Machine Bottoms 1-2-25	75 13 10		
Iron Machine Bottoms 2100 7	75 13 10		
Iron Machine Bottoms 1-2-25	75 13 10		

From the "Fife Advertiser" Saturday 27th September 1873

### LAUNCH AT KINGHORN.

On Tuesday there was launched from the now famous shipbuilding yard of Mr John Key, at Abden, a steamer for the Union Steamship Company. Before giving a description of the launch, we think it not amiss to detail to our readers a short account of the building yard, with its multifarious works. It is situated, as almost all in the district know, a little to the east of Kinghorn railway station, in a hollow peculiarly adapted for such a purpose as it is used, and from which vessels of any size could be launched. All the modern appliances for shipbuilding are here in full operation, and it was really wonderful to see the large iron plates used in the construction of the ships made ready. We heard an experienced gentleman say, as we were listlessly looking on, that "this beats White-Inch," a compliment certainly of the most flattering kind to Mr Key, and one he is worthy of. Ex post facto, would it not have been better to have had this trade at our own doors when it was wished? But to the launch. This is the fourth vessel Mr Key has launched since the New Year, and the fourth he has built for the Union Company, the first being the Mauritius; the second, the Dab, now the Atlantic, at present in our harbour; the third, the African, launched on the last day of '72, and which has given the greatest satisfaction to her owners, having made two trips from Southampton to the Cape of Good Hope within contract time by several days, and which is considered one of the best of the large fleet of steamships owned by the Union Steamship Company; and the last, the Kafir, which made her debut into her native element on Tuesday. The yard, of course, was gaily decorated with flags in commemoration of the launch, and quite a large concourse of people assembled to witness it. About half-past two, the operation, rather a tedious one, of knocking away the supports of the vessel was begun, and a little after three o'clock, the dais on which the bottle of wine being suspended from her bows, all was ready for the "bride to kiss her future lord." Miss Lair, daughter of the superintendent of the company, who was to christen the vessel, then stepped forward, and holding the bottle in readiness to dash it against her bows, the word was given to "let her go," when slowly but surely, and as if the unconscious ship knew her part, she began to move. Miss Lair then dashed the bottle at her bows, proclaiming her name to be the Kafir. Amidst the cheers of the spectators she slid beautifully off the ways, and as if in acknowledgment of the hearty huzzas from the shore, dipped her head nobly, "like a thing of life," when she fully entered the arms of Old Neptune. Here she was taken in charge by two steam-tugs, and towed to Leith to be finished, for want of accommodation at Kilmahoy. The Kafir is a schooner-rigged screw-steamer of 820 tons gross, and 1050, builder's measurement. She is 350 feet long, 28 feet broad, her depth of hold being 18 feet. Her engines are on the compound-inverted cylinder principle, and have all the latest improvements for economising fuel. Their horse-power is 140 nominal, indicating with a full pressure of steam 200 horse-power, and her speed is to be a uniform one of 10 knots an hour, and with her excellent accommodation for passengers, having room for 60 first-class, and 40 second-class, she is sure to be extensively patronised on the station for which she is intended, namely, between the Cape of Good Hope and Zanzibar. She is built under special survey, and in compliance with the Board of Trade and Admiralty regulations, and is therefore of the highest class. We may mention as worthy of note that the Kafir is specially built for the performance of the now famous Zanzibar contract, which cost the Gladstone Government in general, and the Right Hon. Robert Lowe in particular, so great an amount of popularity. When she was launched, she had almost all her machinery on board, the large travelling crane in connection with the works safely effecting this, and thus saving a considerable amount of time, as well as the sheers, about which so much has been said of late, and which, we are afraid, if they have to come down, will do the trade of the town, as we have already mentioned in our leading columns, a great deal of injury.

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#### **Information from Lloyd's Register of Shipping 1873 (Appendix)**

Name of ship - Kafir  
Ship's number - 69825  
Built by - Key, Kinghorn  
Built -1873 - Completed in September of that year.  
Description - Iron screw steamer with two decks, part double bottom and four bulkheads.  
Gross tonnage - 982  
Net tonnage - 613  
Length - 249.6 feet  
Breadth - 28.8 feet  
Depth - 15.9 feet  
Engine built by - Key Kinghorn - 130 H.P.  
Owner - Union Steam Ship company  
Port of Survey - Leith  
Port of Registry - Southampton  
Master - Manning

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#### **From Lloyd's List Monday 11th March 1878, page 11, column 26**

From Capetown:  
The Union Company's steamer, Kafir, hence to Natal, stuck on Albatross Rock, 14th Feb.; crew and passengers saved, except four natives, part of the cargo has washed ashore, cargo been sold and realised £1000.

#### **From Lloyd's List Saturday 16th March 1878, page 11, column 23**

From Capetown  
Message dated 19th February 1878  
The Kafir (Union Co's steamer), hence for Natal, was wrecked 14th Feb., on Albatross Reef, Oliphant's Bush, near Cape Point; all the passengers were saved, but four of the crew were drowned. The vessel has since become a total wreck and was sold yesterday, realising altogether about £1000.

N.B. The master of the Kafir at the time of her demise was Captain Ward. The ship had worked the South and East African coastal routes.

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#### **From List of Ship Registers Opened and Closed -PRO Ref. Bks 387.2 GRR**

May 1878  
Steamers Iron - Registers closed.  
Name of ship - Kafir  
Ship's no. - 68825  
Port of Registry - Southampton  
Built - Kinghorn, 1873  
Gross tonnage - 982  
Net tonnage - 613  
HP - 130  
WRECKED - 13th February 1878

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Captain Forster, R.N., Captain Castle, and Mr. Merri-  
field, O.E., were the assessors.

This was an inquiry into the circumstances under which the above-named vessel was lost in the North Sea on the 26th of November last. She was an iron steamship of about 1,160 tons gross register, built at Kinghorn, in Fifeshire, in the year 1874, and at the time of her loss was the property of Mr. Eugene Arbib, of London. The vessel went to Cronstadt from Swansea in the early part of last November with a cargo of coals, having discharged which she was loaded with a cargo of about 1,200 tons of wheat and oats, and left Cronstadt about the middle of the month with this cargo bound for London. The cargo was all loaded in bulk. Rough weather was encountered both in the Baltic and the North Sea. On the 16th of November the weather became bad, and a heavy sea carried away part of the steering gear. On the 28th the steering gear was repaired, but the weather continued to be very stormy; there was a hurricane raging from the south-west, with very high seas. A heavy sea struck the ship, which caused the cargo to shift and gave the vessel a strong list to starboard. Every effort was made to right the vessel, and the actual measures taken were described in court. The upshot, however, was that the vessel never recovered herself, and finally, at about 3 o'clock in the afternoon, a Yarmouth fishing smack, was observed, to which signals of distress were made, and eventually the crew determined to abandon the *Annie Arbib*. With some difficulty all hands were taken off by the smack. All the crew (who numbered 24) were thus saved, but the vessel was totally lost. The important question raised by the inquiry was whether the cargo was properly stowed and the hold properly fitted for a grain cargo, and whether proper measures were taken to prevent it from shifting. The cargo being loaded wholly in bulk, the nature, extent, and security of the shifting boards and other means used to prevent shifting became very material, and upon this point there was some conflict of testimony. The chief question raised was whether sufficient precautions were taken to prevent the cargo shifting. The Grain Cargoes Act of 1880 contained no specific provisions relating to the stowage of cargoes to ports in the Baltic as it did in relation to ports in the Mediterranean, Black Sea, and North America. The third section, however, is of general application, and is in the following words:—

"Where a grain cargo is laden on any British ship, all necessary and reasonable precautions (whether prescribed by this Act or not) shall be taken in order to prevent the grain cargo from shifting. If such precautions have not been taken in the case of any such ship, the master of the ship and any agent of the owner who is charged with the loading of the ship or the sending her to sea shall each be liable to a penalty not exceeding £300, and the owner of the ship shall also be liable to the same penalty, unless he shows that he took all reasonable means to enforce the observance of this section, and was not privy to the breach thereof."

The questions in the order in which they were put before the Court were—first, whether the cargo was properly stowed, especially as regarded the shifting boards, and whether the vessel had proper beam fittings; secondly, whether she had had sufficient free-board and sufficient stability. Some questions besides arose as to the construction of the vessel herself, as to what her proportions were, and whether her construction was such that she was fit to carry grain in bulk in the manner in which it was stowed.

At the conclusion of the evidence tendered by the Board of Trade, the Court adjourned.

Mr. Muir Mackenzie appeared for the Solicitor to the Board of Trade, Mr. W. Murton; Mr. G. Wood Hill for the owner; Mr. Nelson and Mr. King for the master.



(No. 1217.)

"ANNIE ARBIB" (S.S.)

The Merchant Shipping Acts, 1854 to 1876.

IN the matter of the formal Investigation held at Westminster on the 5th and 6th of January 1882, before H. C. ROTHERY, Esquire, Wreck Commissioner, assisted by Captain CASTLE, Captain FORSTER, and C. W. MERRIFIELD, Esquire, as Assessors, into the circumstances attending the abandonment and loss of the steamship "ANNIE ARBIB," of London, on the 28th of November 1881, whilst on a voyage from Cronstadt to London with a cargo of grain.

*Report of Court.*

The Court, having carefully inquired into the circumstances of the above-mentioned shipping casualty, finds, for the reasons annexed, that the loss of the said ship was due to the shifting of the cargo, arising from the insufficiency of the shifting boards, from their not having been properly secured, and from the absence of beam fillings in the 'tween decks, and that David Dudding, the master of the vessel, is to blame for the casualty. For these wrongful acts and defaults the Court suspends the certificate of the said David Dudding for six months.

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

Dated the 6th day of January 1882.

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

We concur in the above report.

(Signed) GEORGE H. FORSTER,  
JOHN S. CASTLE,  
CHARLES W. MERRIFIELD, } Assessors.

*Annex to the Report.*

This case was heard at Westminster on the 5th and 6th of January instant, when Mr. Muir Mackenzie appeared for the Board of Trade, Mr. Wood Hill for the owners, and Mr. Nelson for the master of the "Annie Arbib." Nine witnesses having been produced by the Board of Trade and examined, Mr. Muir Mackenzie handed in a statement of the questions upon which the Board of Trade desired the opinion of the Court. Four of the witnesses having been then recalled and further examined on behalf of the master, Mr. Wood Hill and Mr. Nelson addressed the Court for their respective parties, and Mr. Muir Mackenzie having been heard in reply, the Court proceeded to give judgment on the questions on which its opinion had been asked. The circumstances of the case are as follow:—

The "Annie Arbib" was an iron screw steamship belonging to the Port of London, of 1160 tons gross, and 753 tons net register, and was fitted with engines of 150 horse power. She was built at Kinghorn, in Fifeshire, in the year 1874, and at the time of her loss was the property of Messrs. Arbib, of 46, St. Mary Axe, in the City of London, merchants, Mr. Eugenio Arbib being the managing owner. She left Cronstadt on the 16th of November last for London, with a crew of 24 hands all told, and having on board about 1,200 to 1,210 tons of grain, half of which was wheat and half oats, in addition to 115 tons of bunker coal, and drawing 16 feet 2 forward, and 17 feet 9 aft. Having called in at Copenhagen, she there took in 25 tons of bunker coal, and then continued her voyage without anything particular occurring until the 26th, when she encountered a heavy gale from the S.W., and in the course of that day the rods or chains which connect the 'midship wheel with the rudder aft broke, and the vessel took a list to starboard. Having repaired the rudder chains, she continued her course, but from that time the cargo seemed to be always on the move, shifting from side to

side, so that it was necessary to change the tack every three or four hours, to keep the cargo as nearly as possible amidships. The gale continued to blow throughout the 27th with increased violence, the vessel shipping large quantities of water fore and aft, and at about 4 a.m. of the 28th, whilst the vessel was heading about west or W.S.W., the wind blowing a hurricane from the S.W., she was struck on the port bow by a tremendous sea, which carried away the starboard life-boat, and all the spare gear about the deck, gutted the cabin, lifted the port life-boat out of the chocks, and hove the vessel down on her starboard broadside. Having tried, but without success, to bring her round on to the other tack under a starboard helm against the wind, the helm was put hard-a-port, and they wore her round and brought her up with her head to the southward in hopes of righting her. The vessel however continued to lie over on her starboard side with the decks exposed to the full force of the waves, and in danger of having the hatches beaten in; accordingly, on a smack-bearing down to them, preparations were made to get the boats out. The pinnacle with 8 hands was first lowered into the water, and remained under the lee of the ship, until they were picked up by the smack. With great difficulty the port life boat was then got out, and all the remaining hands having got into her, they succeeded in reaching the smack, from which they were subsequently landed at Yarmouth. We are told that it was between 12 and 1 p.m., when the last of the crew left her, and that at that time Yarmouth bore S.W., distant about 50 miles.

Now the first question upon which our opinion has been asked is, "Whether, when the vessel left Cronstadt, she was in a good and seaworthy condition." We were told by Mr. McCall, who designed her, and superintended her construction, that she was built for Messrs. Blyth Brothers, of Liverpool, and was intended chiefly for the Brazil and River Plate trades. He also told us, that as she was to have a large double ended boiler put into her, they suggested to the owners, whilst she was building, that she should have more metal put into the main deck, but that suggestion was not adopted by the owners; and on her being classed in the Liverpool Underwriters' Association, she obtained only an 18 years class, a good class, but not the highest. She remained in the possession of Messrs. Blyth Brothers until about November 1880, when they sold her to Messrs. Arbib, and we were told by Mr. Baker, Messrs. Blyth's superintendent, that during all the time that she was in their possession, she proved herself to be an excellent vessel, and always carried her cargoes well. On being purchased by Messrs. Arbib she was put into dry dock, and underwent a thorough overhaul; and was again overhauled and put into dry dock as late as August last. We have therefore no reason to doubt that, when she left Cronstadt, she was, so far as the hull was concerned, in a thoroughly good and seaworthy condition.

The second question which we are asked is, "Whether she was overlaid, and whether she had sufficient freeboard?" We were told by Mr. McCall that she was designed to carry a dead weight of 1,500 tons on a freeboard of 4 feet 5; and as on this voyage she had only 1,210 tons, besides 115 tons of bunker coal, making altogether 1,325 tons, she would seem not to have been overlaid. Mr. Baker also told us that during the time she was in Messrs. Blyth's possession she frequently carried heavier cargoes, and carried them well. It seems also that the load line was placed at 4 feet 6 below the line of the deck, and as on leaving Cronstadt it was about an inch above the water on the port side, whilst it was a little below it on the starboard side, the vessel having a slight list to starboard, she would seem to have had a freeboard of about 4 feet 6, or 54 inches, which, on a depth of hold of 19.5 feet, gives a little more than 2½ inches of freeboard to every foot depth of hold, which the assessors consider to be ample. As, too, the water is fresh at Cronstadt, she would rise on getting into salt water; besides which, she would lighten by the consumption of coals, which we are told was about 10 tons a day. We have, therefore, no hesitation in saying that the vessel was not overlaid, and that she had a sufficient freeboard.

The third question which we are asked is, "Whether, as laden, the vessel had sufficient stability?" Mr.



one side to the other, but the assessors tell me that this is not at all necessary, and ought not to be done, for that the cargo is always trimmed from the hatches and not from the ends and that if there was space for a man to get round the grain would also readily get round. Our answer then to the first part of this question must be that the shifting boards were not sufficient for the purpose for which they were required, that is to say, to prevent the cargo from shifting. As regards the thwartship bunker, all that we need say is that according to the carpenter there were originally six planks fitted in the upper part of it, but that one of them was removed to trim the cargo, and was not replaced. It was, however, a comparatively small compartment, and nothing turns upon this.

Secondly, Were the shifting boards properly and securely fastened and shored? On this point not a question was asked of the master or of either of the mates, although they were produced after the carpenter had given his evidence, and might have contradicted him had they been able to do so. Now, according to the carpenter, some of the shifting boards were secured to the stanchions by hook bolts and nuts at each end, whilst others had only one end secured, the other end resting against the stanchions, which formed a species of ladder for the men going in and out of the hatchways, and it was to these loose ends for the most part that the shifting boards in the hatchways were secured by spikes or nails 5 inches long. Such a mode of fixing the boards was, in the opinion of the assessors, neither safe nor proper; the planks, being 17 feet long and single, ought in their opinion to have been attached at every stanchion. As regards the shoring we have nothing to say against that, as the planks appear to have been properly shored off to the stanchions at the sides of the hatchways.

The fifth question which we are asked is, "Whether the feeders in the 'tween decks were properly constructed?" It seems that in the fore-hold there were two large hatchways, and as the lower hatches were off, they would serve the purpose of feeders. In the after-hold there was only one hatchway, but there we are told that there were two feeders, about 6 feet 2 long by 4 feet 2 wide in the fore part, and a third in the after part, which we think would be sufficient to act as feeders to the lower hold.

The sixth question is, "Whether there were proper beam fillings; and if not, whether any one, and if so, who, is to blame for the omission?" The captain told us that he did not know whether there were or were not beam fillings in the 'tween decks, but both the mates as well as the carpenter said that there were not any there. Indeed the second mate, a witness by no means unfavourable to the master or to the owner, told us that in the after 'tween decks where he was a man could put his head over the top of the shifting boards between the beams, so that it is clear that the grain could pass readily over the tops of the boards from side to side of the ship; and what, therefore, we have now to consider is, who is to blame for this omission. *Prima facie*, of course, the captain is responsible for the vessel being properly fitted with shifting boards, and if he chooses to delegate that duty to the carpenter or to the mates, he ought to see that they know how to do it. Here the captain seems to have been the only man on board who had any practical knowledge on the subject; he admitted that he knew that beam fillings were necessary, and that if he had seen that they were not there he should have ordered them to be put in. He neglected to do so, and consequently the blame for their omission rests with him.

The seventh question upon which our opinion is asked is, "Whether the pump wells were properly constructed and grain tight?" There has been no evidence to shew that the pump wells were not properly secured and grain tight; on the contrary, the carpenter told us that he had assisted the mate to fit and map them securely.

The eighth question which we are asked is, "Whether the cargo was properly stowed, and whether all reasonable and proper precautions were taken to prevent it from shifting, in accordance with section 3 of the Carriage of Grain Act, 1880?" And, first, it was contended by Mr. Wood Hill that the Act did not apply, for that the "Annie Arbib" was not a "ship laden with a grain cargo" within the meaning of the Act of Parliament. The point, he told us, had been suggested to him by Mr. Nelson, but he adopted it and argued it at some length. He said that by the 10th section of the Act "grain" is defined to be "any corn, rice, paddy, pulse, seeds, nuts, or nut kernels," and that although the word "corn" might include wheat, and perhaps

barley, it would not mean oats; that consequently the vessel, having on board half wheat and half oats, could be said to have had only 605 tons of "grain" on board. He then went on to say that the last part of the 10th section provided that a "ship laden with a grain cargo" meant a ship one-third the tonnage of which exceeded one-half the number of tons of grain which the vessel had on board; and as the tonnage of the vessel was, Mr. Wood Hill told us, 1,160 tons, one-third thereof, or 388 tons, would be more than one-half of the weight of the grain which she had on board, and that consequently she would not come under the provisions of the Act. And, first, as to whether "corn" includes "oats." It is certainly not very easy to understand why "corn" should mean wheat, and perhaps barley, rather than oats. Mr. Wood Hill admitted that in ordinary parlance corn did include oats, as, for instance, where a groom is told to give a feed of corn to a horse; but he said that if you went to Mark Lane and ordered a cargo of corn, they would give you a cargo of wheat, and that if they delivered a cargo of oats you would not be bound to accept it. I confess that I do not know what the practice in Mark Lane is in this respect, but I have hitherto always thought that corn was a generic term, including wheat, oats, barley, rye, &c.; and on referring to Stevens on *Stowage*, p. 216, under the title of "Grain and Corn," I find the following passage:—"Grain is described as being the small seed of any kind of grass, chiefly however cereals, which are the grasses producing bread corn, and are the object of continuous culture for food, as wheat, rye, barley, maize, oats, rice, and millet. Corn is the general commercial name for the grain or seed of plants used for human food. In England the bread corn is chiefly wheat; in the United States the name corn applies especially to maize; in Scotland it is given to oats before they are ground; and in Sweden, Ireland, &c., it denotes barley." I should add that the 4th section of the Act, sub-section b. (1), refers to "oats" as being a kind of "grain." It appears to us, therefore, that whether we regard the word in its scientific, commercial, or ordinary sense, or in the sense intended by the Act, corn includes oats. But assuming that we are wrong in this view, and that only the wheat that the vessel had on board is to be regarded as grain, would it be true to say that, reckoning two tons of grain for each ton of the vessel's tonnage, the weight of the grain did not exceed a third of the tonnage? In estimating the tonnage Mr. Wood Hill had taken the gross tonnage, which, he said, was intended by the Act; but as the Act says the "registered tonnage" I am at a loss to conceive on what ground we are to take the gross tonnage. Now the registered tonnage of the "Annie Arbib" was 753 tons, and one-third of this would be 251; doubling this we only get 502 tons, and as it is admitted that the vessel had 605 tons of wheat on board, the wheat alone would exceed the tonnage. I should not have dwelt so long on these objections had not Mr. Wood Hill asked for a judicial finding upon the points with a view, I presume, to an appeal from our decision, for he said that a decision on our part might expose his clients to very heavy claims on the part of the owners or underwriters of the cargo. We have therefore no hesitation in saying that, in our opinion, oats are covered by the word "corn," and that they are therefore grain within the meaning of the Act; that the words "registered tonnage" mean the registered tonnage and not the gross tonnage of the vessel; and that consequently the "Annie Arbib" must be considered to be a "ship laden with a grain cargo" within the meaning of the Act, and as such subject to its provisions.

This being so, we have now to consider what are the requirements which the Act imposes upon ships "laden with a grain cargo." Section 4, sub-section c., is in these words:—"Where grain is carried in the hold or between the decks, whether in bags or bulk, the hold or the space between the decks shall be divided by a longitudinal bulkhead or by sufficient shifting boards, which extend from deck to deck or from the deck to the keelson, and are properly secured, and if the grain is in bulk are fitted grain-tight with proper fillings between the beams." It was said by Mr. Nelson that this section of the Act applies only to vessels engaged in the North American or Black Sea trade, and that it does not apply to ships engaged in the Baltic trade, for which, seeing the comparative shortness of the voyage, the Act seems to contemplate less stringent regulations; and in that view we are disposed to concur. But then there is section 3, which applies to all grain-laden ships, and which is in these words:—"Where a grain cargo



is laden on any British ship all necessary and reasonable precautions (whether prescribed by this Act or not) shall be taken in order to prevent the grain cargo from shifting;" and it then goes on to say that, "if such precautions have not been taken" the master of the ship, &c., shall be liable to certain penalties "unless he shows that he took all reasonable precautions to prevent the observance" of the section. What then we have to consider in this case is, whether the master took "all reasonable and proper precautions in order to prevent the grain cargo from shifting." Now we are told that half of this cargo was wheat and half oats, and that the wheat being the heavier was of course put at the bottom, whilst the oats were kept at the top; and we were referred to a passage at page 437 of Stevens on Stowage, where it is said that "oats do not require shifting boards," and it was said that, admitting the existence of these spaces in the fore and after 'tween decks, where there were no shifting boards, their absence could be of no consequence, as no shifting boards were necessary. It will be well, however, to read the whole of the passage in Stevens. After observing that "oats do not require shifting boards," he goes on to say, "they should be closely packed or considerable freightage will be lost; they are usually trodden down by foot; sometimes a stone roller or a cask full of water is used, an operation which wheat will not bear." Now, I am told by the assessors that this passage in Stevens refers to a time when grain was carried in smaller vessels than it is at present, and when much more care was taken in stowing it, weeks sometimes being occupied in the process, and not as at present, and as was done in the case of this ship, where the cargo is shot on board with the utmost expedition; in the former case the cargo of grain used to be pressed tightly down, which would prevent it from shifting, whereas it is now generally allowed to settle down in course of the voyage, and is therefore much more liable to shift. As I read, then, the passage in Stevens, it is this: if oats be closely packed, either by being trodden down by foot, as they usually are, or by being pressed down by a stone roller or a cask full of water, shifting boards are not required. If, however, this is not done, shifting boards are, I am told by the assessors, as necessary for oats as for any other kind of grain; shifting boards, therefore, were necessary in the case of the "Annie Arbib." This being so, we have now to consider whether the vessel fitted, as we have seen, with no shifting boards at all for a space of from 9 to 10 feet in the fore part of the fore 'tween decks, and for a like space in the fore part of the after 'tween decks, as well as for a space of from 3 to 4 feet in the after part of the fore hold, both in the lower hold and in the 'tween decks, with no beam fillings in the 'tween decks, and with a space above the shifting boards large enough, according to the second mate, for a man to put his head over, we have to consider whether a vessel thus fitted was "properly stowed," and whether it can be said that "all reasonable and proper precautions" were taken to prevent the cargo from shifting; and we have no hesitation in saying that she was not. According to the assessors, in a vessel fitted as this vessel is proved to have been, the grain, whether it was oats or wheat, would pass from side to side of the ship, either over the top or round the ends of the shifting boards, almost as readily as if there had been no shifting boards at all. In answer, therefore, to the eighth question, we have only to say that, in our opinion, the cargo was not properly stowed, and that reasonable and proper precautions were not taken to prevent it from shifting in accordance with Section 3 of the Carriage of Grain Act, 1880.

The ninth question which we are asked is, "Whether, when the vessel left Cronstadt, she had a list to starboard, and if so, what was the extent and cause thereof?" There seems to have been a trifling list of some 2 or 3 inches to starboard when she left Cronstadt, due, as we were told by one of the witnesses, to a quantity of ashes, the refuse from the engine room, having been placed on that side; but before she left her anchorage that list was nearly, if not entirely cured and we attribute no importance whatever to it.

The tenth question which we are asked is, "Whether there was anything in the proportions of the ship herself to lead the captain to believe that if the grain cargo in bulk had been properly stowed and secured the vessel was likely to capsize?" We have already answered that question by saying that, judging from the proportions of the vessel, the inference which we should be disposed to draw is, that she had ample stability for the

carriage of a cargo of this description; so that if the cargo had been properly stowed and secured the vessel would, in our opinion, probably not have capsized as she did.

The eleventh question upon which our opinion is asked is, "Whether the vessel was navigated with reasonable care and skill?" We have nothing to say against the master's seamanship. Seeing that the cargo appears to have been on the move from Saturday, so that it was necessary to change the tack every three or four hours to keep the cargo as nearly as possible amidships, the assessors are of opinion that it required considerable skill in navigating her to prevent her from capsizing before she did.

The twelfth and last question which we are asked is, "Whether the master and officers are, or either of them is, in default?" and it is added that "the Board of Trade" are of opinion that the certificate of the master should "be dealt with." That the loss of this vessel and her cargo was due to the shifting of the cargo, and that this shifting was caused by the improper way in which the shifting boards were put in, admits in our opinion of no doubt whatever. For not seeing then that the shifting boards were properly and securely fixed, the master is in our opinion wholly to blame. He alone of those on board had had experience in the grain carrying trade, and knew how vessels coming with grain from the Baltic ought to be fitted. Moreover, the Act imposes that duty upon him. It was said by Mr. Nelson that the master might fairly have assumed that the carpenter would know how to fit up a ship for the carriage of grain, but in this case the carpenter had never before fitted a grain ship, and could hardly therefore be expected to know very much about it. A master, however, who chooses to delegate to another a duty which properly belongs to him, is bound to see that the person to whom the duty is entrusted knows how to perform it, and that it is properly done. The master told us that he gave proper time and attention to the stowing of the cargo, but this could not have been of a very efficient character, otherwise he would have seen that there were no beam fillings in the 'tween decks; and he has admitted that, if he had observed that they were not, there, he would have ordered them to be supplied. The Court moreover has great reason to complain of the way in which the master gave his evidence. At his first examination he led us to think that the shifting of the cargo was due to the violence of the gale on the Monday, not that it had begun to shift as early as on the Saturday; in fact that it was the exceptional violence of Monday's hurricane that had suddenly brought about the casualty. That this, however, was not so, is clear from the evidence of the chief mate, a witness who was very far from being unfavourable to the master, and who told us that the cargo had begun to shift on the Saturday, that he spoke to the captain about it, and that the captain told him to "put her on the other tack," and that he had done so, and that from that time she was changed from tack to tack every 3 or 4 hours to keep the cargo as nearly as possible amidships. Nor did the master act towards us in a very straightforward way, when in his first examination he avoided all mention of these spaces in the fore part of the fore and after 'tween decks, and in the after part of the fore hold, where there were no shifting boards; what he then told us was, that "she was particularly well stowed." Afterwards, however, when he was recalled by Mr. Nelson, he admitted that he knew of the existence of these spaces where there were no shifting boards, but that he thought it of no consequence; but the fact that he said nothing about it in his first examination seems to raise a suspicion that he must have known that the omission to put shifting boards in these places would be a source of danger to the ship, and that he had therefore tried to conceal the fact from us.

On the whole, the assessors are of opinion that this is one of the worst cases that has ever come before them, and they think that they would not be doing their duty unless they suspended the certificate of this master for six months. We shall accordingly order his certificate to be suspended for that period.

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

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

We concur.

(Signed)

GEORGE H. FORSTER,  
JOHN S. CASTLE,  
CHARLES W. MERRIFIELD, } Assessors

**YARD No.21**  
**“MACTAN”**  
**Official No. 65790**  
**Launched 2<sup>nd</sup> May 1874**

**From “The Fifeshire Advertiser” Saturday 9th May 1874, page 3, column 4**

**Launch at Abden**

A screw steamer was launched Saturday afternoon from Mr Key's shipbuilding yard at Abden. Miss Dow, of Dysart, performed the christening ceremony, naming the vessel the “Mactan” when the vessel cleared the ways. The vessel is the property of a Spanish Company, and is intended to ply between Manila and the Philippine Islands.

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**From the “Mercantile Advertiser and Shipping Gazette” Tuesday 5th May 1874, Page 3, Col. E**

**Launches**

A magnificent steam ship was launched from the Abden Shipbuilding Yard near Kirkcaldy, on Saturday afternoon. The vessel, fitted with engines on the compound principal, was launched ready for sea, and was immediately taken in tow for Leith. She is intended for a Spanish company, and will ply between Manila and the Philippine Islands

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**From Lloyd's Register 1876/77**

Name of ship - “Mactan”  
Ship's No. - 65790  
Description - Iron screw steamer. Four bulkheads. 98 H.P.  
Built - 1874, completed in May. Built under special survey  
Built by - J. Key, Kinghorn  
Gross tonnage - 634  
Nett tonnage - 411  
Length 175.1ft.  
Breadth - 25.1ft.  
Depth - 12.7ft.  
Engines built by J.Key, Kinghorn  
Master - Larrinagr

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**From Lists of Ship's Registers Opened and Closed 1874-1883 (PRO Ref 387.2 GRR)**

June 1874  
Registers closed  
MACTAN (ship)  
Ship's no. - 65790  
Rig - Schooner  
Port of Registry - Leith  
Port No. and date of registry - 9/1874  
Tons - 411  
Built - Kinghorn, Fife 1874  
Sold foreign

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**From Chief Registrar of Shipping. Transcripts and Transactions PRO Ref. BT 108/253**

Ship's name - Mactan  
Ship's no. - 65790  
When built - 1874, completed in September of that year.  
Port of Register - Leith  
Flag - British  
Propulsion - Screw steamship  
Where built - Kinghorn 1874  
Built by - John Key, Kirkcaldy  
No. of decks - Two  
No. of masts - Two  
Rig - Schooner  
Stern - Elliptic  
Build - Clinker  
Framework - Iron  
Length - 175.15ft.  
Breadth - 25.1ft.  
Depth - 19.76ft.  
Engines - 2 x Compound direct  
Built by - John Key, Kirkcaldy  
H.P. - 98  
Registered tonnage - 410.59

Owners - Cornelius Robert Blair Pickford of Manchester in the County of Lancaster -  
Shipowner.

Vessel sold to a Foreign Registry  
Closed 2nd June 1874 as per certificate of Registry received 3rd June 1874

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17<sup>th</sup> January 1879 – wrecked at Talunanan in the Philippines

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**YARD No.22**  
**“TUDOR”**  
**(Later “CITY OF BELFAST”, “ARTEMIS” and “ZANNIS XENIOS”)**  
**Official No. 74555**  
**Launched 5<sup>th</sup> September 1876**

**From the Fifehire Advertiser, September 9th 1876, page 3, column 5**

Launch of a steamer.

Only a week or two ago a large sailing vessel was launched from Abden and on Tuesday afternoon another vessel, a magnificent iron screw steamer left the yard. There was a strong breeze blowing at the time, but notwithstanding the launch was a most successful one. The vessel is the property of Mr John Bacon, of Liverpool, and as she left the ways was christened the Tudor by Mrs Bacon, the wife of the owner, who gracefully performed the ceremony. The Tudor will be a schooner rigged vessel of the following dimensions:- length 223ft; breadth of beam 29ft; depth of hold 17.5ft. She 922 tons gross, 600 tons net register, and is fitted with compound engines of 110HP and 500 effectual. Immediately after the launch the vessel was towed round to Kirkcaldy, where she will be finished and fitted out for sea. The Tudor is intended to ply between Liverpool and the Mediterranean in the iron and copper ore trade. Two other vessels are at present in course of erection at Abden.

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**From the Fifehire Advertiser, September 30th 1876**

The following item appeared under **LOCAL INTELLIGENCE** :-

**“THE HARBOUR** - The two vessels lately launched by Messrs. Key from their yard at Kinghorn and which have been fitted out in Kirkcaldy Harbour, having both been got ready for sea, left this week, the barque “Peru” on Monday morning, and the S.S. “Tudor” on Thursday. Once more the old “Triad” is left in solitary occupation.”

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**From Lloyd’s Register of Shipping 1877/ 1878**

Name of ship - Tudor  
Ship’s No. - 74555  
Built - 1876 Kinghorn, Fifehire  
Built by - J Key and Sons, Kinghorn  
Description - Iron screw steamer  
Gross tonnage - 924  
Net tonnage - 572  
Length - 223ft.  
Breadth - 29.3ft.  
Depth - 17.5ft.  
Engine - Compound 2 cylinder, 110HP  
Engine built by - K Key and Sons, Kirkcaldy  
Port of Registry - Liverpool  
Owner - John Bacon - 4 Rumford Place, Liverpool.

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The original owner, John Bacon, ran a Mersey-Thames service. This later became one of the components of Coast Lines Ltd.

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Whilst on a voyage from Siestri Levanti, Italy to Garston on the River Mersey with a cargo of copper and five passengers on board the Tudor became stranded on Devils Bank between Dingle and her intended destination, Garston. She broke in two but was subsequently salvaged and repaired. Later that same year she was sold to Palgrave, Murphy and Co., Dublin and renamed “CITY OF BELFAST”

#### Extra information from Lloyd's Register of Shipping 1896/97

Name of ship - CITY OF BELFAST - ex TUDOR  
Master - J Cough  
Description - 1 deck, two tiers of beams, iron screw  
Gross tonnage - 895  
Under deck tonnage - 787  
Net tonnage - 536  
Length - 226.9 feet  
Built - 1876 - finished in September of that year  
Engine - Compound 2 cylinder - 119NHP  
Engine built by - John Key and Sons, Kirkcaldy  
Owners - Palgrave and Murphy, Dublin  
Port of registry - Dublin  
Flag - British

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In 1914 she was detained at Hamburg but was returned to her owners in 1918 following the termination of World War One.

In 1919 she had two changes of ownership. On 22<sup>nd</sup> March she was sold to William McAllum, London and in December to G. N. Pitos & Co., Choï, Greece when she was renamed "ARTEMIS"

In 1930 she was sold to Xenophon Z Zenios, also of Choï, Greece, and renamed "ZANNIS XENIOS". In October the same year she became stranded on Stringolo Point whilst on a voyage from Piraeus to Cyprus and later sank.

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**YARD No.23**

**YARD No.24**



**YARD No.25**  
**“JOHN STIRLING”**  
**Official No. 63708**  
**Launched 12<sup>th</sup> February 1876**

**From the Fifeshire Advertiser, Saturday 12th February 1876**

The New Forth Ferry Steamer.

This afternoon there will be launched from the shipbuilding yard of Mr Key at Kinghorn, the new passenger steamer for the Burntisland and Granton ferry. out of compliment to the chairman of the North British Company (who owns her) - Mr Stirling of Kippendavie - the new vessel is to be christened John Stirling. It is not proposed to place her on the passage until May, although most of her fittings are complete and her engines in such working order that she will likely proceed under steam for Burntisland immediately after taking the water. Her machinery is of the finest description. The engines of 200 nominal horse power, are on the oscillating principle and are connected with four tubular boilers, and work paddle wheels of 18ft 10in diameter, furnished with the patent feather floats. The engine room is on deck, there are two funnels, and the vessel is steered from amidships. The following are her dimensions:- extreme length 198ft; breadth of beam 27ft; extreme breadth over paddle boxes, 50ft. A handsome saloon, having a spacious promenade overhead, surmounts the deck above the funnels. She will carry fully 700 passengers, and in addition to the usual cabin accommodation, a retiring room for ladies, nicely fitted up, is attached to the saloon. The proportions of the steamer admit of abundant space for stowing passengers' luggage. Stalls are provided for half a dozen horses, instead of the ugly uncovered boxes hitherto employed. Everything, in fact, which experience, taste, and forethought devise has been done in fitting up the vessel. She is expected to make the trip in 20 to 25 minutes.

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**Extra information from “Steamers of the Forth” by Ian Brodie.**

On 14th January 1875 a contract between the North British Railway and Key's of Kinghorn was approved for the building of a new steamer at a price of £17,750. The original specification was considerably altered which delayed construction for some months but the ship which finally emerged in 1876 was a two-funnelled beauty, sturdy, and well suited for it's service as a ferry between Granton and Burntisland.

It had originally been intended to name her the KIPPENDAVIE after the NBR Chairman's residence, but at her launch she was christened the JOHN STIRLING, a more direct compliment to the head of the company. Having a length of 190ft. she was much longer than any of the previous passenger fleet and it was this extra length that resulted in £2000 having to be spent in rock blasting at Burntisland pier in order to provide sufficient water for her at low tide.

She was found to roll heavily and as a corrective measure bilge keels were fitted in November 1876. She was also found to be a wet ship in heavy weather which resulted in the addition of a large forecastle being added which, although it deterred from her appearance, offered useful accommodation for livestock and horses.

**From Lloyd's Register of Shipping 1877-78**

Name of ship - John Stirling  
Ship's No. - 63708  
Built - 1876 Kinghorn, Fife  
Built by - Key, Kinghorn  
Description - Iron paddle steamer.  
Gross tonnage 427  
Net tonnage - 375  
Length - 190.3ft.  
Breadth - 27ft.  
Depth of hold 10.5ft.  
Engine - 2 cylinder, 250HP  
Engine built by - J Key and Sons, Kinghorn  
Port of Registry -Granton, Edinburgh  
Owner 1897 - North British Rail Co., Edinburgh.

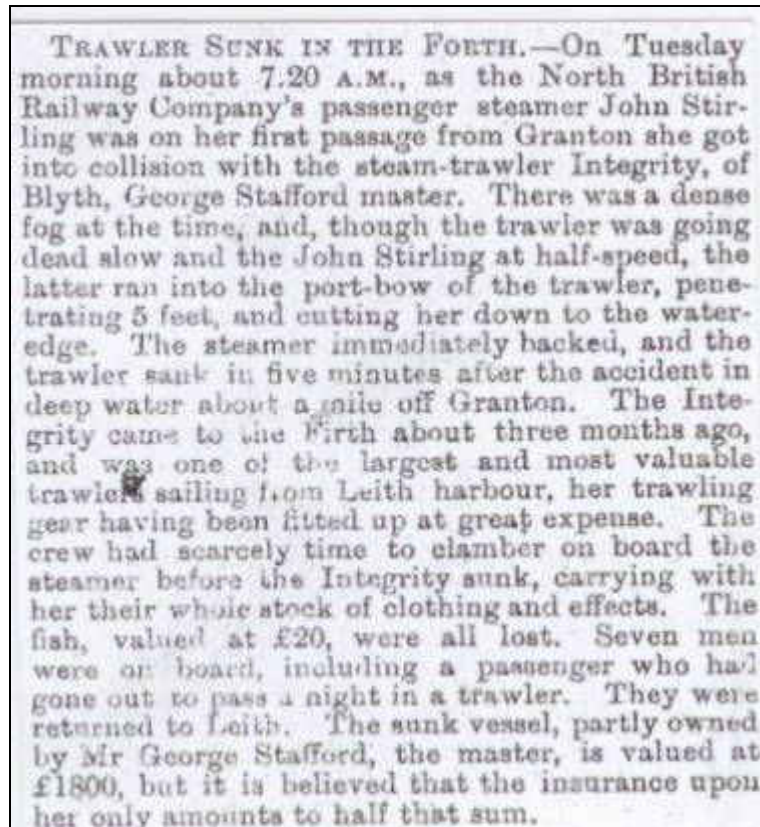
**From the "Fife Free Press" Saturday September 20th 1879, P5, Col.4  
(The John Stirling comes to the rescue of the William Muir)**

Breakdown of the William Muir.

The William Muir passenger steamer broke down on Wednesday morning when about mid-way between Granton and Burntisland with passengers. The JOHN STIRLING crossing with passengers at the time was a few lengths ahead, and the captain, seeing the William Muir's difficulty, put back, and transferred the passengers and luggage, which were landed safely at Burntisland. Both trains were considerably delayed.

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**From "Fifeshire Journal" 9th Oct 1879, page 5, column C**



**TRAWLER SUNK IN THE FORTH.**—On Tuesday morning about 7.20 A.M., as the North British Railway Company's passenger steamer John Stirling was on her first passage from Granton she got into collision with the steam-trawler Integrity, of Blyth, George Stafford master. There was a dense fog at the time, and, though the trawler was going dead slow and the John Stirling at half-speed, the latter ran into the port-bow of the trawler, penetrating 3 feet, and cutting her down to the water-edge. The steamer immediately backed, and the trawler sank in five minutes after the accident in deep water about a mile off Granton. The Integrity came to the Firth about three months ago, and was one of the largest and most valuable trawlers sailing from Leith harbour, her trawling gear having been fitted up at great expense. The crew had scarcely time to clamber on board the steamer before the Integrity sank, carrying with her their whole stock of clothing and effects. The fish, valued at £20, were all lost. Seven men were on board, including a passenger who had gone out to pass a night in a trawler. They were returned to Leith. The sunk vessel, partly owned by Mr George Stafford, the master, is valued at £1800, but it is believed that the insurance upon her only amounts to half that sum.

**Ian Brodie in his "Steamers of the Forth" also recounts the previous tale. he says:-**

"In thick fog on 7th October 1879 "John Stirling" on the 7.20am ex-Granton collided with the steam trawler "Integrity", the latter sinking in five minutes and the crew of seven being taken to Burntisland by the "Stirling". Compensation of £850 plus costs was paid by the railway (North British Railway)."

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**(Information obtained from "The Times", 5th November 1894, page14, column C**

The "John Stirling" was in trouble again in 1894 when, shortly before 2 p.m. on May the 20th, she was involved in a collision with the "Martin" whilst navigating the Manchester Ship Canal. The weather at the time was fine and clear with an easterly breeze.

The "Martin" was an iron steamship of 468 net and 849 gross tonnage, with engines of 180 N.H.P. With her crew of 17 hands, and in the charge of a licensed Mersey pilot, she was on a voyage from Rotterdam to Manchester laden with a general cargo. The "John Stirling" was sailing from Manchester to Liverpool with a crew of 20 hands and 5 passengers.

The "Martin's" story was that she was proceeding along the starboard side of the canal at about 2-3 knots when the "John Stirling" was seen about half a mile ahead approaching at high speed.

As she came near the "Martin" stopped her engines and ported her helm and, as the "John Stirling" did not reduce her speed, gave a blast on her whistle. As the stopping of her engines had caused the "Martin" to cant to port they were then set to easy ahead and her helm put hard-a-port. "The John Stirling" continued to travel at a great speed and as if under a starboard helm and struck the "Martin" on the port bow with her port sponson causing her to be damaged.

The "John Stirling's" account of the incident, however, differed somewhat to that of the "Martin". She says that she was about a mile and a half below the Latchford Locks and heading straight down the canal about mid-channel. She had her engines working at full speed and was making about 6 knots when she saw the "Martin" about three quarters of a mile ahead and a little on the port bow. She slowed her engines, sounded one blast on her whistle, ported her helm to make room for the other ship and then steadied. As the "John Stirling" sailed slowly along the northern side of the canal the vessels were positioned in such a way that they would pass clear port to port. Then suddenly the "Martin" veered to port and, at a good speed, headed for the "John Stirling" who at once stopped and reversed her engines. Her actions, however, were not sufficient to prevent the "Martin" from striking her port forward sponson with her port bow causing the "John Stirling" to heel to starboard with her starboard paddlewheel striking the ground on the north shore generating serious damage.

On giving his judgement Mr Justice Bruce said that the evidence showed the "Martin" undoubtedly veered across the channel and that if she had not done so the vessels would have not collided. Regarding the "John Stirling" he was satisfied that she was travelling close to her own starboard side of the canal and had not been going at an improper speed at the time of the collision. It was undoubtedly difficult to navigate a vessel of the "Martin's length (230 ft.) in a canal with a width of a little less than 130 ft. but, when a vessel undertook to navigate in a difficult water, it was down to her to take the necessary precautions. It was the opinion of the Elder Brethren that if the "Martin" had been navigated with the proper care she would not have veered to her port. She was therefore found to be solely to blame for the accident.

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### **Career**

#### **Owners**

8:May:1876 - 8:June:1892 North British Railway

1892 J. C Glover, Edinburgh

1894 Chartered for Manchester Ship Canal Cruises

1898 Chartered by a Mr C Dray of Eastbourne. Came into service 27th May. Carried out short trips from Eastbourne to Hastings, Newhaven and Brighton. On the 9th August she left on a three day trip after which no further mention is made of her in the Eastbourne press.

1899 T.W. Ward, Sheffield -

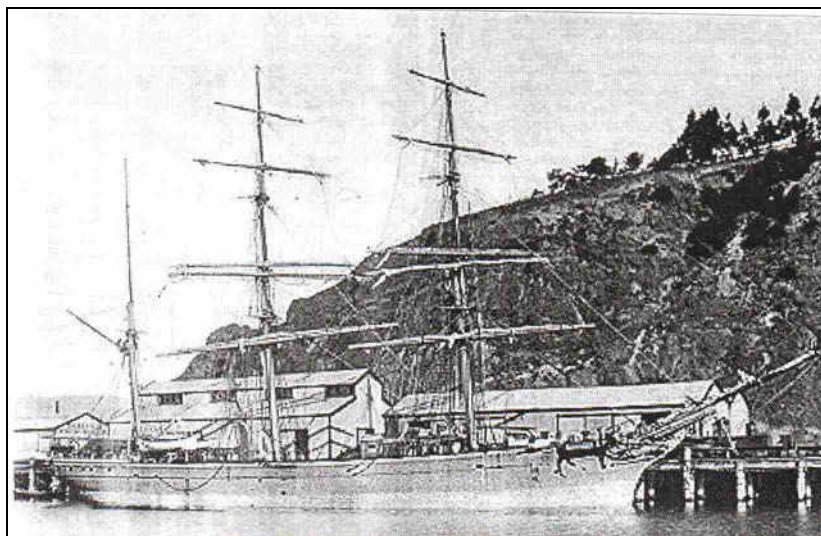
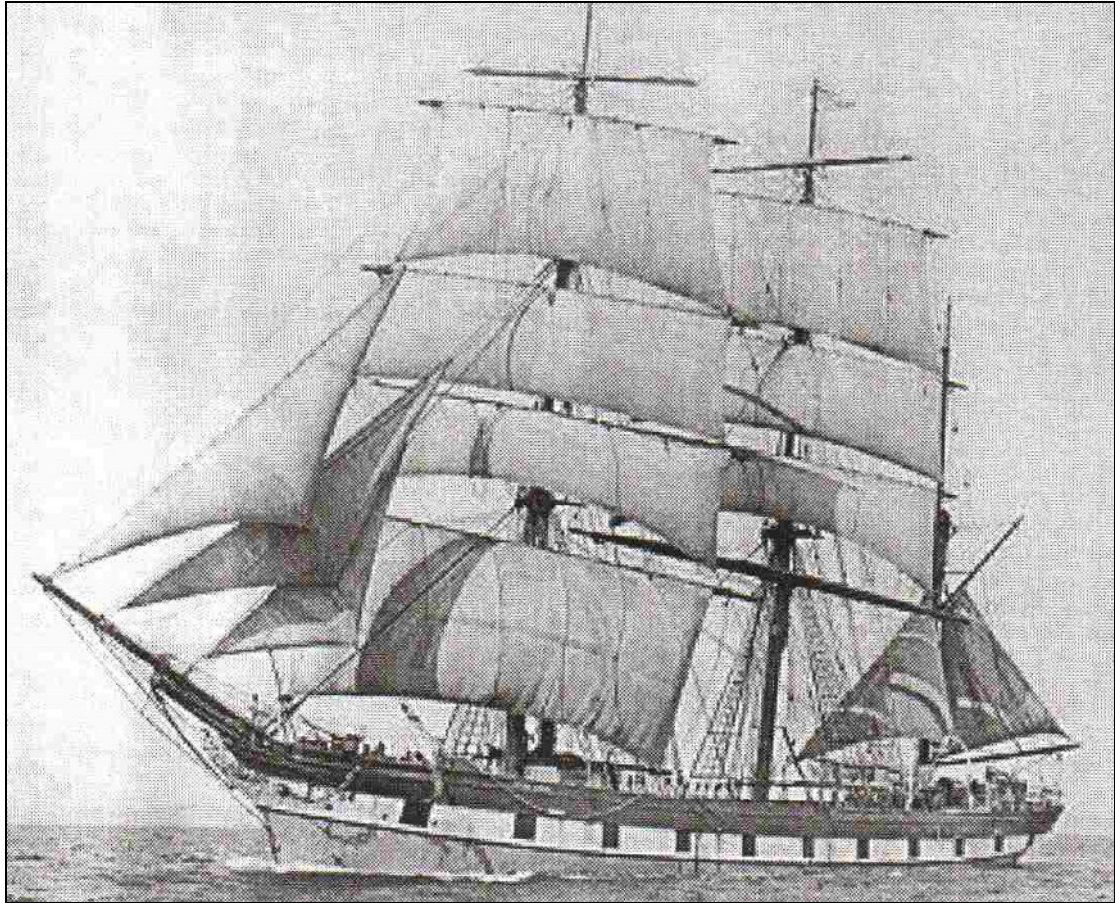
1899 C.H.Sunderman, Dordrecht, Holland -

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### **BROKEN UP 1900**



YARD No.26  
"PERU" (Later "LOUISA CRAIG" and "RAUPO")  
Official No. 75188  
Launched 17<sup>th</sup> August 1876





#### **From the Fifeshire Advertiser, August 19th 1876**

"On Thursday there was launched from the shipbuilding yard of Messrs. John Key and Sons, Abden, a fine barque called the "Peru", built for J.W. Robertson, Esq., and others, of Dundee. Her dimensions are 183 feet in length, 30 feet beam, with a depth of hold of 18 feet, and her gross tonnage is 710 tons, under deck and 683 tons nett. She has been built to class 100A1 at Lloyds, under special survey. The ship is handsomely modelled, and her lines are designed so as to combine carrying capacity with speed. She left the ways in fine style shortly after noon, after the usual rite termed as "Christening" had been performed by Miss Robertson, daughter of the managing owner. After the launch the vessel was taken in tow by the "Fiery Cross", and moored in Kirkcaldy dock, there to be fitted out for sea, which she is expected to be ready for in a few weeks. The owners, builders and their friends, after witnessing the launch, adjourned to the drawing office where a cold collation was awaiting them and done ample justice to. After the loyal toasts usual on such occasions, "Success to the Peru"; "The owners"; "The builders"; Miss Robertson" who had performed the christening ceremony; "The Ladies" and others were proposed and heartily responded to."

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#### **From the Fifeshire Advertiser, September 30th 1876**

The following item appeared under "

##### **LOCAL INTELLIGENCE**

"**THE HARBOUR**" - The two vessels lately launched by Messrs. Key from their yard at Kinghorn and which have been fitted out in Kirkcaldy Harbour, having both been got ready for sea, left this week, the barque "Peru" on Monday morning, and the "S.S.Tudor" on Thursday. Once more the old "Triad" is left in solitary occupation."

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#### **From Lloyds Register of Shipping 1877-1878**

Name of ship - Peru  
Ship's no. 75188  
Built - 1876. Completed August of that year  
Built by - John Key and Sons, Kinghorn  
Description - Iron barque, 1 bulk head, 1 deck, 2 trailing buttresses  
Gross tonnage - 710  
Net tonnage - 683  
Length - 182.4 feet  
Breadth - 30.1 feet  
Depth - 17.8 feet  
Owner - J.W. Robertson, Dundee  
Port belonging to - Dundee  
Port of survey - Leith

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#### **Summary of Service**

**Information sources from "History of the PERU / LOUISA CRAIG / RAUPO" by Jack Churchouse extracted from "The Mariner's Mirror" Vol 60, No. 3 August 1974, [www.nzmaritime.co.nz](http://www.nzmaritime.co.nz), Fife Advertiser, Lloyds Register, New Zealand Maritime Index**

1876 - Thursday 17th August - Launched then taken in tow by the Fiery Cross to Kirkcaldy for fitting out. Commenced maiden voyage 9th October under the command of Captain James Craig taking her to San Francisco via Cape Horn with a cargo of coal.

1877 - 6th April - arrived San Francisco, 179 days - thence to Vancouver, and Buenos Aires

1878 - 9th June - arrived Hamburg - change of master, to Captain R Smith either whilst at Hamburg or at Glasgow before Peru's departure for Port Adelaide

1880 - 1st November arrived London - another change of master to Captain William Beeton Orr. Chartered by Shaw Savill Co. and left for Auckland with a general cargo, a passage taking 112 days.

1881 - 26th September - Back at London where the Peru and her sister ship the Chili were sold to John Stewart then on to Nelson and Wellington, New Zealand and back to London.

1883 - 21 June 1883 - Arrived at Rotterdam after a voyage taking her to Valparaiso, Iquique and Falmouth.

1885 - 15th March. Back in Rotterdam via Newport, Buenos Aires, Rangoon, Rio de Janeiro, Talcahuano and Falmouth. A similar voyage followed.

1887 - Chartered to the New Zealand Shipping Company while at Napier. 22nd November Departed for London a journey which took her 113 days.

1889 - 21st November - Ran aground on rocks off Silloth Island 1020 kilometres north of Brisbane damaging her forefoot and ten plates. She had been sailing down the Great Barrier Reef against head winds and thick weather and had passed Cape Hillsbro'. The Captain had laid off the ship's position on the chart and before handing over to the mate at the end of the second Dog Watch left him instructions not to let the vessel get any closer to the shore and to call him if necessary. It was not long however before the lookout reported land ahead but the mate continued to allow the ship to stand on and only at the last moment called the Master by which time it was too late for Captain Orr to save the situation. Soundings showed the Peru to be ashore forward and afloat aft but at low water she was left high and dry. As the tide made, however, she came off and, as she was not leaking, The Captain decided to continue with the voyage putting at Auckland in order to report the incident and where an inspection of the ship was made which found her forefoot to be dented and ten plates set in. With the damage repaired and her hull cleaned and painted she left for Gisborne two weeks later where an inquiry was held into the accident. The Court of Enquiry found the Mate, who had been drowned sometime after the stranding, guilty of negligence, They also blamed Captain Orr for not exercising sufficient care in such dangerous waters and close to the shore and for leaving the deck at a time when an hour would have taken the Peru past the rocks that she had struck. The court returned the captain's certificate of competency but ordered him to pay costs.

1893 - 4th February - Arrived at Timaru where Captain James Luke took command, a captain who was often accompanied by his wife and their three children. 21st September sailed for Brisbane but on the return trip to New Zealand, this time to Port Chalmers, they encountered a south-westerly gale and very rough sea during the crossing of the Tasman Sea. This resulted in the ballast shifting and compelled her to be hove-to for 24 hours in order for her to be trimmed.

1894 - 24th March - Left for London - Between Sept. 1894 and June 1896 made two voyages from London to Fremantle.

1899 - 12th January - Arrived Auckland after a very fast trip from New York and the loss of one of the crew. O.S. West of Christchurch fell overboard from the poop into the Tasman Sea. A three hour search was conducted but the man was never found.

1901 - 22nd November - Arrived Newcastle-on-Tyne from Chile and command was taken over by Captain Watts.

1903 - Captain Herbert John Colley appointed master.

1905 - 11th July - Arrived Port Adelaide. During the passage the new mate Charles Gordon Harbord, of Nova Scotia, abused, threatened and assaulted the crew to such an extent that they were on the verge of mutiny. The crew took their grievances to court where Harbord was fined. Then one of the seamen asked to be paid off because he thought the captain was physically unfit to take command. This was proved unfounded and the application was refused. Then several of the crew refused duty and Captain served with a notice of appeal against the Courts previous decision. The four crew members were brought to court and fined £6 15s each and imprisoned for 10 weeks for disobeying lawful commands.

1906 - Laid up at Preston for 4 months. - November, towed to Liverpool and while there the Court Sessions at Edinburgh ordered her sale. Sold to Joseph James Craig of Auckland for £2025

1907 - Arrived Nelson 12th May where Captain Robert Kennedy took over command. Re-named Louisa Craig in honour of Mr Craig's mother whilst she was docked in Sydney. Spent a month at Auckland undergoing alterations

During the next decade made 30 voyages in the Tasman trade plying between the Australian ports of Adelaide, Melbourne, Sydney and Newcastle and Hokianga, Kaipara, Whangarei, Auckland, Thames, Lyttelton and Bluff in New Zealand.

1915 - 17th April - sold to George Herbert Scales of Wellington for £6500

1916 - June - renamed Raupo

1919 - September - Departed Auckland of her last voyage across the Pacific

1920 - March, Arrived back in Auckland - 20th May, back in Sydney

1921 - 20th October - Arrived at Wellington where she was laid up at anchor in the harbour.

1922 - March - Sold to the Canterbury Steam Shipping Company for use as a coal hulk and on 26th March arrived at Littleton where she was rigged down and adapted for her new role

1937 - For a time it looked as if the Raupo would be scuttled at sea but instead the hull was cut to the water's edge and what was left of her was towed across the harbour and beached on Quail Island.

YARD No.27  
**“JOHN BEAUMONT” (Later “GULBAHCHE”)**  
Official No. 63709  
Launched 16<sup>th</sup> January 1877

**From “The Fife Advertiser”, 20th January 1877, page 3, Col.6**

Under Local Intelligence

**LAUNCH**

On Tuesday the new steamer for the passenger service at Queensferry was successfully launched at Abden's shipbuilding yard. The vessel was named the “John Beaumont” by Miss Hutchinson, Kirkcaldy. The “John Beaumont” was launched with steam up and immediately proceeded to Kirkcaldy where the vessel will shortly be finished and ready for her passage.

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**From “The Fife Journal”, Thursday February 1st 1877, page 5, Col.5**

**Under heading “KIRKCALDY”**

The John Beaumont, a new steamship built at Kinghorn for the North British Railway Company by Mr. Key, was out in the Frith of Forth on Tuesday on an experimental trip. She is intended for the Queensferry passage, and is fitted with double screw propellers - one at the stern and another at the bow. The run from Burntisland to Granton, under the command of Captain Morrison, was made in 30 minutes. After the trial, which was considered very satisfactory, the steamer returned here. (Kirkcaldy)

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**From Lloyd's Register of Shipping 1877-1878**

Name of ship - John Beaumont  
Ship's No. - 63709  
Built by - Key, Kinghorn, Fife  
When built - 1876  
Description - Iron screw steamer  
Net tonnage - 73  
Gross tonnage - 165  
Length - 125.4ft.  
Breadth - 24.3ft.  
Depth of hold - 7.4ft.  
Engine - 2 Cylinder, 35 HP  
Engines built by - Key and Sons, Kirkcaldy  
Port of Registry - Granton, Edinburgh  
Owner - North British Railway Company, Edinburgh

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**From Chief Registrar of Shipping. Transcripts and Transactions PRO Ref. BT 108/256**

Ship's name - John Beaumont  
Ship's No. - 63709  
Where and when built - 1876 Kinghorn, Fife  
Built by - John Key and Sons, Kirkcaldy, Fife  
Date and Port of Registry - 12 February 1877, Granton  
Propulsion - Steam screw propeller at each end  
No. of decks - One  
No. of masts - One  
Rigged - Sloop  
Stern - Elliptic  
Build - Clinker  
Framework - Iron  
Length - 125.4ft.  
Breadth - 24.3ft.  
Depth - 7.4ft.  
Engines - Two horizontal engines built in 1877 by John Key and Sons, Kirkcaldy, Fife. 35HP  
These engines were changed in June 1880 for two diagonal compound ones with a combined HP of 45 manufactured by Lees Anderson & Co. of Glasgow.

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**From "The Times" , December 20th 1878, Page 11, Col. 3**

Latest Shipping Intelligence (from Lloyds)

Wrecks and Casualties

North Queensferry - December 18<sup>th</sup>. The JOHN BEAUMONT, railway ferry steamer, came into collision with the pier and sank alongside: no lives lost.

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**From "The West Lothian Courier and Coatbridge and Airdrie Herald", Saturday 21st December 1878, page 3, column D.**

Queensferry

Sinking of the Queensferry Steamer

On Wednesday night an accident of a very serious nature happened to the John Beaumont - the steamer belonging to the North British Railway Company which plies between North Queensferry and South Queensferry - which has resulted in the sinking of the vessel at the new pier at North Queensferry. It appears that the steamer, which is commanded by Captain James Milne, left the Hawes Pier at the south side of the Firth at 4.50 pm, on the ordinary "local" trip, which she daily performs at that time, irrespective of the train service between Edinburgh and Dunfermline, having on board four passengers and two carts. She made the journey across the Firth in the regular time, reaching the north side a few minutes past five o'clock, but in attempting to gain her usual mooring place she dashed up against the point of the pier with great violence, making a large opening abaft the watertight bulkhead of the after compartment, through which the water rushed in. Captain Milne had the steamer run up alongside the pier, and got the mooring lines out with all possible despatch. The passengers, crew and carts on board were landed on the pier in safety, though the work was one of some difficulty and danger. Immediately afterwards, Captain Milne had the steamer run up into shallow water but in about fifteen minutes the after part of the vessel filled with water. The tide at the time of the accident was just beginning to flow, and in about an hour and a half the steamer had sunk in a depth of about 12 feet of water. When the tide had reached it's height, at about half-past nine o'clock, the funnel was well nigh covered, and it is believed that at ebb tide the water will be about flush with the hand-rail of the saloon deck, which at ten o'clock could not be seen. Captain Milne attributes the accident to the fact that when he was approaching the tide was rising with more than ordinary rapidity, and that consequently the steamer was carried to the westward and the collision occurred. The steamer now lies about half-way up the pier at a point where, with high tides the water rises 16 feet, and she draws 5 feet 3 inches of water, the difficulty in raising her from a peculiarly soft and yielding bottom will be great. The passengers and mails, which left for Edinburgh for the north side at 4.45pm were conveyed across the Forth in the pinnacle which is generally brought into service in cases of emergency at the ferry. The John Beaumont, which was built at Kinghorn by Messrs Kay (sic) and Son, Kirkcaldy, is a vessel of 70 tons register, and had accommodation for 720 passengers. She was fitted with a patent screw, and was put on the passage about two years ago.

**From "The West Lothian Courier and Coatbridge and Airdrie Herald", Saturday 28th December 1878, page 3, column C.**

Queensferry

The Sunken Steamer

Within the Last three days preparatory arrangements for the raising of the John Beaumont steamer (which undertaking has been entrusted to Mr. William Gunn of Granton), now lying under water at the Railway Pier, North Queensferry, have been carried on actively, though with a considerable degree of difficulty. In addition to a large staff of workers, three divers are employed, under the superintendences of Messrs Drummond & Holmes, of the North British Railway Company. In order to reach the breach which was made in the hull of the vessel by the collision, it has been found necessary to remove a mass of loose stones which lay between her and the pier. This part of the work having been completed on Monday night, the opening was closed up by means of a duplex metal plate fastened with screw bolts, and covered with india rubber. This has been accomplished, and pumping operations commenced. It was expected that on Thursday the steamer would be floated off, after which she will be under repairs. In the meantime the Thane of Fife has been put on the passage temporarily.

**From "The West Lothian Courier and Coatbridge and Airdrie Herald", Saturday 4th January 1879**

Queensferry

The Sunken Steamer



On Monday night the task of pumping out the John Beaumont steamer, which was lately sunk at the Railway Pier, North Queensferry, was successfully completed, and the vessel gradually rose with the flood tide. After being inspected she was towed to Granton and placed on the patent slip for repairs. Mr William Gunn, Granton, was entrusted with the raising of the steamer.

**From "The West Lothian Courier and Coatbridge and Airdrie Herald", Saturday 11th January 1879**

Queensferry

The passenger steamer John Beaumont, was on Wednesday launched from the patent slip at Granton and proceeded to her station at Queensferry.

**From "The West Lothian Courier and Coatbridge and Airdrie Herald", Saturday 15th March 1879**

Queensferry

Alarming Accident to Queensferry Steamer

When the John Beaumont steamer was nearing the pier at North Queensferry on Wednesday forenoon, in connection with the 9.25 am train from Comely Park Station, Dunfermline, the engine became unworkable, and, under the combined influence of the ebbing tide and a strong gale which was blowing from the west, she rapidly drifted down the Forth, causing a good deal of alarm among the passengers, of whom there was a large number on board. By dint of skilful management, however, the steamer was brought to under the shelter of Carlingnose Point when the anchor was got out. It was found that the stoppage of the engine was caused by the "suction" pipe having become choked with mud. When the pipe was cleared the steamer was again got under way, reaching Port Edgar fully an hour behind time.

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**Information from "Steamers of the Forth" by Ian Brodie, Fife Free Press, "British Railway Steamers" by Duncan Haws.**

Summary of Service

1876 - The John Beaumont was the first Forth passenger steamer built in 1876 for the Queensferry Passage. She was a double ended boat with a screw each end and was powered by a two-cylinder simple engine. However, even though she had a rudder each end she was found to be very difficult to control in the fast tide flows at Queensferry so much so that she was converted to a paddle steamer in 1879.

1877 - She had gone into service on the 2nd of February 1877 but ran aground only a few days later necessitating her to be off for repairs until the 3rd of March. She still proved very difficult to handle but the problems were partially resolved as the crew got to know her better.

1878 - On the 8th December 1878 she again made news when she sank at North Queensferry and when she came back into service in the new year she was still unsatisfactory. The incident was reported in the "Fife Free Press" on Saturday 21st December following and reads as follows:-

"On Wednesday evening the John Beaumont, Captain Milne, which plies between Port Edgar and North Queensferry in connection with the train service of the North British Railway Company, struck against the pier at North Queensferry Harbour. She received such damage that she sank alongside the pier. No passengers were on board, and the crew got safely ashore. The John Beaumont is a new steamer, having been built only a short time ago at Kinghorn by Messrs Key and Sons."

1879 - January - raised, refitted and converted to a paddle steamer. She was still not a success even as a paddler and on the 12th September she became the reserve steamer and was used on the Queensferry passage whenever the "Thane of Fife" was needed elsewhere or was being overhauled. When not in service she was moored in Granton East Harbour.

1888 - Found unsuitable for use as a gunboat (NAS ref BR/NBR/8/18)

1890 - The Forth Bridge, the famous railway cantilever bridge across the Queensferry narrows was opened by the Prince of Wales on the 4th March 1890. Three excursion steamers ran from Leith and one from Alloa whilst the "John Beaumont and two other small steamers sailed from Queensferry. Also present were "HMS Jackal" and the lighthouse commissioners' tender "Pharos". Sold to Captain John Arthur of South Queensferry for £1250 when he took over the operation of the Queensferry route after the opening of the Forth Bridge.

1900 - Sold to Essayan, Shahum and Co., Manchester and then sold again, this time to Hamidieh and Co., Smyrna who changed her name to "GUL BAHCHE"

1927 - Trace lost. Probably broken up on account of age.

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**Owned by:-**

North British railway from 12:2:1877 to 26:4:1890

John Arthur from 26:4:1890 to 31:5:1894



Form No. 19. Transcript of Register for Transmission to  
Signal Letters (if any) Chief Registrar of Shipping.

Official Number of Ship <i>6307</i>	Name of Ship <i>Thetis</i>	No., Date, and Port of Registry <i>1077 Granton</i>
No., Date, and Port of previous Registry (if any)		
Whether British or Foreign Built	Whether a Sailing or Steam Ship; and if a Steam Ship, how propelled	Where Built
		When Built
		Name and Address of Builders
Number of Decks .. ..	Length from fore part of stem, under the bowsprit, to the aft side of the head of the stern post.	
Number of Masts .. ..	Main breadth to outside of plank .. ..	
Rigged .. ..	Depth in hold from tonnage deck to ceiling at midships ..	
Stern .. ..	Depth in hold from upper deck to ceiling at midships, in case of three decks and upwards	
Build .. ..	Length of engine room, if any .. ..	
Galleries .. ..		
Head .. ..		
Framework .. ..		

PARTICULARS OF ENGINES (if any).

No. of Engines	Description	Whether British or Foreign made	When made	Name and Address of Makers	Diameter of Cylinders	Length of Stroke	No. of Horses' power (combined)
<i>Two</i>	<i>Vertical Compound</i>	<i>British</i>	<i>Engines built by Robert Stephenson &amp; Co. 1877</i>	<i>James Anderson &amp; Co. Glasgow</i>	<i>18" &amp; 22"</i>	<i>3' 0"</i>	<i>45</i>

PARTICULARS OF TONNAGE.

GROSS TONNAGE.		No. of Tons	DEDUCTIONS ALLOWED.	No. of Tons
Under Tonnage Deck .. ..		<i>47.20</i>	On account of space required for propelling power .. ..	<i>105.45</i>
Closed in spaces above the Tonnage Deck, if any .. ..			On account of spaces occupied by Seamen or Apprentices, and appropriated to their use, and kept free from Goods or Stores of every kind, not being the personal property of the Crew .. ..	
Space or spaces between Decks .. ..		<i>7.27</i>	These spaces are the following viz.:-	
Forecastle .. ..		<i>05</i>	<i>Lower Forecastle .. ..</i>	<i>7.11</i>
Other closed in spaces, if any, as follows: .. ..				
Gross Tonnage .. ..		<i>155.50</i>		
Deductions, as per Contra .. ..		<i>112.56</i>		
Registered Tonnage .. ..		<i>52.94</i>	Total Deductions .. ..	<i>112.56</i>

Name of Master Certificate of { Service No. Competency No. }

Names, Residence, and Description of the Owners, and Number of Sixty-fourth Shares held by each .. .. viz.,

*Particulars of New Engines, &c shown above in Nos. 1 & 2 as per Surveyor's Certificate dated 21<sup>st</sup> June 1880*

Dated *22<sup>nd</sup> June 1880* Registrar *A. J. ...*

NOTE.—If there are more Owners than one the Registrar is requested to distinguish the Managing Owner by the letters "M.O." against his name.  
N.B.—To be addressed in an Envelope to the Chief Registrar of Shipping, Custom House, London.

(No. 361.) (Forms 1014—H. & S. 1901)

**YARD No.28**  
**"CHILI"**  
**Official No. 75201**  
**Launched 31<sup>st</sup> March 1877**

**Information obtained from Lloyd's Register of Shipping 1877-78**

Name of ship - Chili  
Built - 1877. Completed in March of that year  
Built by - John Key and Sons, Kinghorn  
Description - Iron barque with one bulk head, one deck and two trailing buttresses. No engines.  
Gross tonnage - 712  
Net tonnage - 678  
Length - 184.4 feet  
Breadth - 30.1 feet  
Depth - 17.6 feet  
Port belonging to - Dundee  
Port of survey - Leith  
Owner - J.W.Robertson, Dundee

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**Information obtained from Lloyd's Register of Shipping 1887/88**

Ship's no. - 75201  
International code - QNRC  
Owners - John Stewart and Company  
Master - J Herd

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**From the "Fife Free Press", Saturday 3rd February 1877, Page 2, Col. 6.**

Kinghorn  
Trade - At the shipyard the barque Chili, a sister ship to the Peru, will shortly be launched, while two other steamers are being commenced. Altogether there is the prospect of a busy year in this place.

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**From "The Fifehire Advertiser" Saturday 7th April 1877, page 2, column 5**

Launch of a Vessel at Abden.  
An iron barque, named Chili, was successfully launched from Messrs John Key and Son's Abden shipbuilding yard at Kinghorn on Saturday afternoon last, for Mr. J. Robertson, ship-owner, Dundee. She is a fine clipper barque of 700 tons gross register, and is classed 100 A1 at Lloyd's. Her dimensions are as follows:- Length 185ft, breadth 30.1ft, and depth of hold 17.8ft. After the launch she was towed to Kirkcaldy and berthed in the dock where she will be fitted out for sea. The Chili will be commanded by Captain John Herd, late of the China, and will be employed in the South American trade. This vessel is a sister ship to the Peru, built by Messrs Key for the same owner last year.

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**From "The Fifehire Journal", Thursday April 5th 1877, page 5, Column 6.**

Under the heading "Kirkcaldy"  
On Saturday afternoon the Chili, a sister ship to the Peru, built at the same yard, was successfully launched at Kinghorn and towed round to Kirkcaldy Harbour, where she will be finished and fitted out for sea. The Chili is a vessel of 700 tons Burthen, and is owned, like the Peru, by Mr Robertson, Dundee. She is a very handsome craft.

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Copy of Transcript for Transmission to Chief Registrar of Shipping Ref BT108 256

Form No. 19.  
Signal Letters (if any) *Q.N.R.C.*

Transcript of Register for Transmission to  
Registrar-General of Shipping and Seamen.

Official Number of Ship <i>73201</i>	Name of Ship <i>Lytle</i>	No., Date, and Port of Registry <i>9:1<sup>st</sup> May, 1877 Dundee</i>
No., Date, and Port of previous Registry (if any) <i>Newcastle</i>		
Whether British or Foreign Built <i>British</i>	Whether a Sailing or Steam Ship; and if a Steam Ship, how propelled <i>Sailing</i>	Where Built <i>Kinghorn (Port of Lytle)</i>
When Built <i>1877</i>		Name and Address of Builders <i>John Kay &amp; Sons Kinghorn</i>
Number of Decks <i>Two</i>	Length from fore part of stem, under the bowsprit, to the aft side of the head of the stern post. <i>184</i>	Feet <i>4</i>
Number of Masts <i>Two</i>	Main breadth to outside of plank <i>30</i>	Tenths <i>1</i>
Rigged <i>Bermuda</i>	Depth in hold from tonnage deck to ceiling at midships <i>17</i>	<i>6.5</i>
Stern <i>Beetrical</i>	Depth in hold from upper deck to ceiling at midships, in the case of three decks and upwards	
Build <i>Beetrical</i>	Length of engine room, if any	
Galleries <i>None</i>		
Head <i>None</i>		
Framework <i>Registry closed and certificate of Registry</i>		

✓ PARTICULARS OF ENGINES (if any).

No. of Engines <i>Cancelled</i>	Description <i>Cancelled</i>	Whether British or Foreign Built <i>Cancelled</i>	When Built <i>Cancelled</i>	Name and Address of Maker <i>Cancelled</i>	Power <i>Cancelled</i>	Length of Shaft <i>Cancelled</i>	No. of Horses <i>Cancelled</i>
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*on sale of vessel to Italian owners*

per certificate of Registry received

10<sup>th</sup> October 1905.

PARTICULARS OF TONNAGE.

Gross Tonnage <i>674.48</i>	On account of space required for propelling power <i>21.57</i>	No. of Tons <i>21.57</i>
Under Tonnage Deck <i>10.48</i>	On account of spaces occupied by Seamen or Apprentices, and appropriated to their use, and kept free from Goods or Stores of every kind, not being the personal property of the Crew <i>1.19</i>	<i>1.19</i>
Closed in spaces above Tonnage Deck, if any <i>10.48</i>	These spaces are the following, viz.:- <i>Lower fore-cabin Beetrical</i>	
Space or spaces between Decks <i>10.48</i>		
Fore-cabin <i>10.48</i>		
Round House <i>10.48</i>		
Other closed in spaces, if any, as follows: <i>None</i>		
Gross Tonnage <i>72.19</i>	Cubic Metres <i>2015.53</i>	
Deductions, as per Contract <i>3.78</i>	<i>95.60</i>	
Registered Tonnage <i>678.40</i>	<i>194.90</i>	Total Deductions <i>32.78</i>

Name of Master  
*J. C. Smith*

Certificate of { Service No.  
Competency No.

Names, Residence and Description of the Owners, and Number of Sixty-fourth Shares held by each } viz.  
*James White, Resident of Dundee, fourth of forty-fourth shares, left four = 64*

Dated *21<sup>st</sup> May 1877*

Registrar *W. H. Smith*

NOTE.—If there are more Owners than one the Registrar is requested to distinguish the Managing Owner by the letters "M.O." against his name.

S.R.—To be addressed in an Envelope to the Registrar-General of Shipping and Seamen, Adelaide Place, London.

(No. 361.)

(2 ms 12 [74—H & S 6712])

References of Transactions	Changes of Masters.
112 — 4720 <sup>5/84</sup> —	Gardiff 29.3.81
346 — 5351 <sup>9/77</sup>	John Hord 82449
7 — 11316 <sup>4/84</sup> —	London 3.2.88.
8 — 8883 <sup>8/78</sup> —	Donald McKenzie 0079
9 — 11966 <sup>10/81</sup> —	
10 — 12167 <sup>10/80</sup> —	
11412 — 15289 <sup>10/80</sup> —	
13 — 2800 <sup>2/83</sup> —	
LE — <del>15289 10/80</del>	
14 — 15970 — <sup>11/84</sup> —	
15416 — 13220 <sup>11/86</sup> <sup>0.84</sup>	
17. 9207 <sup>9/87</sup>	
18.25 — 1444 <sup>1/88</sup>	
26 — 3670 <sup>3/88</sup>	
27.8 — 5057 <sup>4/89</sup>	
29 — 5935 <sup>5/89</sup>	
30 — 6121 <sup>5/89</sup>	
31 13151 <sup>10/90</sup>	
32.3 — 14077 <sup>11/90</sup>	
— 14666 <sup>12/90</sup> <sup>Recd.</sup>	
SEE FORM 19 A	

**From Registrar General of Shipping and Seamen. Transcripts and Transactions PRO Ref. BT 108 256**

Ship's name - Chili  
Ship's No. 75201  
Where and when built - 1877 Kinghorn, Fife  
Built by - John Key and Sons, Kinghorn, Fife  
Date and Port of Registry - 1st May 1877, Dundee  
Propulsion - Sailing ship  
No. of decks - One  
No. of masts - Three  
Rigged - Barque  
Stern - Elliptical  
Build - Clinker  
Framework - Iron  
Figurehead - Three quarters female  
Length - 184.4ft.  
Breadth - 30.1ft.  
Depth - 17.6.5ft.  
Registered tonnage - 678.41  
Owner - James White of Dundee, County of Forfar, Shipowner.

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**Information from the 1881 census enumerated on April 3rd - FHL film 0224066 ,GRO ref . p116**

Vessel - "Chilil"  
Census place - At sea or in domestic or foreign port  
Jno Herd - head - 49 - widower - Master - born Dysart, Fife, Scotland  
Alexr Watson - 29 - Mate - born Brechin, Forfar, Scotland  
Jas. Robb - Married - 43 - 2nd Mate - born Dundee  
Donald Mc Kenzie - 22 - Apprentice - born Leith  
Douglas Anderson - 21 - Apprentice - born Leith  
Harry W Duffus - 19 - Apprentice - born Dundee  
Robt. Ballantyne - 17 - Apprentice - born Dundee  
Jas. Farquharson - 6 - Apprentice - born Dundee  
Agnes M Herd - head - 27 - Passenger - born Wemyss, Fife, Scotland  
Grace M Herd - head - 24 - Passenger - born Wemyss, Fife, Scotland  
(It is very possible that these two ladies were the daughters of the Captain - John Herd)

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**From "Shipping Gazette Weekly Summary" 4th March 1887 Page 132 Col. 4**

Ships Spoken  
"Chili" of Dundee, Pisagua to Falmouth, all well, Jan. 5th, 57 S, 69 W.

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Report on collision "Chili" and "Grace Darling" on Fitzroy River, Australia 1889

(No. 3914.)

"CHILI" AND "GRACE DARLING."

FINDING of the Board of Inquiry into the circumstances attending the collision between the barque "CHILI," of Dundee, official number 75,201, and schooner "GRACE DARLING," of Brisbane, 69 tons, on the night of the 27th instant, at Pirate Point, in the Fitzroy River.

Having heard the evidence of Thomas Bruce, master mariner, Ernest Konge, A.B., Donald McKenzie, master mariner, A. Brond, master of the "Taldora," Robert Steel, mate, Thomas Evans, A.B., Charles Haynes, pilot, and Alfred Roberts, pilot, we find that the barque "Chili," a British ship, 678 tons register, from London with a general cargo for Rockhampton, weighed anchor about 8 p.m. on the 27th August at the mouth of the Fitzroy River, in tow of the tug "Taldora" for town, and in charge of Pilot Haynes, who was steering the tug with Pilot Roberts, as assistant in charge of the steering of the "Chili," which vessel was being towed astern. When the tug reached Pirate Bank, she ported her helm to steer as close to Pirate Point as safety would permit towing a vessel drawing 15 ft. 5 in. aft, being strong flood tide. The tug passed the schooner "Grace Darling" 150 ft. clear, the latter vessel being anchored about midway between Pirate Point and the southern shore of the river.

We find also that the barque not being steered strictly in the tug's wake, and influenced by the strong flood tide at that particular part of the river, collided with the "Grace Darling," doing certain damage to the gear of both vessels.

We find that an error had been committed owing to the darkness of the night, and had the "Chili's" helm been ported earlier, the collision would have been avoided.

(Signed) B. FAHEY, J.P., Chairman.  
E. K. AGG, J.P.

We agree with the above finding.

(Signed) R. T. HUNTER, } Nautical  
RICHARD TODD, } Assessors.

Shipping Inspector's Office,  
Rockhampton,  
31st August 1889.

Her British registration was closed and Certificate of Registration cancelled on the 9th October 1905 on her sale to Italian owners.

March Quarter 1915 - The Chili was broken up at Genoa



**YARD No.29**  
**“STRATHBEG”**  
**Official No. 63425**  
**Launched 28<sup>th</sup> June 1877**

**From Lloyd’s Register of Shipping 1877/78**

Name of ship - Strathbeg  
Ship’s No. 63425  
Description – Iron screw steamer, three bulkheads, rear quarter deck , one deck , double bottom  
Built 1877 – Completed June of that year  
Where built – Kinghorn, Fifeshire  
Built by – Key  
Gross tonnage – 188  
Net tonnage – 132  
Underdeck tonnage – 165  
Length – 128.9ft.  
Breadth – 20.6ft  
Depth – 10.1ft.  
Engine – Two direct inverted compound, 2 cylinder  
Engines built by – John Key and Sons, Kirkcaldy, Fifeshire  
Owner – J and T Park  
Port belonging to – Fraserburgh  
Port of survey - Leith

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**From the “Fife Free Press”, Saturday 30th June 1877, Page 2, Col. 5.**

Kinghorn  
Launch - On Wednesday - the Messrs Key launched their fourth vessel this year, namely the Strathbeg, an iron screw steamer, The Strathbeg is 115 feet in length, 20 feet in breadth, depth 10 feet and 200 tons burden. She is fitted with engines of 30 HP nominal and is intended for trade between Fraserburgh and the Baltic. She is built to the order of John and T Park, Fraserburgh. On being launched she was towed round to Kirkcaldy to be fitted out for sea.

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**From Chief Registrar of Shipping. Transcripts and Transactions PRO Ref. BT108/256**

Ship’s name - Strathbeg  
Ship’s no. - 63425  
Where and when built - 1877, completed 27th June, Kinghorn, Fife.  
Built by - J. Key and Sons, Kinghorn, Fife  
Date and Port of Registry - 25th July 1877, Fraserburgh  
Propulsion - Screw steamer  
Engines - two direct inverted compound. 35HP  
Engines built by - John Key and Sons, Kirkcaldy, Fife, 1877  
No. of decks - One  
No. of Masts - Two  
Rigged - Schooner  
Stern - Round  
Build - Clinker  
Framework - Iron  
Length - 116ft.  
Breadth - 20.5ft.  
Depth - 10ft.  
Registered tonnage - 98.46  
Owners - John and Thomas Park, Shipowners, Fraserburgh, Aberdeenshire.  
Master - William Wilson, Cert. of Competency No. 33374

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Form No. 19. *S.G.C.H.* Transcript of Register for Transmission to Chief Registrar of Shipping.

Official Number of Ship <i>63425</i>	Name of Ship <i>Marathon</i>	No., Date, and Port of Registry <i>3, 25th July, 1877 Dartmouth</i>
No., Date, and Port of previous Registry (if any) <i>New vessel</i>		
Whether British or Foreign Built <i>British</i>	Whether a Sailing or Steam Ship; and if a Steam Ship, how propelled <i>Steam</i>	Where Built <i>Switzerland</i>
	When Built <i>1877</i>	Name and Address of Builders <i>J. &amp; S. &amp; Co. Switzerland</i>
Number of Decks <i>3</i>	Length from fore part of stem, under the bowsprit, to the aft side of the head of the stern post <i>116</i>	Feet <i>116</i>
Number of Masts <i>3</i>	Main breadth to outside of plank <i>20</i>	Tenths <i>5</i>
Rigged <i>Reefers</i>	Depth in hold from tonnage deck to ceiling at midships <i>10</i>	
Stern <i>Round</i>	Depth in hold from upper deck to ceiling at midships, in the case of three decks and upwards <i>10</i>	
Build <i>Round</i>	Length of engine <i>2 in 1877</i>	
Galleries <i>None</i>		
Head <i>Reefers</i>		
Framework <i>Reefers</i>		

Received 10 PARTICULARS OF ENGINES (if any) *10 July*

No. of Engine <i>1</i>	Description <i>Single Cylinder</i>	Whether British or Foreign made <i>British</i>	When made <i>1877</i>	Name and Address of Maker <i>J. &amp; S. &amp; Co. Switzerland</i>	Diameter of Cylinders <i>20</i>	Length of Stroke <i>20</i>	No. of Horses power (combined) <i>35</i>
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PARTICULARS OF TONNAGE.

GROSS TONNAGE.	No. of Tons	DEDUCTIONS ALLOWED.	No. of Tons
Under Tonnage Deck <i>165.04</i>		On account of space required for propelling power <i>75.65</i>	
Closed in spaces above the Tonnage Deck, if any		On account of spaces occupied by Seamen or Apprentices, and appropriated to their use, and kept free from Goods or Stores of every kind, not being the personal property of the Crew	
Space or spaces between Decks <i>20.53</i>		These spaces are the following, viz.:	
Forecastle <i>1.17</i>		<i>On Deck</i>	
Round House		<i>Below Deck</i>	
Other closed in spaces, if any, as follows:			
Gross Tonnage <i>187.04</i>			
Deductions, as per Column <i>88.58</i>			
Registered Tonnage <i>98.46</i>		Total Deductions <i>88.58</i>	

Name of Master *William Wilson* Certificate of { Service No. *53374*  
Competency No. *53374*

Names, Residence, and Description of the Owners, and Number of Sixty-fourth Shares held by each, viz.

<i>John Park</i>	<i>Superior, Dartmouth, O. Hudson</i>	<i>32/64</i>
<i>Thomas Park</i>		<i>32/64</i>
<i>Total</i>		<i>64</i>

Dated *Dartmouth, Devon 25th July 1877* Registrar *A. C. (10/11/77)*

NOTE.—If there are more Owners than one the Registrar is requested to distinguish the Managing Owner by the letters "M.O." against his name.  
F.B.—To be addressed in an Envelope to the Chief Registrar of Shipping, Customs House, London.

**Information from the 1881 census enumerated on April 3rd - ref. Vol 272, Page 2**

Vessel - Strathbeg

Census Place - Arbroath, Forfar, G.B.

William Wilson - head - mar - 41 - Master - born Fraserburgh, Aberdeen, Scotland  
James McIntosh - unmarried - 331 - Mate - born Isle of Ornsay, Inverness, Scotland  
Charles Corby - unmarried - 25 - Engineer - born Mauritius (B Subject)  
William Will - married - 29 - A B Seaman - born Fraserburgh, Aberdeen, Scotland  
David Will - unmarried - 19 - O Seaman - born Inverness, Inverness, Scotland  
William Smith - married - 34 - Fireman - born Newhaven, Edinburgh, Scotland  
Arch. Speed - married - 29 - Fireman - born Burntisland, Fife, Scotland

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On the 10<sup>th</sup> February 1900, en route from Aberdeen to North Shiels, the Strathbeg became stranded and was lost off Bamburgh, Holy Island, Snape Point at a reading of 55.40.30N / 01.47.30W in force 6 easterly winds. Her owners at the time were still J and T Park and her home port Fraserburgh.

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**YARD No.30**  
**“ITUNA” (Later “FRANESCA-V” 1909 and “FEDRA” 1911)**  
**Official No. 77024**  
**Launched 25<sup>th</sup> September 1877**

**From Lloyds Register of Shipping 1877-78**

Name of ship - Ituna  
Ship's No. 77024  
Description – Iron screw steamer, three bulkheads, 60ft. rear quarter deck, 17ft. forward deck,  
two trailing buttresses  
Built – 1877, completed September  
Built by – Key, Kinghorn  
Gross tonnage – 684  
Net tonnage – 442  
Underdeck tonnage – 542  
Length - 181.2ft.  
Breadth - 28.3ft.  
Depth of hold - 14.3ft.  
Engine – CI, 2 cylinders, 80HP  
Engine built by – Taylor Bros. Birkenhead  
Port of Registry – London  
Port of Survey – Leith  
Owner – Gammon and Carter  
Master – R.Greenwood

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**From “The Fifehire Journal”, Thursday 27th September 1877, page 5, column 1.**

Under the heading “Kirkaldy”  
A new screw steamer was on Tuesday (25th Sept) launched from the Abden shipbuilding yard here. She is classed as A1 at Lloyds, is 180 ft long and was built for Messrs Gamman, Son and Carter. She is intended for the Sunderland and London coal trade. Miss Carter named the vessel the Ituna.

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**Info From “The Times” 15th July 1878, page 5, col 4**

**Collision Between the Ituna and the Maas.**

At about 4 o'clock on the afternoon of the 2nd November 1877 a collision occurred in the Limehouse Reach of the River Thames between the steamship Ituna and the paddlesteamer Maas. This is a summary of the hearing of the cross-actions heard in July 1878 before Sir R.J.Phillimore and Trinity Masters.

Mr. Butt Q.C. and Mr, E.C.Clarkson appeared for the Maas and gave their account of what happened which was as follows:- At the time of the accident the Maas was en route from Harlingen to London and was in the charge of a duty licensed pilot. They were heading up Limehouse Reach in about mid-channel and going at about 6 knots per hour. The Ituna was about half a mile ahead close to the north shore and on the starboard bow of the Maas apparently proceeding up the river. The course of the Maas had been set so that she would pass the Ituna on her port side but then, when the Maas was nearly abreast of her, the Ituna starboarded rendering a collision imminent. The engines of the Maas were stopped and reversed full speed but to no avail. The stern of the Ituna came into collision with the starboard side of the Maas.

Mr Milward Q.C. and Mr W Phillimore appeared for the Ituna and gave their account of what happened which was as follows:- It was contended that the Ituna had just weighed anchor and was manoeuvring to get her head round in order to proceed on her voyage to Sunderland when the Maas came into view. Unfortunately, when the Ituna was athwart the tide her engine could not be made to move astern and she was unable to get out of the way of the oncoming Maas. The Maas, it is said, failed to slacken her speed or reverse and as a consequence collided with the Ituna. It was further contended that the collision as far as the Ituna was concerned was an inevitable accident.

The result:- His Lordship was of the opinion that the Ituna was solely to blame for the collision and decreed accordingly.



**From "Mitchells Maritime Register" 19<sup>th</sup> Dec 1879**

Usworth (s) on the 14<sup>th</sup> inst.

The steamship USWORTH, Jury, pilot, and the ITUNA, Hunter master, collided in Bugsby's Reach. The former was considerably damaged on ships and was run ashore at Plaistow; the latter proceeded up the Thames with slight damage on flow tide. No one was injured. Thick fog at the time of the collision.

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**From "Fife Free Press", 8th December 1883, page 4, column 4.**

The S.S.Ituna is expected in Kirkcaldy by every tide to be fitted with a new propeller. Messrs Key, the builders of the vessel, have the contract for the work.

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**Extra information from Lloyd's Register of Shipping 1896/97**

Master - G. A. Goodridge - Appointed to the Ituna in 1893

Built - 1877 - Completed in September of that year.

Built by - J. Key, Kinghorn.

Dimensions and tonnage as above.

Engine - 80 RHP

Engine built by Taylor Bros., Birkenhead.

Owner G. R. Carter & Sons, London

Port of registration - London

Flag - British

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**Vessels reported in 1908 and 1909 as having been wrecked, sold foreign or broken up. NA ref BT165/55**

Name of ship - Ituna

No. 77024

Propulsion - Steam

Net tonnage - 407

Sold Foreign

(New name "Francesca-v")

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**Change of name to "Fedra" in 1911**

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**Broken up March Quarter 1934**

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**YARD No.31**  
**“GRIFFEN”**  
**Official No.**  
**Launched 14<sup>th</sup> June 1877**

**From Lloyd's Register of Shipping Yacht Index 1878**

Name of yacht - Griffin  
Description - Iron Schooner  
Built - Kinghorn 1877  
Built by - Key, Kinghorn  
Tonnage - 36  
Length - 72ft  
Breadth - 10.4ft  
Depth - 7ft  
Engines - C12 Cy 10.5in and 18.5in - 12in. 15HP  
Engines built by - Key, Kirkcaldy  
Port of Registry - Greenock  
Owner - Walter Berry, 16 Carlton Terrace, Edinburgh

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**From the “Fife Free Press” , Saturday 16th June 1877, Page 2, Col. 4.**

Kinghorn.

Launch - On Thursday morning the Messrs. Key launched a beautiful steam yacht built to the order of some Edinburgh gentlemen. She was named the GRIFFIN, the ceremony of christening being performed by Mr. Alexander Key - no lady being present, we suppose, owing to the untimely hour the launch took place, 4am. The length of the Griffin is 70 feet, breadth 10.5 feet and has engines of 16HP nominal. It is expected that she will run at 15 knots an hour. She is fitted out in a splendid manner, and we believe will fully sustain the character of the Messrs. Key for good ships.

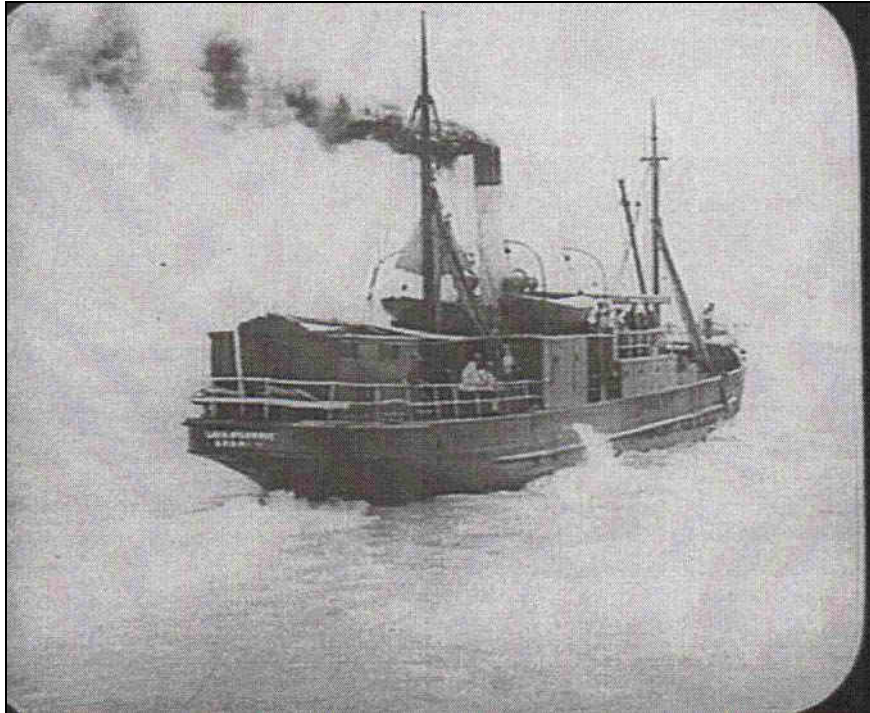
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**From the quinquennial list of ships registered in 1905 (Scotland) P.R.O Ref. BT 163/2**  
**This is an account of the no. and tonnage of the vessels appearing on the night of the 31st December 1905, on the register of vessels kept at ports in Scotland in accordance with the Merchant Shipping Acts.**

Port - Greenock  
Year of registry - 1900  
Port no. - 3  
Ship's no. - 109254  
Steamship  
Gross tonnage- 31  
Net tonnage - 15

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YARD No.32  
**“LASS O’GOWRIE” (Pre-launch “SUDSEE”)**  
Official No.  
Launched December 1877



**Information from Lloyd's Register of Shipping 1877/78**

Name of ship - Lass O'Gowrie  
Previous name of ship - Sudsee  
Ship's number - 62965  
Description - Iron screw steamer - three bulkheads - one deck - machinery certified 1878  
Built - 1877 - completed December of that year  
Built by - Key, Kinghorn  
Gross tonnage - 169  
Net tonnage - 88  
Under deck tonnage - 150  
Length - 136.8 feet  
Breadth - 20.2 feet  
Depth - 8.5 feet  
Engine -1 X 2 cylinder, 35 RHP  
Engine built by - J. Key and Sons, Kirkcaldy  
Port of registry - Kirkcaldy  
Port of survey - Leith  
Owner - George A. Key  
Master - J. J. Nance

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**From “The Fifeshire Advertiser” 22nd December 1877 - District Intelligence - Kinghorn**

The Messrs Key launched from the shipyard here a nice screw steamer, the sixth for the current year. The vessel left the ways in fine style and was named the “Lass o’ Gowrie”. She was towed round to Kirkcaldy to be fitted out for sea.

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**From List of Ship's Registers Opened and Closed - PRO Ref. Bks 387.2 GRR**

January 1878 - Registered  
Name of ship - Lass O'Gowrie  
Ship's no. - 62965  
Port of registry - Kirkcaldy  
Built - Kinghorn - 1878  
Gross tonnage - 169  
Net tonnage - 88  
H.P. - 35  
Propulsion - Screw

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**From List of Ship's Registers Opened and Closed - PRO Ref. Bks 387.2 GRR**

November 1878 - Steamers - Iron - Registers closed:-  
Lass O'Gowrie  
62965  
Port of registry - Kirkcaldy  
Built - Kinghorn 1878  
Gross tonnage - 169  
Net tonnage - 88  
H.P. - 35  
Sold foreign – German and renamed Sudsee

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**From List of Ship's Registers Opened and Closed. - PRO Ref Bks 387.2 GRR**

November 1882  
Colonial - Steamers - Iron - Registered  
Lass O'Gowrie  
62965  
Port of Registry - Sydney N.S.W.  
Built - Kinghorn, 1878  
Gross tonnage - 169  
Net tonnage - 88  
Propulsion - 35HP screw

The new owner was G Hill Jnr, of Sydney who re-named her Lass O'Gowrie and had her lengthened by 20 feet in 1884/5 at Sydney. In 1891 she was sold again, this time to D.Salmond and P Denne, Sydney. They in turn sold her in 1895 to D Sheehy, also of Sydney. In 1934 she left Sydney for Queensland when she was bought by Joseph Sanderson of Maryborough who converted her to a lighter in 1935. Three years later she was sold yet again and was eventually scuttled by her new owners Wilson, Hart and Co. in 1975.

---

**Extra information from Lloyd's Register of Shipping 1896/97**

Built by - John Key and Sons, Kinghorn  
Description - 3 masted schooner  
Gross tonnage - 202  
Net tonnage - 122  
Owner - D. Sheehy  
Port of registry - Sydney, N.S.W.  
Flag - British

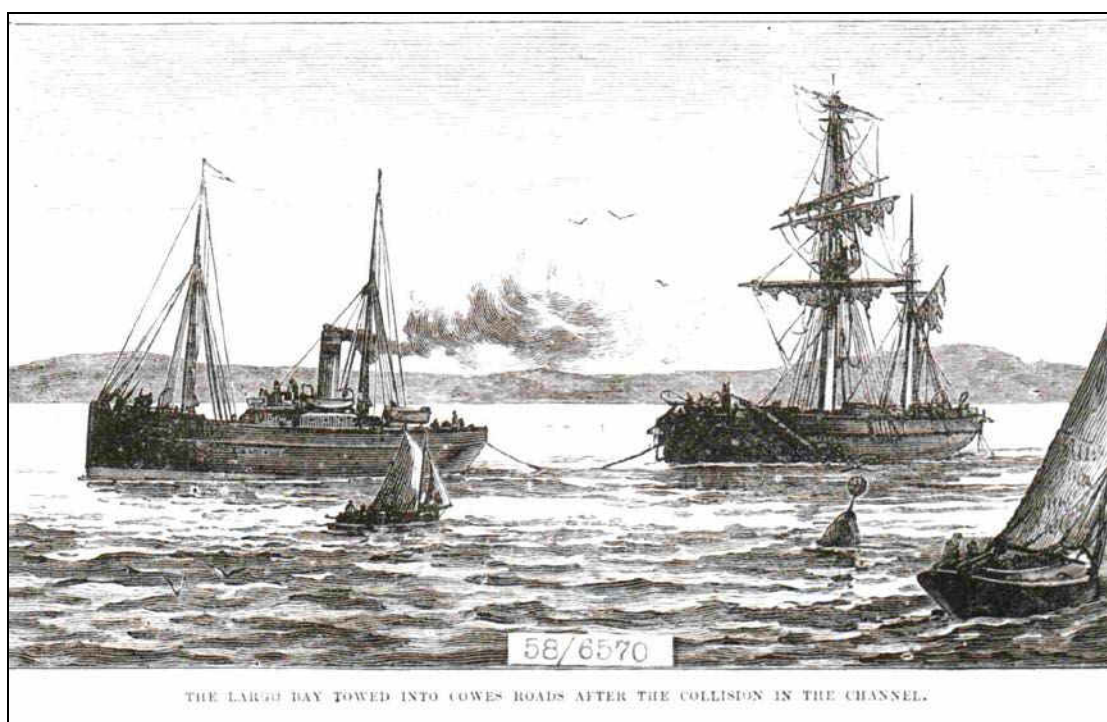
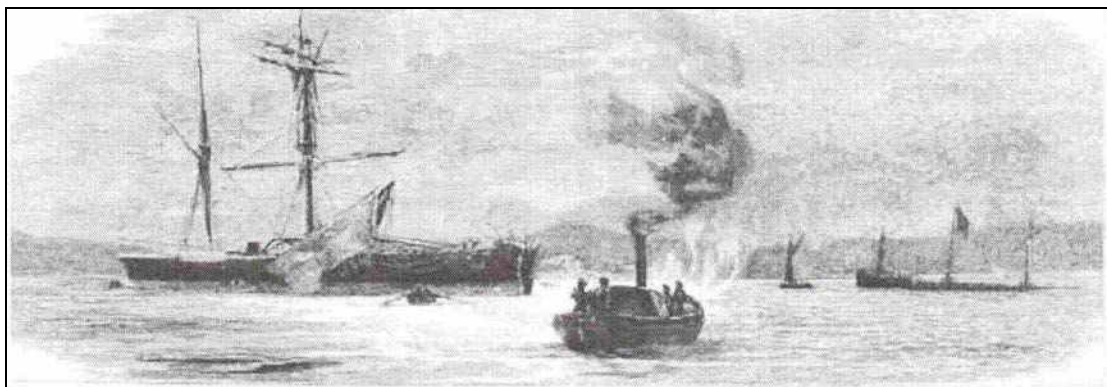
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**From the Australian Government Department of Environment and Heritage "Scuttled and Abandoned Ships in Australian Waters"  
Queensland**

Lass O'Gowrie  
Iron lighter, ex steamship  
202 gross tonnage  
Official no. 62965  
Built Kinghorn  
Last owner Wilson, Hart and Company, Maryborough  
Scuttled on Roy Rufus Reef, Hervey Bay on 28th July 1975



YARD No.33  
**"LARGO BAY"**  
Official No. 78618  
Launched 13<sup>th</sup> May 1878



Two illustrations showing the aftermath of the collision between "Largo Bay" and "Glencoe"  
4th February 1891

### **Information from Lloyd's Register of Shipping 1896/97**

Name of ship - Largo Bay  
Ship's number - 78618  
International code - RNLQ  
Master - T Hodge - Entered into the service of the present owner and appointed to the Largo Bay in 1892  
Description - Iron barque with 2 decks  
Length - 221.9 feet  
Breadth - 35.8 feet  
Depth - 21.2 feet  
Gross tonnage - 1255  
Net tonnage - 1178  
Built 1878. Completed in May of that year  
Built by - John Key and Sons, Kinghorn.  
Owner - Hatfield Cameron and Co., Glasgow  
Port of registry - Glasgow  
Flag - British

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### **From Mitchell's Maritime Register 24th May 1878**

Ship Launches  
On the 18th inst. Messrs John Key & Sons launched from their building yard at Kinghorn, an iron sailing ship of about 1260 tons register, built to the order of Messrs. Hatfield, Cameron and Co, Glasgow, for their Bayline, to the highest class in Lloyd's Register. The vessel received the name of Largo Bay from Mrs James E Gilchrist, Greenock. The Largo Bay is to be commanded by Captain Cusin, and is chartered to load at Glasgow for Adelaide.

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### **From Lists of Ships Registers Opened and Closed. PRO Ref. Bks 387.2GRR.**

June 1878  
Ships Registered (opened)  
Name of ship - Largo Bay  
Ship's No. - 78618  
Port of Registry - Glasgow  
Built - Kinghorn, Fife 1878  
Gross Tonnage - 1274  
Net Tonnage - 1214  
No. of decks - Two  
No. of masts - Three  
Rig - barque

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### **From PRO Ref BT159/9 - Deaths at Sea, Scotland**

On the 3rd of January 1881, whilst serving as 2nd mate aboard the Largo Bay, William Young, a Scotsman aged 23, died as a result of falling from aloft.

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### **From "Fife Free Press" Saturday December 15th 1883, P4, Col.3.**

The "Largo Bay" from San Francisco for Cork is reported spoken, November 1st: 98 days out: latitude 225, longitude 28w. Reported having lost two men, one falling overboard, others all well."

---

### **From the quinquennial list of ships registered in 1905 (Scotland) P.R.O Ref. BT 163/2**

**This is an account of the no. and tonnage of the vessels appearing on the night of the 31st December 1905, on the register of vessels kept at ports in Scotland in accordance with the Merchant Shipping Acts.**

Port – Glasgow Ship's name - Largo Bay  
Year of registry – 1878 Port no. - 59  
Ship's no. 78618  
Sailing vessel  
Gross tonnage – 1255 Net tonnage - 1178

## TERRIBLE DISASTER IN THE CHANNEL

The steamer *Urpeh*, Captain Davies, bound from Harve to Shields, passed Spithead yesterday morning for Cowes, having in tow the barque, *Largo Bay*, Smith, master, which had been picked up in a disabled state in the channel while bound with a general cargo from London to Auckland. Captain Smith reports that his ship had been in collision with an unknown steamer off Beachy Head on the previous night, and as nothing was seen of the steamer after the vessels parted, it is feared that she went down immediately with all hands. Only one hand was lost from the barque, one of the boys on board being carried overboard by the falling wreckage and snowed. When the *Urpeh* sighted the barque the latter was still off Beachy Head. Signals of distress were made by her crew, and the steamer took her in tow, an agreement for the payment of £1,000 to the salver being entered into between the officers in charge.

As North-east correspondent telegraphs:—The Channel on Monday night was the scene of a terrible loss of life. The large Glasgow barque, *Largo Bay*, bound from London for Auckland, came into collision off Beachy Head with a large four-masted steamer, and the latter vessel foundered within a few minutes. So tremendous was the force of the collision that the bows of the barque were stove in, her bowsprit and jibboom, with all the gear attached, together with the main topgallant mast, and the main topmast head, were all carried away, and the foremast was broken off at its base, killing an apprentice as it fell. The crew of the barque had, therefore, no time to think of the other vessel, their own immediate and pressing duty being to clear away the mass of wreckage which littered her decks, and make it almost impossible to move. To add to the confusion it was ascertained that the fore compartment was full of water, and a number of men had to be put to work on the pumps. The steamer was seen to be settling down immediately after the collision, and within eight minutes she had completely disappeared from view. There is, unfortunately, little reason to doubt that the steamer foundered, and that not a soul on board could have escaped. The weather at the time was thick with snow showers. A strong wind was blowing and there was a heavy sea on. The vessels, therefore, were almost close together before they could see each other, and the collision followed within a few minutes of first sight. Those on board the *Largo Bay* had time to notice, however, that the stranger was a four-masted steamer, and judging from her size and the lights which she carried she must have been a passenger vessel. Her crew, including upwards, it is estimated, could not well have numbered fewer than 60, and putting the number of passengers at 40 the total loss of life would be too, for it is considered certain that not a single soul could have been hoisted before the great ship went down. The *Largo Bay*, with a huge rent in her bows, drifted slowly towards the Isle of Wight, and her signals were not observed until she reached a point 60 miles south-east of St. Catherine's. There her signals were answered by the *Urpeh*. The barque is now anchored in Cowes Roads. Great anxiety prevails as to the identity of the lost steamer, and the shipping news have been eagerly consulted; but up till 9 o'clock in the evening the mystery had not been solved.

The *Largo Bay* belongs to Messrs. Hatfield, Cameron, and Co., of Glasgow, and is an iron barque of over 1,200 tons gross, classed 100A.

## THE COLLISIONS IN THE CHANNEL

No doubt is entertained by Lloyd's or by the owners that the steamer which was sunk off Beachy Head by collision with the barque *Largo Bay* was the steamer *Glencoe*, of the Glen Line, a vessel of 3,000 tons gross. The *Glencoe* was reported to have passed Portland Bill at 1 p.m. on Monday, and consequently would have arrived just at the point of collision when the disaster took place, and she has not been reported since. She had no passengers, but carried a crew of 29 British seamen and 23 Chinese, and in addition it is believed that a Liverpool pilot named Askin was on board, having been unable to leave the vessel off Liverpool on Saturday, owing to the stress of weather. It is difficult to ascertain the exact circumstances in which the collision took place. According to a statement made by the pilot who took the *Largo Bay* to Cowes, the unknown steamer tried to pass between two sailing vessels going in opposite directions when the collision occurred. After the catastrophe nothing more was seen of the steamer, but at the time there was a blinding snowstorm, which at sea is worse than fog. So confused were the crew of the *Largo Bay* that while some state with positiveness that the steamer was a four-masted, others are equally confident that she was a three-masted vessel. The *Largo Bay* was yesterday surveyed with a view to her being repaired. The necessary work will be done at Southampton. Pending the official inquiry the crew have been warned to give no information.

The following are the names of those known to have left Liverpool on board the *Glencoe*, but there are others whose names cannot be positively ascertained.

David D. Mackinlay, captain, 51, Oakmead-road, Forest-gate. Native of Glasgow.  
J. H. Davis, first officer, 10, St. Michael's-terrace, Penance.  
Alexander H. Moon, second officer, Woodville, Cleland-road, Wansstead. Native of Galway.  
J. C. Williams, third officer, Providence-house, Oare, near Hastings.  
Peter Keith, fourth officer, 225, East India-road, Poplar. Native of Edinburgh.  
D. Davis, Wilton-road, Manor-park, Essex. Native of the Isle of Wight.  
J. M. Leod, carpenter, 261, Brunswick-road, Poplar. Native of Argyle.  
C. Godfrey, lamp trimmer, 1, Hermitter-road, Stratford.  
R. Suddler, first engineer, 40, Clarence-road, Motor-park, Essex. Native of Glasgow.  
A. Mackenzie, second engineer, 10, Stainly-road, Poplar. Native of Glasgow.  
W. Burns, third engineer, Criterion-buildings, Hempock Greenock, near Greenock. Native of Glasgow.  
A. Lindsay, fourth engineer, 63, Elderslie-street, Glasgow.  
J. Middleton, storekeeper, 8, Annandale-road, Fulham.  
H. Ferry, first steward, 22, St. Leonard's-road, Poplar.  
G. Britton, second steward, 38, Egmont-road, New-croft-road, London.  
J. Sinclair, pantryman, 22, St. Leonard's-road, Poplar.  
A. Colecam, mess-room steward, 47, Hackford-road, Britton.  
G. J. Williams, Channel pilot, 14, Stepney-green, London.  
—Lard, deck hand.

The names of ten English seamen have not yet been received.

A Southampton Correspondent who has visited the *Largo Bay* states that the deck presented a remarkable spectacle, iron plates being broken and twisted into most fantastic shapes. Strict orders have been given by the captain to the crew not to make any statement pending the official inquiry, but one of the men said he was in his bunk in the fore-cabin when the collision occurred. All of them thought their vessel would founder immediately and rushed on deck. He saw a large steamer sink in a few minutes, but there was too much excitement on board the *Largo Bay* to notice what occurred on the steamer. The captain and the mate of the *Largo Bay* were on deck. The boy Alexander McDonald got into the lifeboat, but was washed out and drowned. The crew, numbering 22, got into one boat, and left the *Largo Bay* believing her to be sinking. The weather was very bad, and the night dark. A steamer hailed them and offered to take them on board, but it was too rough and after being two hours in the boat they again boarded the *Largo Bay*. They found that the bulkhead was holding and they remained while the vessel drifted helplessly all night. In the morning the *Urpeh* came and towed the disabled vessel to Cowes. The steamer went across the barque, starboard to port, and had the *Largo Bay* been six feet further ahead she must have foundered.

Our Dorset Correspondent states that the *Largo Bay* had a series of misfortunes just prior to the disaster. On Sunday she put into the Downs to obtain shelter from the gale and snowstorm. There she was in danger of drifting around. She lost one anchor and chain, and to prevent a collision had to slip another. She was then driven out of the Downs by the gale and was running down the Channel when the collision occurred.

The *Glencoe* was mostly engaged in the tea trade between London and China. She brought a cargo of hemp from Manila, and having discharged this at Liverpool, left the *Mersey* on Saturday in ballast. She was bound for London, and ought in the ordinary course to have reached the Thames on Tuesday. She carried a Liverpool pilot named Askins, who took her out of the *Mersey* on Saturday, and who, owing to the rough weather, was unable to return. This makes altogether 62 souls on board. The *Glencoe* was built at Glasgow by the London and Glasgow Shipbuilding Company.

**Previous page shows reports from “The Times” . The left column from the issue 7<sup>th</sup> February 1889 Page 9, Col. 4 and the right from the issue 8<sup>th</sup> February 1889 Page 8, Col. 2**

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**From the “Illustrated London News” 16th February 1891, page 198**

Collision in the Channel

On the night of Monday, February 4th off Beachy Head, Sussex, the Glasgow barque, Largo Bay, bound from London for Auckland, New Zealand, came into collision with a four-masted steamer, which sank almost immediately. It was impossible to attempt to rescue the steamer's crew as the Largo Bay's boats were smashed. The unfortunate steamer was the Glencoe, a fine vessel of 30000 tons, one of the Glen Line, bound from Liverpool to London, to take in cargo, with a crew of 52, but no passengers; 23 of the crew were China-men. So violent was the collision that the bows of the barque were stove in, her bowsprit and jibboom, with all the gear attached, the maintopgallant mast, and the mizzintopmasthead, were all carried away: and the foremast was broken off short at the deck, killing an apprentice as it fell. The Largo Bay, with a huge rent in her bows, drifted slowly towards the Isle of Wight. Her signals were observed when she reached a point 60 miles SE of St Catherine's Point, and were then answered by the steamer Urpeth, Captain Davies, from Havre to Shields. The Urpeth took the Largo Bay in tow in the understanding that £1000 would be paid for salvage, and brought her into Cowes roads. She belongs to Messrs. Hatfield, Cameron and Co., of Glasgow, and is an iron barque of over 1200 tons. A correspondent, Mr. F. Notcutt, of Ryde, made a sketch of the Largo Bay as she came in at Cowes.

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**From the “Eastbourne Gazette” 27th March 1889, page 8, column A.**

The Loss of the Glencoe

The official enquiry into the loss of the Glencoe, who sank with 51 souls on board, after collision with the Largo Bay, off Beachy Head, has terminated. The court found that the disaster was caused by the ill-fated ship porting her helm; no blame is attached to the officers of the Largo Bay.

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**From the “Shipwreck Index of the British Isles” by Richard and Bridget Larn.**

According to this index the Largo Bay was travelling from London to Auckland carrying a general cargo and with a crew of 21 and 1 passenger who was in fact a stowaway. Following the collision with the Glencoe the Largo Bay foundered and one member of the crew was lost.

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<p>YARD No.34 <b>“RATHMORE”</b> Official No. 78831 Launched 1878</p>
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**Information from “Merchant Fleets, Furness Withy” by Duncan Haws**

Completed October 1878  
Built for St Andrews Steam Shipping Co., Liverpool  
Built by - J Key and Sons, Kirkcaldy (Kingham)  
Gross tonnage - 2136  
Net tonnage - 1382  
Dimensions - 310/94.49 x 35/10.67 x 23.9/7.28  
Engine - Single screw, 2 cyl inv, 250nhp, 90 psi  
Engine built by - builder  
Hull - Iron  
Description - 2 decks - forecastle 36/10.97 - Bridge deck 48/14.63 - Poop deck 28/8.53  
1880 - January - Went missing bound Cardiff - Bombay with a cargo of coal.

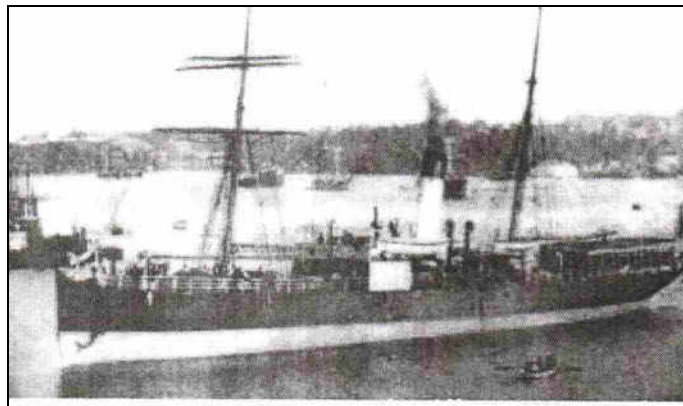
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**Lloyds Registers Closed**

Rathmore  
Official no. 78831  
Built 1878 at Sunderland?  
Port of Registry – Liverpool  
Net tonnage – 1382  
Gross tonnage – 2137i  
H.P.250  
Missing since 3<sup>rd</sup> January 1880  
Register closed April 1880

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YARD No.35  
"KEILWARRA"  
Official No. 79507  
Launched 12<sup>th</sup> September 1878



**From Lloyd's Register 1879/1880**

Name of ship - Keilawarra  
Built - 1878. Completed in September of that year  
Built by - Key, Kinghorn  
Description - Iron screw steamer, brig rigged, four bulkheads  
Gross tonnage 784  
Nett Tonnage - 486  
Length - 200.2ft.  
Breadth - 29ft.  
Depth 12.2ft.  
Engines - Compound I., 2 cylinder, 140 HP  
Engines built by - J Key and Sons, Kirkcaldy  
Owner - W. M. Smith  
Port belonging to - Melbourne  
Master - C. G. Jones

**From "List of Registers of Ship's Opened and Closed" - PRO Ref. Bks 387.2 GRR.**

April 1879 Register closed:-

KEILAWARRA

79507

Port of Registry - Melbourne

Built Kinghorn, Fife 1878

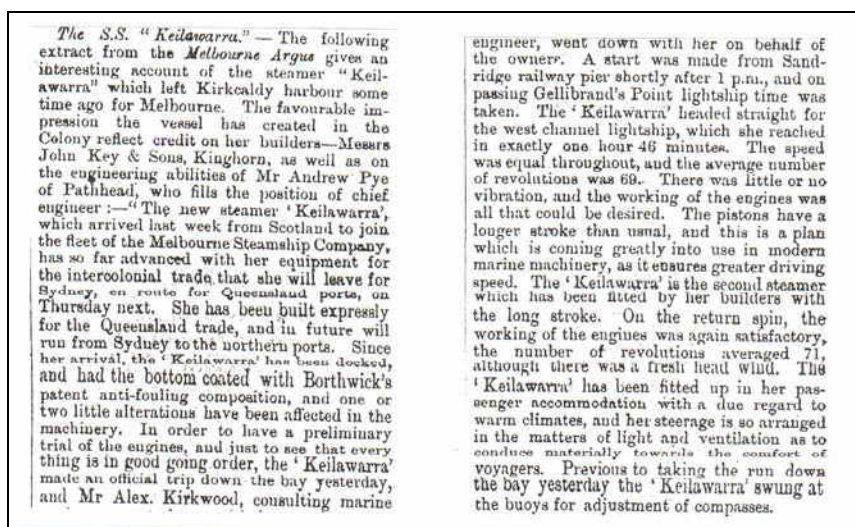
Nett tonnage - 486

Gross tonnage - 784

H.P - 140 Sc.

(This refers to the change from British to Australian registry)

**From the "Fifeshire Advertiser" Saturday, May 3rd 1879 - A report of the trial trip of the Keilawarra on her arrival at Melbourne, Australia extracted from the "Melbourne Argus"**



**The Collision Between the Keilawarra and the S.S. Victoria Tuesday the 18th December 1883**

At 1.30pm on Saturday 15th December 1883 the Keilawarra, under the command of Captain H. R. Bristow, left Townsville for Brisbane. Passengers on board were:- Mrs Brown, her four children and servant, Mrs Roberts with her child and nurse, Mrs Vos and two children, Mrs Toft, Mrs Cowley, Miss Harris, Miss Quin, Miss Flemming, Miss Toft, Miss Radford, Miss Willis, Miss Harris, Messrs Brown, J McPherson, G Allen, H.J. Deazly, H.P. Blake, C.J. Fraser, J.M. Graham, Roberts, O'Donnell, Harris, Jamieson, E.Carr, J Lyon, R. Fleming, J.H. Radford, S. Williamson, and 55 steerage passengers. They passed Dent Point at half past three the following morning, Break Sea Spit at 1.30 pm on the 17th, Cape Moreton at 5 am on the 18th and arrived at Brisbane at nine o'clock the same morning. Captain Bristow reported that they had experienced light south and south east winds as far as Sandy Cape and from the on until their arrival they had had fine weather with a moderate northerly wind.

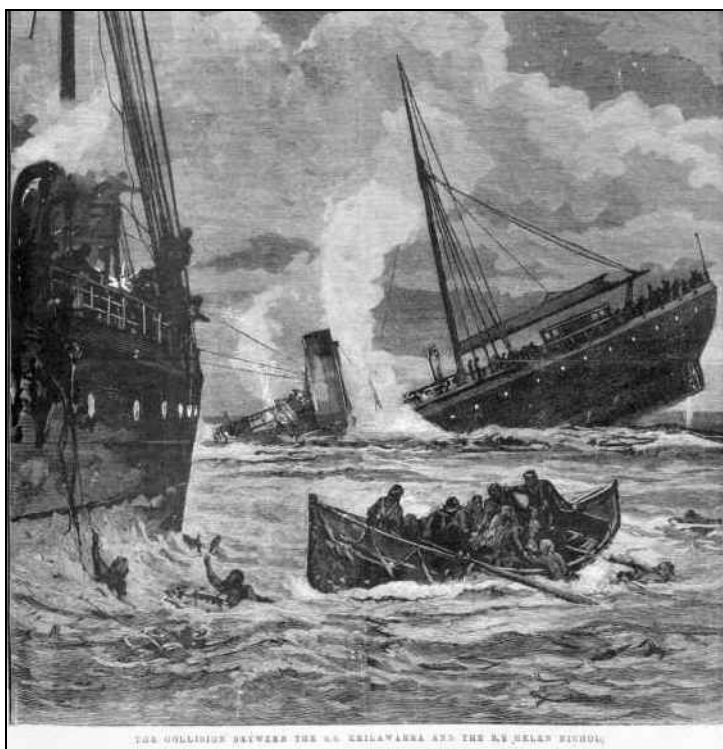
At 7 pm that evening the ship set sail again from the Municipal Wharves this time bound for Sydney with a quantity of cargo and a full complement of passengers. By about half past eight they had reached the outer or new channel, a 200ft cutting in the Brisbane River. At the same time the A.S.M. Company's steamer Victoria, sailing from Port Douglas and who earlier that evening had anchored in the Brisbane roadstead, entered the cutting and the two vessels met in the channel. When it was seen that a collision was inevitable both steamers were immediately reversed serving to lessen the force of the contact. The Victoria, under the command of Captain Munro, was light and consequently very high out of the water. She struck the Keilawarra with great force forward of the collision bulkhead and within a few feet of the latter's stern on the starboard side penetrating 12 feet and cutting the Keilawarra from the deck to the waterline. The two vessels remained locked together for two hours. It was fortunate that the Victoria did not strike the Keilawarra a few feet further aft when she would have gone into the steerage bunks and, as a number of passengers had already retired for the night, the loss of life would undoubtedly have been great. As it was no lives were lost.

Passengers who left on the Keilawarra for the somewhat more exciting journey they had bargained for were as follows:- Mrs Vos, who had joined the ship at Townsville, Mrs E.H. Gadden, Mrs S. Maxwell, Mrs Langford, Mrs Mellor, Mrs R.B. Davis, Mrs Bloomfield and child, Mrs Bradley, Mrs Dyson Aplin, Mrs

Wm Kelling and two children, Mrs W Gunn, Mrs Little, Mrs Chowe and two infants, Mrs T Thompson, Mrs Ryder , Miss Ryder, Miss F Philpot, Miss Tarrent, Miss Radford, Miss Vos, Miss Alzano, Miss Smallman, Miss Bermetz, Miss Myers, Miss Bennett, Miss Rice, Colonel Jeffreys, Messrs D McInnes, T Henry, Shadforth, W Reese, Davis, H.V. Keeson, G Moss, S Maxwell, William Riding, Kahlo, C.A.Gadden, R. B. Davis, G Pearson, Thangworth, F.G. Thomas, N Mandelson, C McDuffey, L Sinclair, Byers, C Bradley, Miller, J Scott, Little, J.J. Reid, W. J. Lowett, J. D. Burns, Jenkins, W Gun, J. E.B.Burne, W. J. Mullaly, McKenna, H. Mooney, Osbourne, Shaw, Williams, Thompson, D McBird, J Taylor and 66 in steerage.

A number of the above passengers made a fresh start on their voyage the following morning on the City of Melbourne, their passage money for the Keilawarra having been refunded to them. The remainder left on the Burwah, a sister ship of the Keilawarra, on Friday 21st December.

On her return to Brisbane shortly after midnight on the night of the accident, the Keilawarra was made fast to the Municipal Wharves and early the following morning a number of hands were set to work unloading her forehold. When this had been accomplished her bows were raised so high that all the damage to the vessel was above the water line and clearly visible. On the afternoon of Thursday the 20th she was floated into the graving dock in readiness for repair and the following evening Mr. W. Irving, Superintending Engineer for Messrs W. Howard Smith and Sons' owners or the Keilawarra, arrived to let out the contract for the said repairs.



The Victoria was not as severely damaged as the Keilawarra. She had six of her port bow plates destroyed and two small holes knocked in her starboard bow. The damage was all above the waterline and she was able to be repaired alongside the wharf. The work was started on the morning after the incident by Messrs Evans, Anderson and Phelan and was finished in time for her to leave at noon on Friday 21st, December for Sydney via Newcastle, with Chiarini's Circus on board.

In September 1884 a cross action between Messrs Howard Smith and Sons' and the A.S.N. Company was heard at the Supreme Court, Darlinghurst. The A.S.N. company wished to recover £2000 and Messrs Howard Smith and Sons' £3000 for damages sustained by the collision. The evidence for the A.S.N. Company went to show that the collision happened in a narrow cutting 200 feet wide, and through the default of the Keilawarra. Witnesses for the Keilawarra, however, swore to the collision occurring in an open channel between that cutting and another one, and was caused through the Victoria coming away from her proper water. The verdict was given for Howard Smith and Sons and damages of £2574:14s:7d were awarded.

(Sources:- Brisbane Courier 19th, 20th, 21st December 1883 and the Daily Telegraph, Sydney, 20th September 1884)

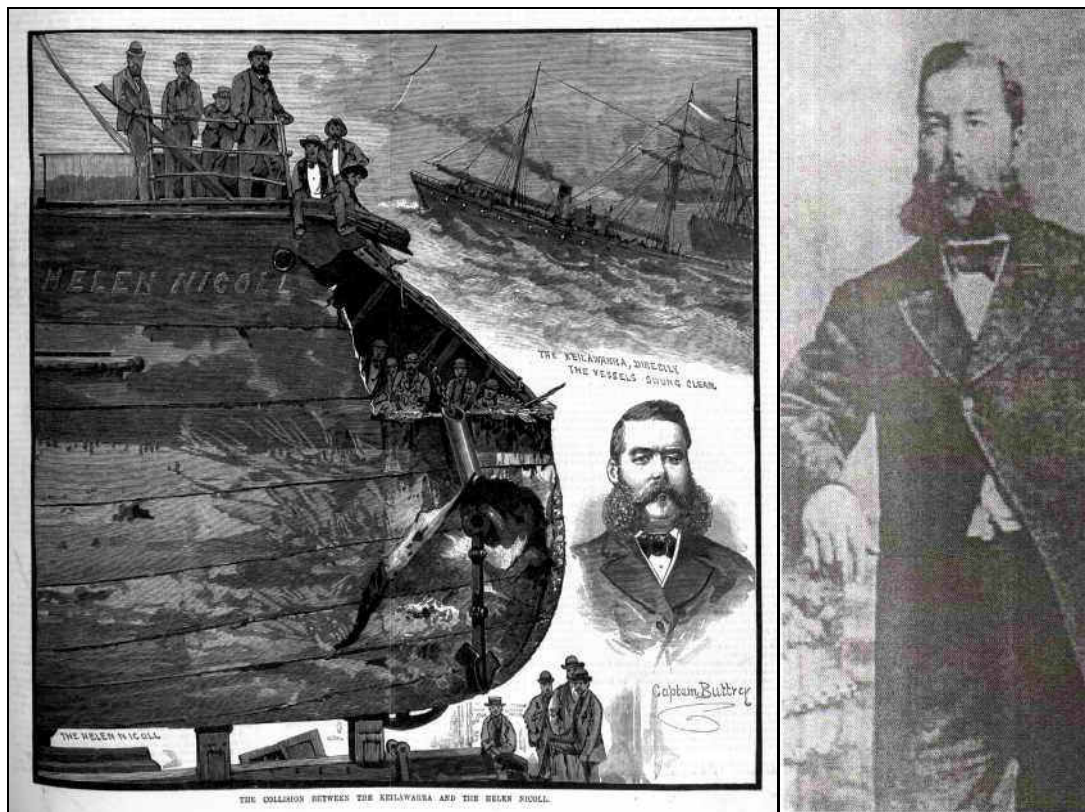


**The Sinking of the Keilawarra, December 8th 1886**  
**An account of the accident taken from "TheTimes" December 10th 1886, p7, col C.**

**DISASTERS AT SEA.**

Australian papers received at Plymouth yesterday, contain particulars of the collision which took place on December 10, between the passenger steamer Keilawarra (Captain N. G. Buttrey) and the coasting steamer Helen Nicoll (Captain R. A. Fraser), resulting in the sinking of the former and the loss of 25 lives. The Keilawarra, which belonged to Messrs. Howard, Smith, and Son, was a fine steamer of 764 tons. She was bound from Sydney to Queensland ports with passengers and a general cargo, and the collision took place off the Solitary Islands, about midway between Sydney and Brisbane. The Helen Nicoll is a steamer of 363 tons register, owned by Messrs. John Sea and Co., of Sydney. She was bound from Grafton to Sydney with cargo. At 8 p.m. on December 10 the Helen Nicoll struck the Keilawarra with great force on the starboard side amidships, cutting her almost clean in two. The night is reported to have been very clear. The following particulars of the occurrence were gleaned from those on board the Helen Nicoll. At 20 minutes past 8 o'clock on the night of the collision a cry was heard as if of warning by those on board the Helen Nicoll, and in a few minutes afterwards was felt a terrific crash. Many of those who were below or asleep at the time rushed upon deck. They state that on coming on deck they saw the Keilawarra alongside of their vessel. Terrible shouts and cries were heard proceeding from the passengers and crew of the Keilawarra and great confusion prevailed at the time. Many of those on board the Helen Nicoll supposed that their vessel was going down, and six of the saloon passengers jumped from the Helen Nicoll to the Keilawarra, five of them succeeded in gaining the other vessel's side, but one of them, named Bayley, was drowned. The others, named respectively Gray, McLaren, Maher, and Ayres, were subsequently picked up in the water. Meanwhile a number of those on board the Keilawarra had jumped into the sea for safety. In the space of from four to seven minutes

the Keilawarra went down stem foremost. A boat from the Keilawarra had been let down into the water by some of the men, and three of the boats belonging to the Helen Nicoll were manned by the crew, and thus the lives of many of those who were struggling in the water were saved. A stowage passenger named Matthews says:— "When I arrived on deck the passengers were crowding up the companion stairs, some partly dressed and others almost unclothed. The captain was giving orders, and they were trying to lower the dingy on the stern port davits. A number of men jumped into her and a panic seized all. I heard the captain cry out, 'Shame on you men; have you no thought for the women?' Knots of women and children were clinging to each other and the captain cried shame on the men; but still they crowded into the boat. Before they tried to lower it, I saw it was every one for himself, and as the boat went rocking down from the davits I jumped and fell into the boat, but she turned turtle and we were left fighting for life in the water. Some one threw down a rope from the deck above and I grasped it and clambered up upon the sinking ship. A few seconds afterwards I saw a boat passing on the starboard side full of men. The captain from the bridge called out to us 'For God's sake jump.' For one moment I looked round, then I jumped overboard and swam to a boat, and they pulled me in. There was a great number of men in her, the crew mostly, I think. I did not see many passengers; there were only two or three. The boat was nearly full of water and I began to bale her out with a hat. We picked up a child clinging to a bag of chaff. One woman we got aboard, and she was unconscious. She and her husband had been clinging together, but he had no more strength and had to let her go." The Helen Nicoll had her bows stove in and about 60 tons of the cargo forward was jettisoned to keep her afloat. She was assisted to Sydney. Six of her crew who were asleep in her fore-castle at the time of the collision were crushed to death. The captain and 11 of the crew of the Keilawarra, together with 26 passengers, were lost.





MARINE BOARD INQUIRY.  
THE VICTORIA AND KEILAWARRA COLLISION.

An inquiry of the Marine Board into the circumstances connected with the collision between the steamers Keilawarra and Victoria, which occurred in the Brisbane River, was held on Thursday, before Captain G. F. Heath, R.N. (chairman), and Messrs. Scattle and Wilson.

Captain Munro, of the Victoria, said that when he first saw the Keilawarra's light he was entering the cutting from the roadstead; he was on the bridge, and with him were the third mate and a seaman named Clark at the wheel; he saw the Keilawarra's white and red light; that vessel then was to the left, or nearly in line of the leading light; after a little while he saw the Keilawarra's three lights when she was a quarter of a mile off; he blew his whistle twice, and heard no answering whistle; then saw only the red light of the Keilawarra, which came across him; the second mate then called his attention to his being "too close to the piles on his starboard side," he replied, "I must keep well over to the westward to give the coming steamer a chance to keep clear of my port bow," and all at once saw the Keilawarra's green light, which was about two ships' lengths off; the first mate then called out from the fore-castle, "The steamer is coming over bows;" he had previously stopped the engines when he saw the green light, and gone full speed astern, as he saw a collision was unavoidable; at same time he sang out to the first mate, "Look at the leading lights that they are open to the north-west; said this in case there should be any inquiry; the lights were well open; he could see clear between them, and they had been kept in that position from the time he first saw them; he was coming up with the flood tide when the collision took place; the stem of his steamer struck the Keilawarra on starboard bow; considered the Keilawarra was heading fully three parts across the channel; by reversing the engines the vessel's head did not pay off either way; after the collision ordered his boat to be lowered in case it should be required; the vessels were in contact for nearly an hour and a-half, and drifting up the river; kept his engines reversed, and the lights did not alter in bearing; the Keilawarra was across the channel, and the Victoria was partly so; when they got clear witness asked Captain Bristowe whether he was making any water, and he replied, "No, I am going up the river as soon as you pass me."

By Captain Bristowe: Was in the cutting when the collision took place; there is 15ft. water at low tide; after the collision nothing less than 16ft. was found, and in one place 17ft. or 18ft. alongside the after-part of the ship. In answer to other questions, witness stated that the collision took place in the 500ft. cutting; both the vessels were reversing their engines after the collision, but they did not seem to move either way; had charge of the Victoria two years in the Brisbane and Northern trade, and considered her as good a steamer as need be; the first voyage he had he ran into the bank twice, but never had any mishap since.

Captain H. B. Bristowe stated that he was in charge of the Keilawarra; when going down the river on the evening in question the first and third mates and the man at the wheel were on the bridge besides himself; about 8.30 p.m., on a flood tide, and soon after getting the leading lights in line, a steamer's lights were reported; continued his course slow and went down the river with the leading lights open to the southward, if anything; it was very dark, but he knew they were not near the piles at the side of the cutting; stopped the engines for the coming steamer to pass when she was within fifty yards coming up with the

flood; made the remark to himself, "Hurry up and let us pass," she seemed so well clear, when the first mate suddenly remarked, "My God, he's coming for us," before the vessel struck them witness sang out, "Go astern, I'm as near the bank as I can get;" still seeing the vessel coming towards them heading for the port bow, ordered the engines full speed astern, which was at once done, and instead of the Keilawarra canting to starboard she canted to port, which was caused, he believed, by her being too close to the starboard bank; when the engines were first reversed the leading lights were, if anything, open to the eastward; the engines had not been reversed above two minutes when the Victoria struck them just inside the starboard bow; his bridge was before the centre of the vessel; at the time of the collision they were struck about three points from right ahead; in taking the bearing of the lights at the time looked at them over the port quarter; until the Victoria was quite close only saw her masthead and red lights; when about fifty yards off saw the glimmer of her starboard light; did not see the green light itself; the mate remarked, "There must be something wrong with his steering gear;" did not think they were in the outer cutting at the time of the collision; shortly after collision his leadsmen were giving four fathoms. In reply to other questions, witness said the cutting, he believed, was 500ft. wide, but they were not in the cutting when the collision occurred; sounded his whistle once after getting the leading lights in line; did not sound his whistle when he stopped his engines; heard by common report that the Victoria steered badly.

F. M. Vipan, first mate of the Victoria, said he was at the fore-castle head at the time of the collision; coming up the channel was noticing the leading lights, which were often to the westward; all the time they were coming through the cutting did not notice any pile on the starboard side; saw the Keilawarra coming down the channel, first showing both side lights, and then saw only the masthead and red light; saw her green light when she was about 600ft. off; then called to the captain, "She is coming across our bows;" when quite close, hailed, asking, "Where are you coming to?" and heard a reply, "Where are you coming to—I am on the ground;" could not say whether the Victoria's head was altered or not; after collision in accordance with Captain Munro's request, noticed the lights, and saw they were in the usual position; when coming through the cutting thought they were half-way between the lightship and the upper lights; heard the captain distinctly order the engine full speed astern.

William Lawson, second mate of the Victoria, said that prior to the collision they were close over to the piles, of which he saw one or two; one of them was about 12ft. from them; the witness corroborated the previous evidence as to the vessel's course; after the collision the Keilawarra remained in the same position; did not hear the Keilawarra whistle; the Victoria's whistle was sounded twice, but not after the engines were stopped; did not hear anyone sing out from the fore-castle to the Keilawarra; mentioned to Captain Munro, when crossing the channel that they were close to the piles; the leading lights were never on the starboard bow; as soon as the engines were reversed the helm was ordered hard-a-port, and her head paid off more to the westward.

William Clark, A.B. on the Victoria, said he was at the wheel at the time of the collision; as the Keilawarra approached saw first her red light; could not see her hull, it was so dark; the red light then changed to green, but could not say how far she was off at the time; when the green light was seen the engines were reversed; noticed that the head of the Victoria fell off to starboard; heard the third mate say "We are right on the piles;" heard someone sing out from the fore-castle "Full speed astern;" (the witness here placed models on the table showing the position of the two vessels); did not think the Victoria was near the ground at the time; had been three months on the Victoria; she steered well; received no orders to starboard the helm when coming through the cutting; never knew the Victoria to sheer in coming up the river; heard Captain Munro sing out to the coming steamer, "Why don't you port your helm?" and was told by him to keep the leading lights to the westward.

John Thomson, first mate of the Keilawarra, said that when he reported the Victoria's lights they were close to the east bank; when the Victoria was about 100 yards off noticed her taking a sheer, and remarked to the captain that there must be something wrong with her steering gear; after this went forward, the Keilawarra had been going slow, and heard the captain order "Full speed astern;" at the time of the collision the bows of the Keilawarra were near the ground on the west side of the channel; she was drawing 10ft. Gin. forward when she left the wharf; heard nothing said from the Victoria when he left the bridge; had been in the Brisbane and Northern trade nearly eighteen months; had been in Howard Smith's employ about eight months; after the collision someone spoke to him from the fore-castle of the Victoria; the reason the Victoria did not run into their port bow was that they were reversing their engines; the Keilawarra paid off the opposite way to what she usually did; did not think they could have got clear if the engines had not been reversed.

Neil Peterson, third mate of the Keilawarra, said that when he first saw the Victoria she was rounding the Pile Lighthouse; as the vessels approached lost sight of her green light, and received the order "Full speed;" the Victoria was then very near ahead, but could only see her green light; received the order "Go slow," and then "Stop;" they were still heading the same way and the captain was cautioning the man at the wheel to mind his port helm; as the vessels came closer the captain ordered "Full speed astern;" at this time the Victoria was a little to the starboard bow; at the time of the collision the two steamers were as near end on as possible.

John Hopkinson, A.B., on board the Keilawarra, said he was at the wheel when the collision occurred; when the order was given to slow the engines the red light of the Victoria was in sight, but as the vessels got nearer witness could only see her green light; remembered the engines being reversed; the lightship was right ahead; when the engines were reversed the Keilawarra's head fell off the opposite way from what it generally did; had steered the Keilawarra for two years. This witness entirely failed to show by the diagram of the channel how the collision could have occurred under the conditions stated by him in his evidence.

This concluded the inquiry.

From The "Brisbane Courier", Saturday, December 22nd, 1883, page 6; columns 5 & 6

**Extra information gleaned from various sources regarding the collision between the Keilawarra and the Helen Nicoll.**

The Keilawarra was engaged in the Australian coastal service and at the time of the disaster was on a voyage from Sydney to Brisbane carrying a full cargo, including two racehorses, a crew numbering twenty-three and a full complement of thirty-one passengers. She was under the command of Captain Buttrey who had been sacked by the Australian Steam Navigation Company in 1884 for grounding the Glanworth, another Kinghorn ship, causing her a great deal of damage. On the fateful night of 8th December 1886 Captain Buttrey was last seen standing at the bridge. In true naval tradition he went down with his ship. He had earlier refused the offer of a lifebelt which he passed on to a female passenger. There is a discrepancy as to the total number of lives lost in the collision with a variation between 35 to 48. The register entry says that six were lost from the Helen Nicoll the inconsistency seems to lie in the fatalities from the Keilawarra.

The report of the collision in The Times December 10th 1886 records an account given a Mr. Mathews of what he had seen that night. The gentleman concerned was a Mr Aleck Mathews - a steerage passenger on the Keillawarra. At the time of the impact Mr Mathews had been below reading a newspaper account of the loss of the steamer Corangamite that had run ashore the previous day at St George's Head, Wreck Bay. As is recorded in The Times article previously referred to, he raced to the deck and saw companion stairs crowded with men, women and children in various stages of undress in their rush to reach the deck. Once on deck Aleck Mathews ran for the first lifeboat. Panic had seized all. He heard the captain cry out to the men I the lifeboats "Shame on you men! Have you no thought for the women?" After being washed overboard Alecke managed to scramble back on deck by means of a rope someone thrown down. What greeted him was a scene that would stay with him forever. In his own words - "Women rushed at me and clung to me, and prayed me in God's name to save them. Little children, some quite naked were running shrieking with fear about the deck, quite demented, and some were clinging to their mothers so tightly that they could not be torn away." He also recalls the last shriek from the vessel as she disappeared head first into the water - a shriek that made his blood run cold.

Reverend Gray was one of the people who had jumped from the Helen Nicoll to the Keilawarra thinking erroneously that it would be the safer place to be. On realising his mistake he stripped to his singlet and went to see what he could do to help the situation. He first tried to assist the crew in getting the boats out and then went in search for lifebuoys for the women. He had seen a lot of men jump overboard with lifebuoys and he was now unable to find any more. Seeing there was nothing else he could do he jumped into the sea and swam as far as he could from the sinking Keilawarra.

The Keilawarra finally succumbed. According to the survivors she stood straight upon her end before plunging head first down to the Ocean leaving a mass of debris strewn all over the surface of the water. The deathlike calm and quiet that followed was, according to another passenger, one of the most dreadful experiences he had ever beheld.

Amongst the survivors there was just one adult female and one child the remainder being male and including many of the crew members of the Keilawarra, indeed, apart from the captain, all of the officers and engineers. As you can imagine it was not long before rumours of panic and cowardliness spread.

The lady who survived had desperately tried to hold her injured husband out of the water but to no avail, he died in her arms and she was lifted out of the water unconscious. The only child, twelve year old Alice Cornwall had been recovering from a major eye operation and was found clinging to a bag of chaff having lost her mother in the panic.

The Helen Nicoll, owned by Messrs, John See and Co., of Sydney, was sailing from Grafton to Sydney under the command of Captain Fraser. On clearing the bar at Grafton Captain Fraser had handed over to the ship's mate, Mr. Knowles who was in charge at the time of the accident. The Helen Nicoll struck the Keilawarra on the starboard side almost cutting her in two. People on board the Helen Nicoll told of a cry that was heard like a warning cry a few minutes prior to a terrible crash. In the following confusion some of those on the Helen Nicoll thought it was their ship that was about to sink and tried to jump across to the Keilawarra. As it was the Helen Nicoll with bows stove in was assisted to Sydney. Six of her crew were crushed to death whilst asleep in the forecabin at the time of impact. The Court of Enquiry found the Keilawarra mainly to blame through "reckless navigation". Mr. Knowles Certificate was suspended for three months for not reducing speed earlier when first being aware of the Keilawarra's lights.

One good thing to come out of this terrible tragedy was that the provision of adequate life-boats and belts for all on board any ship sailing along the coast of N.S.W. was made compulsory.

(Info from "The Times", Maritime Archeology website [www.heritage.nsw.gov.au](http://www.heritage.nsw.gov.au), National Shipwreck Database, "Dictionary of Disasters at Sea During the age of Steam 1824-1967" by Charles Hocking F.L.A., Ships Registers )

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#### **From "List of Ship's Registers Opened and Closed 1885-1890" - PRO Ref. Bks 387.2 GRR**

January 1887 Register closed:- Keilawarra  
79507  
Port of Registry - Sydney, N.S.W.  
Built - Kinghorn, 1878  
Nett tonnage - 486  
Gross Tonnage - 784  
H.P. 140  
Collision on 8th December 1886

**YARD No.36**  
**“JOSEPH RICKETT” (Later “LAMONE”)**  
**Official No. 81548**  
**Launched 22<sup>nd</sup> February 1879**

**From Lloyd's Register of Shipping 1896/97**

Name of ship - Joseph Rickett  
Ship's number - 81548  
International signal code - SPNO  
Description - Iron screw schooner with one iron deck  
Built - 1879 - Completed in February of that year  
Built by - John Key and Sons, Kinghorn  
Gross tonnage - 683  
Net tonnage - 410  
Length - 186.1 feet  
Breadth - 28 feet  
Depth - 13.9 feet  
Engine - one compound 2 cylinder steam engine  
Engines built by - J. Key and Sons, Kirkcaldy  
Port of registry - London  
Owner G. R. Carter and Sons  
Master - R. Cockerton - First appointed to the Joseph Rickett in 1893

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**From The Fifeshire Advertiser, Saturday, March 1st 1879, Page 2, Col.C**

**New Iron Screw Steamer**

The “Joseph Rickett” a large new iron screw steamer is at present lying in the wet dock, being fitted out and finished for sea. She has been built to the order of Messrs Gammon, Son, and Carter, and was launched from Messrs Key's shipbuilding yard, Kinghorn, on Saturday. A large number of spectators assembled in the yard and vicinity to witness the christening and launch of the vessel, and amidst the cheering of the assembled company she glided from the slip into the water. The Joseph Rickett is intended to ply in the coal trade between Sunderland, Newcastle and London. She is 184feet in length, with large carrying capacity, fitted with all the modern improvements, and is a sister ship to the Ituna, recently built at the same yard. Her engines are 100 NHP. It may be stated that on entering the harbour the vessel struck against the Mid Pier making it more Ricketty than ever,

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**Extra information from Lloyd's Register of Shipping 1909/10**

Description - One well deck  
Engines - 90 RHP  
Flag - British  
Owner - W. Cory and Son Limited  
Master - E. A. Pasey - since 1906

Alongside the entry is a note - Now named “Lamone”, see No.8 in the supplement.

Extra information from the supplement as follows:-

Ship's name - Lamone  
Previous name - Joseph Rickett  
Ship's no. - None  
Port of registry - Rimini  
Flag - Italian  
Owner - G. Carnevali (He was still the owner in 1914/15)  
Master - G. Lippi - Joined the company and ship in 1909

**From PRO Ref. BT165/55. Vessels reported wrecked, sold foreign or broken up in 1908 & 1909.**

Name of ship - Joseph Rickett  
Ship's no. - 81548  
Propulsion - Steam  
Net tonnage - 410  
Sold Foreign



(No. 2838.)

"JOSEPH RICKETT" (S.S.)

The Merchant Shipping Acts, 1854 to 1876.

IN the matter of the formal Investigation held at the Sessions House, Westminster, on the 2nd of March 1886, before H. C. ROTHERY, Esquire, Wreck Commissioner, assisted by Captains RONALDSON and KENNEDY, as Assessors, into the circumstances attending the stranding of the steamship "JOSEPH RICKETT," of London, near Staithes, on the coast of Yorkshire, on the 9th ultimo.

*Report of Court.*

The Court, having carefully inquired into the circumstances of the above-mentioned shipping casualty, finds, for the reasons annexed, that the stranding of the said vessel was due to the negligent navigation thereof by Robert Cockerton, the master, and William Brannen, the mate, and it accordingly suspends their certificates for three months and one month respectively, but recommends that during the period of the suspension of his master's certificate, the master should receive a first mate's.

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

Dated this 2nd day of March 1886.

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

We concur in the above report.

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

*Annex to the Report.*

This case was heard at Westminster on the 2nd day of March instant, when the Honourable Alfred Lyttelton appeared for the Board of Trade, Mr. Gibson for the owners, and Mr. Baden Powell for the master of the "Joseph Rickett." Seven witnesses having been produced by the Board of Trade and examined, Mr. Lyttelton handed in a statement of the questions upon which the Board of Trade desired the opinion of the Court. Mr. Gibson and Mr. Baden Powell then addressed the Court on behalf of their respective parties, and the mate of the "Joseph Rickett" having been heard on his own behalf, and Mr. Lyttelton in reply, the Court proceeded to give judgment on the questions upon which its opinion had been asked. The circumstances of the case are as follow:

The "Joseph Rickett" is an iron screw steamship belonging to the port of London, of 716 tons gross, and 419 tons net register, and is fitted with engines of 90 horse-power. She was built at Kinghorn, in the county of Fife, in the year 1879, and at the time of the casualty which forms the subject of the present inquiry, she was the property of Mr. George Robert Carter, of 53, Coal Exchange, London, Coal Merchant, and others, Mr. Carter being the managing owner. She left Sunderland in the afternoon of the 9th of February last, with a crew of 14 hands all told, and a cargo of 740 tons of coal, bound to London; and having cleared the harbour was, at about 5.30 p.m., when about two cables' lengths inside of Hendon Rock Buoy, put upon a S. by E. course by the bridge compass, to make Whitby Light. At this time we are told the weather was fine with more or less haze, and the wind light from about W.S.W., and she proceeded at full speed, making from 8 to 8½ knots. It was the master's watch from 6 to 8, but at 7.30 he went below, leaving the deck in charge of the boatswain, and soon after 8 p.m. the chief mate came on deck and took charge. At this time a flare, which no doubt came from the Skinningrove Furnace Works, was seen away on the starboard quarter; and shortly afterwards the mate observed what he took to be a black bank of fog ahead, and on the starboard bow. Whilst he was trying to make out what it was breakers were suddenly seen

ahead, upon which orders were at once given to star-board, but before the vessel had time to answer her helm she struck the ground, and although on the master's coming on deck the engines were reversed full speed, the vessel remained fast. A short time afterwards some fishermen came on board, and the master, finding that he could not move her, despatched a boat to Hartlepool for a steam tug, and at the same time engaged about 30 men to help jettison the cargo. On the following morning two steam tugs arrived, and about 50 or 60 tons of coals having by that time been jettisoned, the vessel was hauled off and was taken to Hartlepool. The place where the vessel had struck was opposite the village of Boulby, and about a mile and a half to the north of Staiths.

These being the facts of the case, the first question upon which our opinion has been asked is, "What was the cause of the stranding of the vessel?" The stranding of the vessel was no doubt due to her having been put on a course too close to the shore without regard to the flood tide, which was at the time running to the south, and which would tend to set her to the westward of her course, and so on to the land.

The second question which we are asked is, "What number of compasses had the vessel on board, where were they placed, and when and by whom were they last adjusted?" There were three compasses on board, a pole compass on the upper bridge, a bridge compass before the midship wheel, and a steering compass aft. They had been adjusted in November 1879, when the vessel was first built, but not since.

The third question which we are asked is, "Did the master ascertain the deviation of the compasses from time to time; were the errors correctly ascertained and the proper correction to the courses applied?" The master told us that he used from time to time to ascertain the deviation of the compasses, but that he had not done so during the last three months that he had been running up and down the coast. He told us that the deviation cards which he had on board, and which had been drawn up in November 1879, were of no use, and that the bridge compass showed about half a point easterly deviation on a S. by E. course, whereas the deviation on that course was about a point and a half. Whether, however, the master had correctly ascertained the errors of his compasses, and applied the proper corrections to the courses, it is not possible to say, for he kept no deviation book, nor made any entry of the deviation in the log book, so that if any accident had happened to him during the voyage, no one on board would have known what courses to steer.

The fourth question which we are asked is, "Whether a safe and proper course was set and steered after leaving Sunderland on the 9th of February, and whether due and proper allowance was made for tide and currents?" We were told by the master that the course set and steered from about two cables' lengths inside of the Hendon Rock Buoy, was S. by E. by the bridge compass, which he said would be equivalent to a S.S.E. ½ E. course magnetic, there being a point and a half of easterly deviation by that compass on a S. by E. course. It was, however, pointed out to the master that, if the compass had had a point and a half of easterly deviation, a S. by E. course would be equivalent not to a S.S.E. ½ E. course, but to a S. ¼ W. course magnetic, which if he had steered would have put him ~~where~~ long before he had reached the Tees Bay. The deviation was no doubt westerly and not easterly, but it only shows what the Court has so often had to remark, that masters of many of these steamers do not seem to know the difference between easterly and westerly deviation, nor how to apply the deviation in order to obtain the correct course. Assuming, however, that in this instance there was a westerly deviation of one and a half points, so that a S. by E. course by the compass would be equivalent to a S.S.E. ½ E. course magnetic, such a course would in our opinion not be either a safe or a proper course, for it would take him, even if he made it good, very near the land before he reached Whitby. Now it must be remembered that up to the time of their going ashore they would have the southerly tide with them, and their course being S.S.E. ½ E., that would tend to set them somewhat to the westward of their course, and would be quite sufficient to account for the vessel having gone ashore where she did. According to the mate, the proper course on

L 367. 2617. 180.—3/86. Wt. 408. E. & S.



leaving Sunderland is to steer first S.E. by S. until they get a good offing, before putting the vessel on a S.S.E. course. It seems also that, although they had a pole compass on the upper bridge, there was no light in it, as the master said that he thought that the glare of the light would prevent the officer of the watch, who would be on the upper bridge, from seeing so well ahead. The result was that the courses were set and altered by the bridge compass, which was on the lower bridge, and just in front of the wheel, but where it is admitted that it could not be seen by the officer who was on the upper bridge. Now one of the most important duties of the officer of the watch is to see that the vessel is being kept on her course, and this it was not possible for him to see from the upper bridge, and without going down to the lower bridge; he had, therefore, to trust entirely to the man at the wheel that the vessel was being kept on her proper course. Even therefore had the course set been a safe or proper course, there was really no security that that course would be kept.

The fifth question which we are asked is, "Whether the master was on deck at a time when the safety of the vessel required his personal supervision?" Seeing that the master elected to put his vessel on a course which would take her so close to the land that a slight set of the tide or current to the westward would put her ashore, and that he had not seen any light from the time of leaving Sunderland, and was therefore ignorant of his true position, we think that he was not justified in leaving the deck, at any rate until he had passed the Whitby Light, and put the vessel on a clear course for Flamborough Head. In our opinion the master was off the deck at a time when the safety of the vessel required his personal supervision.

The sixth question which we are asked is, "Whether the weather became thick, and if so, whether the speed of the vessel was promptly and sufficiently reduced?" The master told us that the weather was slightly hazy, but not sufficiently so to prevent their going at full speed, for that they could see a ship's lights at the distance of a mile and a half; he said that there was a kind of smoky haze towards the land, caused by the furnaces on shore, the whole way. On the other hand, the mate and the rest of the crew say that the fog was so thick that they could not see more than about two ships' lengths off. We have also the fact that neither the Hartlepool Lights nor the lights at the mouth of the Tees were seen, and that, although they heard the whistle of a steamer they did not see her; nor do the breakers appear to have been seen until they were just about to strike. Whether then the weather was so foggy as to make it expedient to reduce the speed of the vessel, it is clear that it was bad enough to make it necessary to take especial precautions to prevent the vessel going ashore, and these do not appear to have been taken.

The seventh question which we are asked is, "Whether the total neglect of the lead was justifiable?" If the master chose to put her on a course so near to the land, he should have kept the lead going to prevent her going ashore. But what he ought to have done was to have given the land a wider berth, and in that case there would have been no necessity to use the lead.

The eighth question which we are asked is, "Whether the vessel was properly manned?" She had a master, a mate, a boatswain, 5 A.B.'s, two engineers, a donkey man, and two firemen. There were thus the boatswain and two A.B.'s in the master's watch, and three A.B.'s in the mate's watch.

And seeing that it was only a voyage of from 33 to 34 hours, we are not disposed to say that she was insufficiently manned. There were three hands besides the officer in each watch, sufficient therefore to relieve the wheel and the look-out, and, if necessary, to take a cast of the lead.

The ninth question which we are asked is, "Whether a good and proper look out was kept?" It seems that the look-out was stationed on the upper bridge alongside the officer of the watch. Looking, however, at the state of the weather, we think that he should have been stationed forward on the topgallant fore-castle. We are not, therefore, prepared to say that there was a good and proper look out.

The tenth question is, "Whether the vessel was navigated with proper and seamanlike care?" In our opinion she was not.

The eleventh question is, "Whether the master and mate are, or either of them is, in default?" and it is added that "the Board of Trade are of opinion that the certificates of the master and chief officer should be dealt with." It appears to us that the master is to blame for having put the vessel on a course to pass too near the land without making any allowance for the tide, which would be setting him to the westward of his course; and for having gone below at a time when, owing to the foggy state of the weather, and to the fact that he had seen no light since leaving Sunderland, his presence on deck was required for the safety of the vessel. We think also that the mate is to blame for not having, when he saw what he took to be a dark fog bank ahead, either reduced the speed of the vessel, or put her head off shore, until he had ascertained what it was, or at any rate called the master; he did, however, none of these things, but kept her going ahead at full speed, until she struck the rocks. Upon the whole we think that both these officers have committed, not a mere error of judgment, but a wrongful act and default, for which it is our duty to deal with their certificates. We are told that the master has been in the ship ever since she was built, rather more than 6½ years, and that during the whole of that time he has not before met with any casualty; on the contrary, he has received a high character from his employers for steadiness and sobriety, and has been rewarded both by the owners and by the underwriters for the way in which he has managed the vessel. The mate also has produced a number of certificates from former employers of his general good conduct and attention to his duties. There can, however, be no doubt that the chief responsibility for this casualty rests with the master, although in our opinion the mate is not altogether free from blame. Looking at all the facts of the case, and having regard to their previous good characters, the assessors are disposed to pass a lenient sentence upon them, and we shall therefore suspend the master's certificate for only three months, and the mate's certificate for only one month. The Court will also, on the application of Mr. Baden Powell, recommend to the Board of Trade that the master shall, during the suspension of his master's certificate, receive a chief mate's.

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

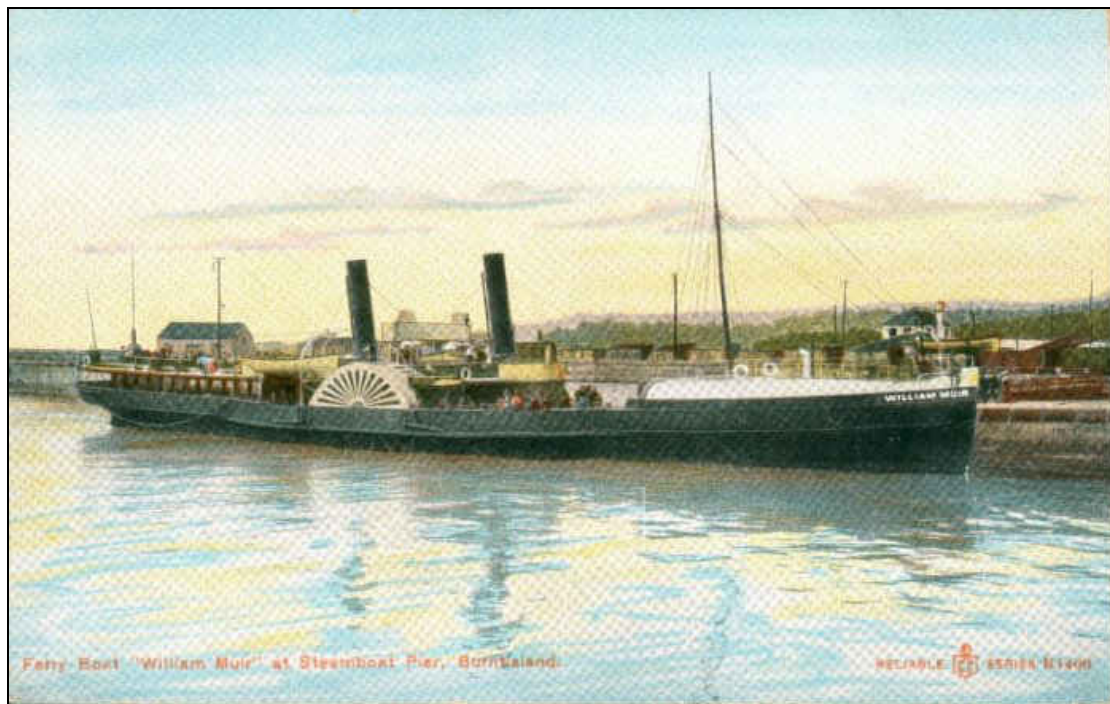
We concur.

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

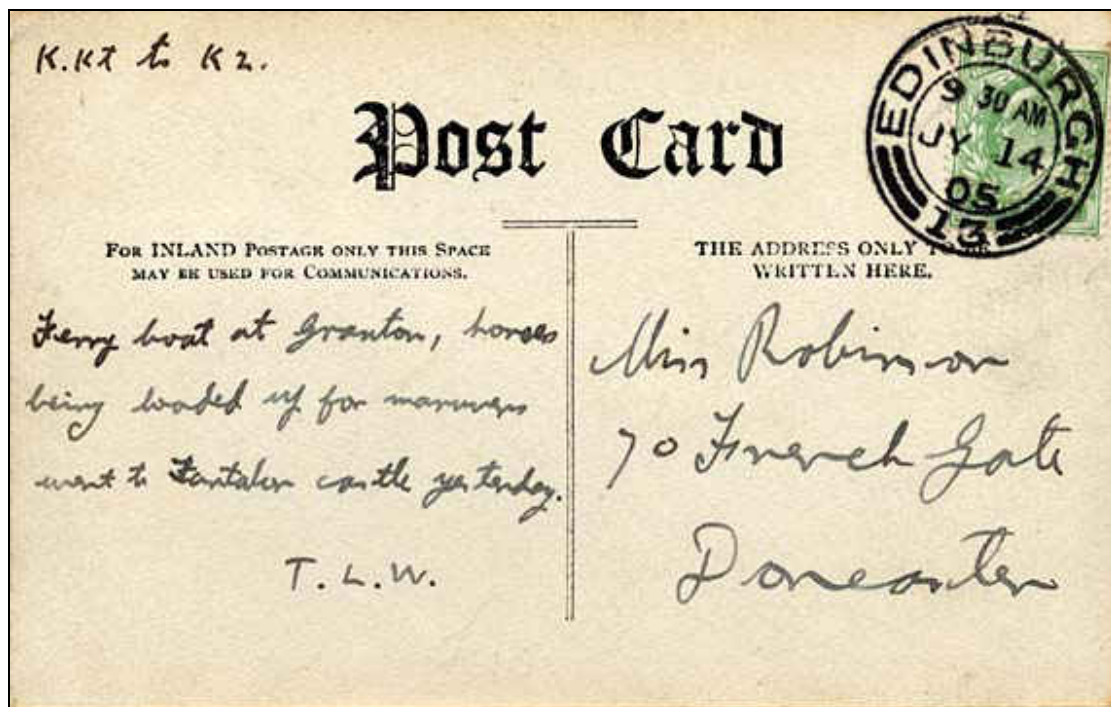
Was renamed "Lamone" by her new owners in 1909

Broken up 4<sup>th</sup> quarter of 1933

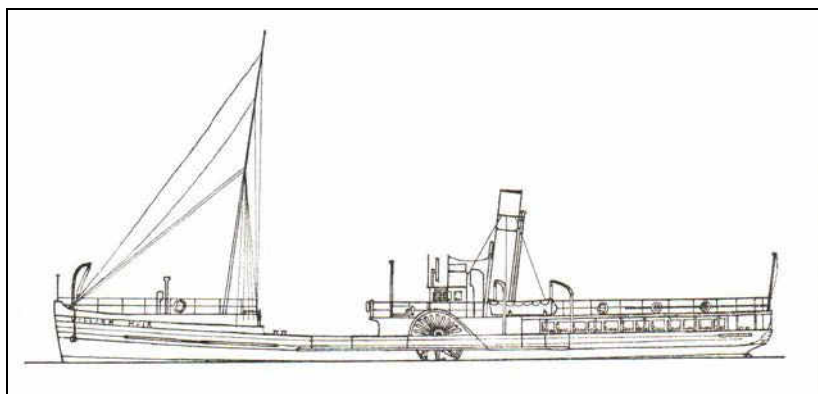
YARD No.37  
"WILLIAM MUIR"  
Official No. 81961  
Launched October 1879



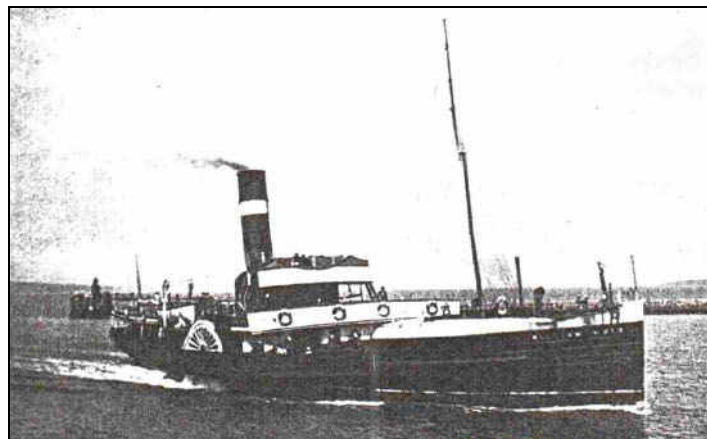




Reverse of postcard bottom previous page dated 14 July 1905



**"William Muir" as altered 1910 – note now only one funnel  
(From "Steamers of the Forth" by Ian Brodie)**







#### Information from Lloyd's Register of Shipping 1896/97

Name of ship - William Muir  
 Ship's number - 81961  
 Description - Steel paddle sloop  
 Gross tonnage - 364  
 Net tonnage - 155  
 Length - 174.1 feet  
 Breadth - 24.1 feet  
 Depth - 10.7 feet  
 Engine - One compound 2 cylinder steam engine  
 Engines built by J. Key and Sons, Kinghorn  
 Port of registry - Granton  
 Flag - British  
 Owner - North British Railway Company  
 Master - W. Morrison - Entered service of present owner 1849  
 First appointed to the William Muir 1879

#### The lead-up to the building of the William Muir

In January 1878 John Key contracted to supply new boilers for the North British Railway's ship Express at a cost of £1220 but on slipping the vessel was found to be in need of extensive repairs. With the boilers for the Express having been already constructed John Key put forward the offer to build a new ferry for the railway company at a cost of £14250. The boilers would be incorporated into the new ferry and the Express would be taken as £400 of the payment. Delivery of this new ferry was scheduled for July 1879 but the launch did not, however, take place until October after which the William Muir, as she was named, entered service on the Granton to Burntisland route. (Information from "Steamers of the Forth" by Ian Brodie.)

#### From the "Fife Free Press" Saturday September 20th 1879. P5, Col.4.

Breakdown of the William Muir.

The William Muir passenger steamer broke down on Wednesday morning when about mid-way between Granton and Burntisland with passengers. The John Stirling crossing with passengers at the time was a few lengths ahead, and the captain, seeing the William Muir's difficulty, put back, and transferred the passengers and luggage, which were landed safely at Burntisland. Both trains were considerably delayed.

On the night of the 29th of December 1879, just two months after the ship's launch, the Tay Bridge collapsed during a severe gale. A train had been crossing the bridge at the fateful time and it was the William Muir who that had carried the unfortunate passengers who were lost to Burntisland.

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#### **From the Port of Granton Account of Voyages and Crew for the year 1880**

Name of ship - William Muir  
Ship's no. - 81961  
Date of Registration - 29th July 1879  
Port of registry - Granton  
Registered tonnage - 154.85  
Owners - N.B.R.Co., Edinburgh  
Master - William Morrison  
Cert. No. 120568  
Address - Mardie Cottage, Granton  
Account of the voyages - Continually employed during the year conveying Passengers from Burntisland to Granton and visa versa.

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#### **Information from the census enumerated on April 3rd 1881**

Name of Vessel - "William Muir"  
Census Place - Cramond, Edinburgh, Great Britain  
FHL Film 0224065  
GRO Ref Volume 679, Page 1  
William Elder - head - married - 54 - Master - born Killala, Fife, Scotland  
Robert Dick - married - 32 - Mate - born Perth, Perth, Scotland  
Alexander Robertson - married - 41 - Engineer - born Tayport, Fife, Scotland  
John Dick - married - 52 - Assistant Engineer - born Burntisland, Fife, Scotland  
William Mathewson - married - 36 - A.B.Seaman - born Wemyss, Fife, Scotland  
Robert Clarkson - married - 30 - A.B.Seaman - born England  
William Robertson - married - 35 - A.B.Seaman - born Newbigging, Fife, Scotland  
George Kinnell - married - 35 - A.B.Seaman - born Burntisland, Fife, Scotland  
Andrew Morrison - married - 29 - A.B.Seaman - born Burntisland, Fife, Scotland  
William Hay - unmarried - 22 - A.B.Seaman - born Burntisland, Fife, Scotland  
Alexander Lumsden - unmarried - 16 - Cabin Boy - born Burntisland, Fife, Scotland  
John Wishart - married - 29 - Fireman - born Burntisland, Fife, Scotland  
Samuel Turpie - married - 27 - Fireman - born Kinghorn, Fife, Scotland  
John Young - married - 28 - Fireman - born Dunfermline, Fife, Scotland

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#### **From the "Kirkcaldy Times" Wednesday, March 20th 1889**

##### **Shooting Accident on the Forth**

When the North British Railway Company's steamer William Muir was crossing the Firth of Forth from Granton to Burntisland on Saturday about noon, signals of distress were observed flying from a yawl. Fearing that some accident had occurred the captain brought his vessel close to the boat, and found that the occupants were three young men, one of whom had been accidentally shot in the shoulder. It transpired that the young men, who were students, had been out from Granton duck-shooting, and that by some mistake one of them had been hurt as stated. The captain of the steamer took the injured man and his companions on board and landed them at Granton, where they took train for Edinburgh. On arriving at the Waverley Station the young fellow who had been shot drove in a cab to the Royal Infirmary, where his injuries were attended to.

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#### **1889 – An unusual cargo**

One night in 1889 the William Muir and her sister ship the John Stirling were given the task of transporting over 500 horses, camels, dromedaries, elephants and other animals together with 50 caravans all belonging to Lord George Sangers Circus and Menagerie from Granton to Burntisland. Embarkation began at 10pm and by 4o'clock the following morning the strange cargo had been safely landed at it's destination ,

**Information from "The North British Railway" by Hamilton Ellis. First published 1955 and "Steamers of the Forth" by Ian Brodie.**

4th March 1890 - The Prince of Wales opened the renowned railway cantilever bridge across the Queensferry narrows and followed the ceremony by boarding the "Dolphin", together with the rest of the official party, to view the construction from the water. It was the William Muir's function to follow astern with the rest of the guests.

In 1910 the William Muir had new compound diagonal engines of 900 i.h.p. fitted. Her appearance was also drastically altered by the removal of one of her funnels. Following her refit provision was also made on the deck for space for cars

In January 1917, during the First World War, the Admiralty ordered the suspension of the Granton - Burntisland Ferry crossing and later requisitioned the William Muir. She served from June 1917 until May 1919 as a minesweeper based on the Kentish coast at Sheerness. Captain Clark, her master at the time, went on service with her.

On completion of her Admiralty service the William Muir returned to her work on what was now called the Forth Ferry making four double crossings on weekdays and three on Sundays.

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**Notes from the Steamers and Committee Minutes. (BR/NBR/1/269)**

19 May 1919 - To submit letters from the Marine Superintendent, dated the 26th and 28th of November recommending that Captain Clark of P.S. "William Muir" be appointed captain of P.S. "Kenilworth" at a salary of £156 per annum, and that Mate John McGugan should succeed Clark as Captain of the "William Muir" at a salary of £140 per annum.

16 Jan 1920 - P.S. "William Muir". - With reference to the minute of the last Meeting, to submit letter from the Marine Superintendent, dated 5th inst. recommending that Captain Angus Morrison, Broughty Ferry, be appointed Master of the "William Muir", at a salary of £140 per annum, plus War Bonus of 33/- per week.

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**From Records of The North British Railway Company in the Scottish Record Office.**

*North British Railway Company. Marine Superintendents Office*

Re Overhaul of the P. S. William Muir . Season 1922

Five tenders were received for painting and engine repairs.

H. Robb Ltd. £1365

Hawthorn £1320

Ramage and Ferguson Ltd. £1250

Menzies and Co. Ltd. £1295

(BR/NBR/8/1718)

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1888 - Included in a list of steamers belonging to North British Railway suitable for use as gunboats. If her deck was stiffened the William Muir would be capable of carrying a 10 ton gun.  
NAS Ref BR/NBR/8/18

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**From the chapter on shipbuilding in "Kinghorn Industries Since 1790" published by the Kinghorn Historical Society**

In 1937 the William Muir, first of the steel built ships at Kinghorn, was withdrawn from Service and on the 4th March was taken to the shipbreakers, Metal Industries Ltd., at Charleston. She had spent most of her active service, apart from her minesweeping duties during World War 1, in and around the Forth completing about 80,000 crossings each way and steaming more than 800000 miles. She was replaced by the Thane of Fife.

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**Owners**

North British Railway 29:7:1879 to 1:1:1923

London North Eastern Railway - 1:1:1923 to 7:5:1937

*The William Muir*

For nearly three-score years she's plied  
Across the restless Firth,  
And oftentimes her prow and stern  
Have echoed to our mirth,  
The wind and waves have scarred her sides  
And made her insecure,  
And soon the 'breakers yard' will claim,  
The sturdy *William Muir*.

We hailed her as a well-known friend,  
'The Burntisland boat';  
We deemed her quite the finest type  
Of ferry-craft afloat.  
We loved her cabins and her decks,  
And, whether rich or poor,  
We thoroughly enjoyed a sail  
Aboard the *William Muir*.

But now her active days are past,  
She'll plough the Forth no more:  
And soon the worthy *Thane of Fife*  
Will cross from shore to shore.  
But those of us who aren't young  
Are really not so sure  
That any other ferry-boat  
Will match the *William Muir*!

NAN I. D. MACDONALD



YARD No.38  
**"PATRICK STEWART"**  
 Official No.  
 Launched 5th April 1879

From "The Fifehire Advertiser", Saturday April 12th 1879, Page 5

**LAUNCH AT KINGHORN.**  
**H.M.S. "PATRICK STEWART."**

On Saturday last Kinghorn, a usually quiet and unassuming little place, was the scene of unusual animation. Towards noon the road leading from Kirkcaldy presented a lively appearance, the holiday attire of the pedestrians, and the number of carriages all moving in one direction indicating that something extraordinary was going to take place. Launches are matters of common enough occurrence in the Firth of Forth now-a-days, and for that matter at Kinghorn also, but we believe that the Patrick Stewart is the first vessel built for Her Majesty's Government in the Firth of Forth, and the honour of building it has fallen to quiet and unpretentious Kinghorn, and the enterprising firm of Messrs John Key and Sons. It was the launching of this ship which drew such crowds of visitors to the ancient Burgh of Kinghorn on Saturday last. Messrs John Key and Sons have of late been exceedingly fortunate in receiving commissions for the execution of large vessels. Recently there were three large ships in the yard—the Joseph Rickett, a new passenger steamer for the North British Railway Company for Burntisland ferry passage, and the vessel launched on Saturday. The Joseph Rickett is at present lying at Kirkcaldy Harbour getting fitted up, and the North British Railway Ferry boat is on the stocks in a forward state. The yard at Kinghorn is well adapted for spectators witnessing a launch, the high ground at the back forming a vantage ground from which a capital view of the progress of the launch, and the interesting ceremony connected therewith, might be obtained, and every available spot of this part was occupied by large numbers of sight seers on Saturday. The 11th F.A.V. (Kinghorn) Brass Band was stationed on the deck of the passenger boat. From the deck to the topmast of the ship flags were displayed, as also the Union Jack at the stern of the vessel. Her crew (consisting of upwards of 60 Lascars) have attracted much attention during their stay at Kinghorn. They arrived about a month ago, and were accommodated in a wooden erection within the yard. As soon as the vessel was ready they were accommodated on board. The crew is composed of men of different nationalities, and their peculiar modes of conversation have attracted much attention, particularly from the fair sex, for whom the darkies show great fondness. In their dress-uniform they look particularly well. A red-cloth turban, a blue serge surcoat, and trousers of the same material, compose their rig out.

**THE LAUNCH.**

At the bow of the vessel was erected a temporary platform for the accommodation of Mrs Colonel Champain and others, during the ceremony of "christening" the ship, and at the appointed time (12.30) Rev. W. J. Dobie, minister of the parish of Kinghorn, in pulpit robes, ascended the platform and proceeded to read the service used at the launching of Her Majesty's ships. This service is taken from Psalm cvii. After this, Mrs Colonel Champain gracefully broke a bottle of champagne over the bow of the vessel, and uttered "Patrick Stewart" as the name of the vessel. Then applying the mallet (silver-mounted ebony) to the stem, the blocks were knocked out, and the vessel gently glided down the slip amid cheers, and waving of hats and handkerchiefs by the spectators. As the vessel left the slip, the band played "Rule Britannia," and after she had been safely ushered into her native element, "God Save the Queen" was struck up. A more successful launch could not have been wished for. After reaching the water the vessel was taken in charge by two steam tugs and conveyed, with a large number on board, to Kirkcaldy, where she arrived safely, and was welcomed by a large crowd. Although there were several thousands present not a single mishap occurred, which may be accounted for by the praiseworthy arrangements of Messrs Key and their energetic manager, Mr Maccoll.

**DESCRIPTION OF THE VESSEL.**

The Patrick Stewart is built for Her Majesty's Indian Government, for cable service in the Persian Gulf. Her dimensions, per custom, are—Total length, 226 feet; beam, 30 feet 8 inches; depth from hold to under deck, 17 feet 8 inches; from hold to poop, 24 feet 8 inches. The ship's gross tonnage is 1120. Her engines are 130 h.p. nominal. The engines are built to Lloyd's highest class, to which several important additions have been made by Admiralty to ensure the safety of the vessel. She has an ordinary raking stem, and elliptic stern. The bow and stern of the vessel are fitted with large sheaves and shields for laying and picking up cables, which although useful, do not enhance her beauty. The poop deck is over 130 feet long, and is fitted up with state room, dining cabins, mess rooms, baths, &c., for the use of a large staff of officers. Provision is made for taking a number of passengers to places where no regular service can be maintained. The crew are berthed on the 'tween decks forward. The full forecabin forward is open and fitted up with pens for sheep, pigs, and fowl cocks. For stowing cable, four large tanks are built on board, varying in size from 23 to 28 feet in diameter, with water-tight cones in centre, 8 feet diameter. These cones are fitted to hold fresh water. Provision is made by two tanks at bottom of ship for 170 tons of water ballast, to preserve the trim of the ship, when cables are paid out. Separate piping is laid to each cable tank, and water tank, and other compartments of the ship. One large engine, capable of throwing out 150 tons per hour, is fitted to ballast tank, with two connections to hold. A separate engine is fitted to fill and empty cable tanks. All the exposed deck fittings are of teak. A Harfield patent steam windlass is fixed on board for working the anchors. The ship will be worked by Muir & Caldwell's patent steering gear, which is placed in front of the poop. On poop deck is fitted a handsome chart-house, with plying bridge above. On the roof of chart-house is erected Sir William Thomson's patent compass. Telegraphs and voice-tubes are fitted between engine-room, bridge-deck, wheel-house, and forecabin—the telegraphs being repeating both engines and steering. The ship is brig-rigged, with steel lower-mast, and pole topmast of pitch-pine. On the upper bridge the electric light is fitted, worked by Siemens' dynamo machine in engine-room, with separate engine of 5 horse-power. This light is intended to facilitate the picking up of buoys, or to assist in making passage through narrow parts at night. The vessel's engines are inverted compound, direct acting, of 500 indicated horse-power. The cylinders are 28 inch. and 54 by 33-inch stroke. Two large circular boilers, with two furnaces in each, supply the steam. The boilers are 11 feet in diameter. The working pressure of each is 75 lbs. The vessel is propelled by a large four-bladed screw. The outward appearance of the ship is very grand. Below the water-line she is painted red, and above black. The railings, &c., on the upper deck are white-coloured. On the bow and stern are representations of the "Star of India," with the words "Heaven's light our guide." The ship will be manned by Captain Arthur W. Stille, 4 officers, surgeon, 5 engineers, 7 electricians, clerk, purser, carpenter, 5 native officers, and a crew of 34 Lascars. The ship lay in the outer harbour, Kirkcaldy, until Tuesday, and was then taken into the wet dock and her fittings completed. Yesterday morning she left the harbour for her trial trip, which has proved extremely successful, the vessel running 9½ knots. After coaling at Granton the Patrick Stewart will proceed to her destination.

### **From Lloyd's Register of Shipping 1882/83**

Name of ship - Patrick Stewart  
Built - 1879. Completed in April of that year  
Built by - J. Key and Sons  
Description - Iron brig rigged screw steamer with 5 bulkheads  
Gross tonnage - 1130  
Net tonnage - 736  
Length - 222.1 feet  
Breadth - 30.7 feet  
Depth - 16.4 feet  
Engine - 130HP compound 2 cylinder  
Engine built by - J Key and Sons, Kirkcaldy  
Port of Survey - Leith  
Owner - H. M. Indian Government  
Master - E. Bishop

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### **From "The Fifeshire Advertiser", Saturday March 29th 1879, Page 2**

Owing to the heavy weather on Tuesday, the launch of H.M.S Patrick Stewart from Messrs Key's ship-building yard, Kinghorn was postponed.

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### **From "The Fifeshire Advertiser", Saturday April 5th 1879, Page 4**

The launch of H.M.S. Patrick Stewart from the Abden shipbuilding yard is to take place to-day. She will be brought to Kirkcaldy to be rigged, but as she is otherwise in a forward condition, the visit of the Lascars to the "Lang Toun" will not extend over a long period. The launch will take place at half-past twelve o'clock.

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### **From "History of the Atlantic Cable and Undersea Communications"**

The Patrick Stewart was named after the first Director General of India Telegraphs and to facilitate her job as a cable layer was fitted with four cable tanks and bow sheaves, with the cable midway situated on a forward deck. She was based at Karachi and would continue in service until her replacement in 1924 and her deletion from Lloyd's Register.  
(Information)

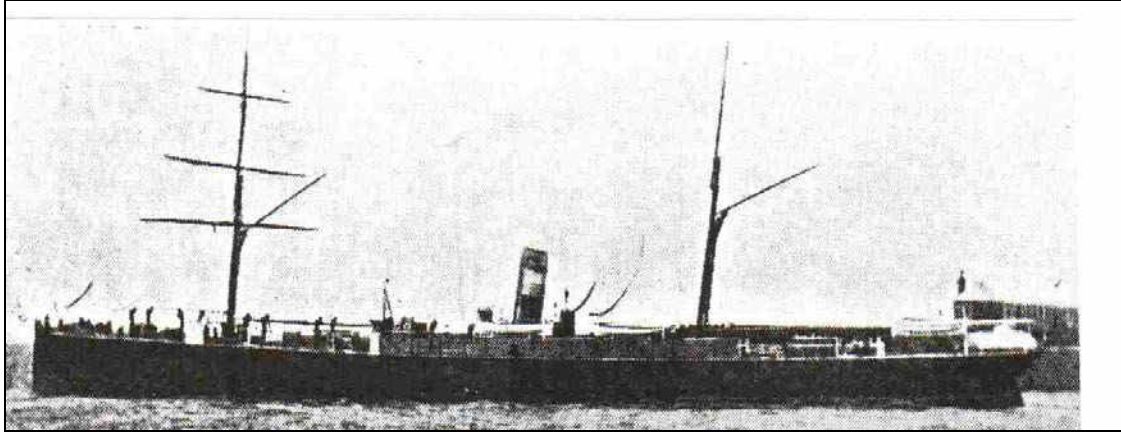
### **The Fifeshire Advertiser", Saturday May 10th 1879, Page 4**

"The steamer Patrick Stewart, going down the river Thames on Sunday morning, collided with a barge at Charlton Pier, near Woolwich. The barge was completely smashed up. The steamer was uninjured, and proceeded on her voyage to Bombay. No one was injured. It is supposed the Patrick Stewart ran off her helm".

### **Patrick Stewart was deleted from Lloyd's Register in 1924**

**YARD No.39**

YARD No.40  
**"MENTMORE" (Later "ASSIDUITA")**  
Official No. 86177  
Launched 19<sup>th</sup> February 1882



**Information from Lloyd's Register of Shipping 1884/85**

Name of ship - Mentmore  
Ship's no. - 86177  
International Signal Code - WKGM  
Description - Iron screw steamer  
Built 1882  
Built by - John Key and Sons, Kinghorn  
Gross tonnage - 3296  
Net tonnage - 2153  
Length - 339.6 feet  
Breadth - 40.2 feet  
Depth - 24.4 feet

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**From Lloyds Weekly Shipping Index 17th March 1882, page 7, column 1 - Launches**

On the 19th February, a screw steamer was launched from Messrs. J. Key and Son's shipbuilding yard, Kinghorn. Arrangements had been made for the launch to take place on Saturday at 2.30, but when all was ready a telegram from the insurance company was received warning the builders that if the launch took place then, the wind and sea being most unpropitious, it would not be at the risk of the company. Accordingly, the launch was arranged to come on Sunday at 3.30pm, and it was accomplished in the most successful manner. She was named the MENTMORE and will trade from Liverpool. She was thereafter towed by three tugs to Leith, where she will be fitted out for the American cattle and meat trade. The customary naming ceremony was performed by Miss Bond, sister of one of the partners. The Mentmore will receive her engines and fittings at Leith.

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**From List of Registers Opened and Closed - PRO Kew.**

May 1882  
Steamers Iron Registered - U.K.  
Name of ship - Mentmore  
Ship's no. - 86177  
Port of registry - Liverpool  
Built - Kinghorn, 1882  
Gross tonnage - 3405  
Net tonnage - 2315  
Propulsion - 300 HP screw

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At the time of her launch in 1882 the *Mentmore*, of 3400 tons and 340 feet long, was the biggest ship ever built on the Forth and the largest of a fleet of seven steamships built for the New Zealand Johnston Line.

In 1896 she was purchased by the Zino Line of Italy who renamed her *Assiduita*. She began her first Genoa - River Plate voyage on the 20th January 1896 and continued on this same service until 1900 when she was switched to the New Orleans - Italy cotton trade route.

On the 16th November 1900 she caught fire in the North Atlantic and was abandoned the crew being rescued by the British steamer *Lanarkshire*

## The Fife Free Press, Saturday, February 25th 1882

### THE LAUNCH AT KINGHORN.

Edinburgh has the quiet town of Kinghorn presided so as to bring its appearance as it did on Sunday last, when between 10,000 and 15,000 persons assembled in the neighbourhood of Abden Shipbuilding Yard to witness the launch of the new screw steamer *Mentmore*. It was originally intended to launch the vessel on Saturday, but grave facts were entertained as to the safety of this proceeding, as in the course of the forenoon both wind and tide were decidedly unpropitious for such a purpose; but all ideas of its taking place that day had to be abandoned when the builders received a telegram from the Insurance Company stating that if the launch took place then it would not be at the company's risk. To have delayed it for another month, would, it is stated, have involved a loss to the Messrs Key of £600; but this sacrifice, we are informed, the firm were willing to submit to. The fact, however, that the launch was to be accomplished by means of charges of dynamite placed in the wedge blocks along the sides of the keel formed an insuperable objection to the postponement, as, it can easily be imagined, there would have been a source of great danger whether left in their position or attempted to be removed. The announcement that the event was to be postponed naturally caused great disappointment to a large number who had anticipated viewing the launch. Several of the public works had stopped work at twelve noon, and the railway company had made arrangements for the running of a special train from Burntisland and Kirkcaldy. Several hundreds of people had assembled at the latter station with the intention of proceeding to Kinghorn, but found they were sadly disappointed; and this number, we believe, would have been still further augmented had not the Messrs Key, immediately on receiving the telegram from the Insurance Company, with praiseworthy consideration, placed a notice to this effect in the window of the Post Office, and also in the shop window of Mr Yule at the east end of the town. Notwithstanding this intimation, a considerable proportion of those who had assembled on the platform were either determined to satisfy themselves as to the truth of the statement or to have the pleasure of viewing the vessel, which is the largest ever built on the Firth of Forth, and accordingly took out their tickets for Kinghorn, the booking clerk having no little difficulty in supplying the demand. On arriving at Kinghorn, all made their way to the shipbuilding yard, where the large steamer was still on the stocks. Having viewed the vessel from different positions, the immense crowd began gradually to disperse, some directing their steps homewards, while others proceeded to the places of refreshment, where a "morning" trade was done during the afternoon.

In spite of the Messrs Key's attempts to keep the matter as private as possible, news soon got wind that, should the weather prove favourable, the launch would take place on Sunday. Shortly after the forenoon service in the churches in Kirkcaldy, and for some time previous, an almost continual stream of people, principally young folks, might have been seen wending their way in a westerly direction. Both road and rail—for the latter was greatly taken advantage of by the pedestrians—presented an animated appearance, and, we are informed, as far as the eye could reach scarcely anything could be seen but a dense mass of people flocking in one direction. The churches in Kirkcaldy, however, were not very perceptibly affected by this great exodus, a large number of the night-school, perhaps, not being regular church-goers.

As blast after blast of the dynamite was discharged, the spectators were made aware that active preparations were being made for the launch, which took place shortly after three o'clock. The last charge having been exploded, and everything in readiness, the dogshores were knocked away, and the vessel glided smoothly off the ways into the placid waters amid the cheers of the dense crowd. She was christened the "*Mentmore*" by Miss Bond, sister of the junior partner of the firm of Messrs John Key & Sons.

Immediately thereafter the vessel was taken in tow by three tugs, and proceeded to Leith, where she will receive her machinery, there being no dock on this side of the Firth capable of accommodating a vessel of this size.

The following are her general dimensions and particulars:—Length, between perpendiculars, 340 feet; breadth, 40 feet; depth of hold to main deck, 24 feet, and to spar deck, 31 feet; height in 'tween decks, 7 feet clear; gross tonnage, 3400 tons; nett register, about 2230; deadweight capacity for cargo and coals, 4000 tons, or equal to about 18,000 quarters of grain. The holds are sub-divided for carrying grain in bulk, and there are three decks, two of them being entirely of iron on which there will be space for 900 head of cattle. The vessel is fitted with water ballast tanks to carry 1000 tons of water, in double bottom under engines and boilers and in high tanks, which can be used either for cargo or for ballast. The vessel is also fitted with Harfield's steam engine windlass, six steam winches, Harrison's patent steam steering engine, and all the latest labour-saving appliances for large vessels of this class. The engines, which will be supplied by the builders, are of the inverted cylinder compound type, having two cylinders 30 inches and 76 inches in diameter respectively, both 61 inches stroke, and capable of indicating 1500 horse-power.

Shortly after the launch, a number of friends who had been invited to the platform to witness the christening, adjourned to the drawing office, where cake and wine were served. Glasses having been charged,

Mr Andrew Key, senior member of the firm, rose to propose "Success to the *Mentmore*." He said it was very awkward in many ways to have the launch on a Sunday. They did not like to have their men working on that day, but still they were compelled to do it, and he hoped they would be excused. The vessel had been built to the order of Messrs Johnston & Co., Liverpool, but none of the members of that firm were present. He did not think, however, that it would be right to send away the ship without drinking her health. Mr Key then called upon those present to drink success to the vessel, and expressed the hope that she would be none the worse of being launched on a Sunday. The toast having been duly responded to, Mr Key next said that although it was not a day for making toasts, they could not separate without proposing the health of Miss Bond, who had so kindly consented to come and christen the vessel. He thought it could not have been more gracefully done.

Mr Bond, on behalf of his sister, replied, thanking the company for the kind way in which they had responded. Being her first appearance to public at a launch—and that on a Sunday—she had naturally been somewhat nervous, and was greatly glad that all had gone off so successfully. She also desired him to thank her many friends for the kindness and hospitality they had shown her during her stay in Scotland.

Mr Shepherd, Rosend Castle, said that although Mr Key had said that it was not a day for making speeches, still he could not refrain from saying that the firm had taken a bold step, and they deserved credit for what they had done. It was a work of necessity, and he was sure every right thinking man and woman in Scotland would sympathise with them. The very name of the ship, *Mentmore*, was suggestive. Perhaps this was the first launch that had taken place in Scotland on a Sunday—at least it was the first in Fife—and they did not know what might take place 20 years hence. He thought that the ten thousand people who had come to witness the launch testified that they consoled with the Messrs Key in their action.

Mr Key stated that if it had not been absolutely necessary the launch would not have taken place. They had the dynamite under the ship, and it would have been extremely dangerous either to have allowed it to remain or to have attempted to remove it. The next fortnight's tide would have been unsuitable, and had they delayed it for another month, a large number of workmen would have been thrown idle, which meant a great loss to the town.

The company then adjourned.

In Kinghorn and Burntisland several of the churches were, we are informed, almost completely deserted; indeed, if report is correct, only eight persons were present at the Parish Church of Kinghorn! The Free and U.P. Churches were, however, better attended. Again, so great was the pressure of visitors both in Kinghorn and Burntisland that many provision-dealers were besieged, and obliged to sell out—the prices ruling. It was next morning before many of the visitors had found their way to their respective homes.

Captain Ritchie, of *Triad* fame, held the post of honorary commander of the *Mentmore* on her "maiden" voyage between Kinghorn and Leith, and as she is not only the largest vessel which has been launched on the Forth, but the largest craft which has ever entered the port of Leith, the weather-beaten old sail has been very heartily congratulated by his fellow-townsmen—land-lubbers and sea-kings as well—on the successful accomplishment of his task.

# THE S.S. MENTMORE.

## THE VESSEL AT BALTIMORE.

The *Baltimore Day*, of the 26th ult., thus refers to the opening of the new line of freight steam ships to Liverpool of which line the *Mentmore*, recently built at Kinghorn, is one, viz.:—The question of Baltimore's competition with other ports in the shipment of cattle to Europe has been finally solved by Mr John W. Garrett, and this afternoon, at 2 o'clock, that gentleman took the directors of the Baltimore and Ohio Railroad Company and a large number of invited guests on a special train to Locust Point to see what he has accomplished in this direction. The objective point of the visit was Pier 31, near Elevator B, Locust Point, where two of the largest, and it can be said with truth, so far as the writer's knowledge is concerned, the most magnificent freight steamships that ever came to this port are lying. They are the *Nessmore* and the *Mentmore*, and the party which accompanied Mr Garrett, numbering in all over fifty persons, visited the latter first, and were received by Capt. Thomas Amlot and shown over the vessel. Her construction and facilities were matters of the greatest surprise, and her immense size was the subject of comment. She is one of three iron steamships, owned jointly by the Baltimore and Ohio Company and the William Johnson Steamship Company of Liverpool, all designed specially and solely for the transportation of cattle across the ocean. The third vessel of the line is the *Orramore*, but she is not yet here, and is not expected before next week. The *Nessmore* and the *Mentmore* both arrived last Thursday week. They were built last fall and winter specially for the purposes to which they are to be devoted, and the *Mentmore* was launched at Kinghorn, Scotland, last February. Her builders are John Key & Sons, Kirkcaldy, Scotland. The *Nessmore* was built in Barrow-on-Furness, and came to Baltimore from that port. All three of the steamships are identical as to size, capacity, cost, and everything, and a description of one will suffice for all.

As described and shown to Mr Garrett and his party by Captain Amlot, the *Mentmore* is built entirely of iron, with seven separate watertight compartments, and her size can be judged of when it is stated that her length is 370 feet over all, and 340 feet between perpendiculars. She carries a picked crew of forty-one English able seamen, and has three separate decks. The maindeck can accommodate 1,000 head of cattle, and the superiority of the vessels over any other ever built exists in their ventilation. There are twenty-four ventilators, which run up and tower above the top deck, their red painted funnels making a brilliant picture, while port-holes line the sides at spaces of fifteen feet. The two lower decks are completely of iron, and the top deck is different only in that the iron is covered with a coating of plank. Immense doors are on either side of the ship for the admission of cattle, and troughs and stalls are fixed stationery, and with as much safety as though they were in a stable. There is a condenser for making fresh water, with a capacity of 8,000 gallons a day, and in this respect the ship is unsurpassed.

Captain Amlot gave a *Day* reporter some of the condensed water to drink, and it was, fresh and far more sweeter and more palatable than Baltimore's hydrant water. There are facilities for connecting the pipes with the condensers and pouring the water directly in the troughs. The depth of the vessel is 31 feet to the lowest deck and 24 feet 6 inches to the second deck. The ship has a donkey engine for running the machinery for hoisting, &c., in addition to the one used to propel her. Both are mammoth machines, and have a combined power equal to 1,800 horse. The cylinders are 38x76 inches respectively, and 90 pounds pressure is used, with a 4½ feet stroke. The machine department is presided over by William Inglis, chief engineer, and the net work of iron comprised in the boilers and engines is immense. In addition to all this there is a saloon with accommodation for twenty-five passengers. It is solid and costly in construction, the finishings being of satin and oak wood. The ship is 4,000 tons burthen and 2,220 tons register, and as a specimen of marine architecture is the most beautiful ever seen in this port.

## Extra information from Lloyd's Register of Shipping 1896/97

Name of ship - Assiduita  
Former name - Mentmore  
Description - Iron screw steamer - schooner - two iron decks and an awning deck  
Built - 1882 - Completed February of that year.  
Dimensions as above  
Gross tonnage - 3405  
Net tonnage - 2138  
Port of registry - Savona  
Flag - Italian  
Owner - G. Zino fu Dco.  
Master - F. Degrossi. - Entered into service with present owner in 1896  
Appointed to the Assiduita in 1897

From "The Times" 28th November 1900 Page 7, Col A under the heading "Disasters at Sea"



The Glasgow barque Lanarkshire from Iquique, with nitrate, landed at Falmouth yesterday afternoon. Captain Zino and 37 of the crew of the Italian steamer Assiduita, 2,000 tons register, which, while on a voyage from New Orleans for Genoa with cotton, was discovered to be on fire. Efforts were made to extinguish the fire, but in vain, and eventually it was decided to abandon the vessel. Two of the crew had been badly burned, and these were the first to be got on board the Lanarkshire. When the steamer was last seen volumes of smoke, but no flames, were pouring from her sides.

From Lloyd's Weekly Shipping Index 12th Jan 1900

Page 2, Column 2

Casualties Assiduita (s) - Buenos Ayres, December 2nd - Italian steamer Assiduita, from San Nicolas for B.A., to load, is aground off Martin Garcia.

From Fife Free Press 25<sup>th</sup> March 1983

## YESTERDAY'S KINGHORN

# A ship launched on the Sabbath

Shipbuilding began in Kinghorn in 1865 at Abden. It was started by a Mr John Key, who had an engineering works in Kirkcaldy at the foot of Haggie's Wynd.

In 1868 the first iron steam vessel for whaling, 'The River Tay', was built there.

In 1882 there was a launch at the Shipbuilding Yard at Abden which excited a good deal of attention, at least by the local Press.

The vessel launched was the largest that had ever been built on the Forth, and although this was an event in itself, what attracted so much attention was the fact that the launch took place on the Sabbath.

From the 'Fife Free Press' of February 25th, 1882.

"At the evangelistic meeting held in the Free Church here last Sabbath evening the Rev. Charles Shaw referred in strong terms to the scene of desecration which had been witnessed in the town during the day.

"It was with considerable interest, he said, that the inhabitants of Kinghorn had looked forward to the launching of, he believed, the largest vessel that had been built on the Forth.

### PROUD

"They were proud that so splendid a ship had been built in their little town. But none of them ever dreamt that this would be the occasion of so humbling a spectacle as they had that day witnessed.

"Never had he expected to see in Scotland what had been seen that day in their midst, throngs of people of all ages hurrying along on a Sabbath day, while the church bells were ringing, to see the launching of a ship.

"A very grave responsibility lay upon the shoulders of the builders, while he thought he would be a bold man who would affirm that this was a work of absolute necessity.

"As to the workmen employed, he expressed his regret that they had not

15,000 people assembled in the Abden Shipbuilding Yard on the Saturday.

However the tide and the wind were not suitable for the launching and the insurance company would not cover the risk. Waiting for the next suitable tide would have meant a loss of £600 to Key, and, although the firm were willing for this to happen it was not advisable owing to the method used for launching the ships. Dynamite charges were placed in wedge blocks along the side of the keel, and once they were in place, they could not be removed again with safety.

### TRAINS

On the Saturday several public works shut at 12 noon. Special trains were laid on from Burntisland and Kirkcaldy. On the Sunday people walked to Kinghorn by road and along the railway line. The launch took place after 3 p.m.

The ship was christened 'Mentmore' by Miss Bond, the sister of the junior partner of Keys.

The 'Mentmore' was then towed to Leith by three tugs to be fitted with machinery, as no dock on this side was capable of holding a vessel of this size. The 'Mentmore' was 340 feet by 40 feet, with three decks and a gross tonnage of 3400.

The holds were subdivided to carry grain and there was accommodation for 800 cattle. It was built for Messrs Johnston & Co., Liverpool. It was the first Sunday launch in Fife, it not in Scotland.

Captain Ritchie of Triad fame held the post of honorary commander of the 'Mentmore' on her maiden voyage between Kinghorn and Leith, and as she was not only the largest vessel on the Forth, but also the largest craft which had ever entered Leith, the weather-beaten old salt was heartily congratulated by his fellow townsmen, landlubbers, and sea kings as well, on his successful accomplishment.

resisted the proposal of the masters. Workmen nowadays make a stand for many things and it would have been to their credit if such a stand had been made today.

### UNSEEMLY

"But whatever weight he thought of the blame attaching to the builders and the workmen there could be no question as to that of the spectators. The plea of necessity might be urged on behalf of the one, but it could not be urged on behalf of the other.

"He was not sure that he would have spoken at all had it not been for the unseemly and saddening spectacle of multitudes turning God's holy day into a day of pleasure, forsaking the sanctuary not in twos or threes but in families and pouring into the town in thousands in order to see what was here no unwonted sight, the launch of a ship.

"As he went along to church he passed two groups of young men uttering oaths and filthy language; and he did not wonder that they had come to town.

"Breakers of the third commandment could not be expected to be respecters of the fourth. But little did he suppose that hundreds upon hundreds of professing Christians would have united with such company in so flagrant an act of Sabbath desecration. He lamented that there was so much profanity among them and so little principle.

### HOLY LAW

"One good result, however, might flow from this sad business. It might teach some of them the proper estimate to take of seeing a launch they had joined with the multitude in trampling underfoot God's holy law, they ought to ask themselves, what was the value of their Christian profession."

The facts of the occasion are that between 10,000 and

### EXCURSION

In the papers of August 12th and 26th there is reference to new boats on the stocks and to work going on. Also on the 26th is the report of a joiners' excursion: "Last Saturday a number of joiners from Meers Key, Shipbuilders, left Kinghorn in a Brake to Falkland... The toast of the evening was 'Kinghorn Shipbuilding Yard'."

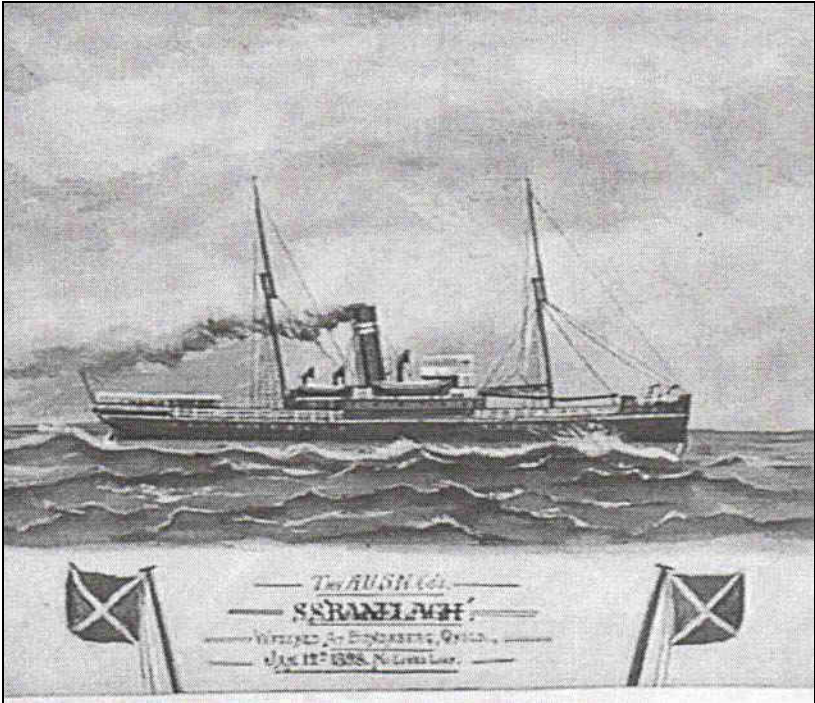
The ships, which were built of iron, were fitted out before they left the yard and thus joiners were required.

In the 'Fife Free Press' of October 6th, 1883, there is a complaint that there was no accommodation for all the workmen at Messrs Keys and that many were having to travel from Burntisland and Kirkcaldy. "The yarn is employing as many men as they possibly can."

**YARD No.41**



YARD No.42  
“RANELAGH”  
Official No. 84930  
Launched 18<sup>th</sup> December 1881



### **From Lloyd's Register of Shipping 1896/97**

Name of ship – Ranelagh  
Number – 84930  
International code – WFQP  
Description – Iron screw steamer – schooner – one deck and an awning deck  
Built – 1881  
Built by John Key and Sons, Kinghorn  
Gross tonnage – 836  
Net tonnage – 533  
Length – 203.8 feet  
Breadth – 29.1 feet  
Depth – 12.1 feet  
Engines – Compound 2 cylinder  
Engines built by – John Key and Sons, Kirkcaldy  
Port of registry – Sydney, N.S.W.  
Flag – British  
Owner – The Australian United Steam Navigation Co. (Lim)  
Master – L. Tindal – Appointed to the Ranelagh 1893

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### **From List of Ship's Registered Opened and Closed. PRO Ref. Bks. 387.2 GRR.**

January 1882  
Steamers, Iron, Registered.  
Ship's name – Ranelagh  
Ship's no. – 84930  
Port of Registry – Leith  
Built – Kinghorn, Fife 1881  
Propulsion – 160H.P. screw.

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### **A Fatal Accident on the Ranelagh**

A gravestone in the Rookwood Cemetery, Auburn, Sydney, Australia records that John Barnett was accidentally killed on the S.S. Ranelagh on the 1<sup>st</sup> May 1882 aged 47 years. As well as the normal death and funeral notices the Sydney Morning Herald of the next day carried the following account of the accident:-

"A fatal accident occurred at 10 o'clock yesterday morning to a wharf labourer, named John Barnett, whilst at work unloading near the fore-hatch, on board the Ranelagh, lying at the A.S.M. Company's wharf, Circular Quay. He was making the staging fast when the part on which he was leaning canted over, and he fell down the hold, a distance of 20 feet, striking his back on a crossbeam. He was immediately brought to the deck and examined by Dr. Ewen, who pronounced life to be extinct. The body was conveyed to the deadhouse, Circular Quay, where it awaits an inquest. The unfortunate man is about 56 years of age, married and leaves a wife and nine children."

An inquest was duly held and came to the following conclusions:-

Name of deceased – Barnett, John  
Age – about 50 years  
Where born – Dundee, Scotland  
Locality where death occurred – On board the S.S Ranelagh, lying at the A.S.N.Company's Wharf, Sydney.  
Verdict of cause of death – Effects of injuries accidentally received on board the steamship Ranelagh.

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### **From The "Sydney Morning Herald", Tuesday 20<sup>th</sup> May 1884, page 6, column 1.**

The entry regarding the Ranelagh comes under the heading "Imports" , May 19<sup>th</sup> and gives an example of the sort of cargo carried by the vessel. The ship had sailed from Brisbane and brought to Sydney the following:-

640 bags of sugar, 10 bags oysters, 1 box gold (540 oz 3 dwt), 1 parcel gold (28oz 15 dwt), 156 bales wool, 4 cases meats, 5 bales skins, 140 bags pith, 49 bags tin ore, 4 casks tallow, 104 hides, and sundries.

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**Source – “Australian Shipwrecks, Volume 3, 1871 – 1900” by Jack Loney.**

On 13<sup>th</sup> July 1888 the Ranelagh collided with the schooner Spunkie off Cape Moreton, Queensland, Australia. The Spunkie sank as a result of the accident.

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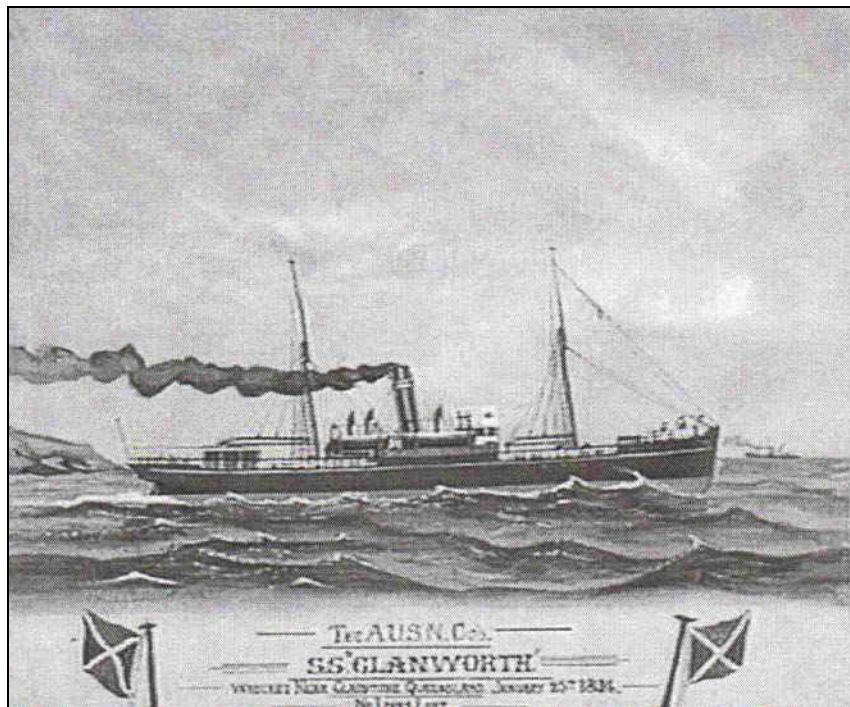
**( Info from the Australian National shipwreck Database)**

#### The Sinking of the Ranelagh

On 1<sup>st</sup> November 1898 the Ranelagh , of the Australian Steam Navigation Co., Ltd., was lost at Burnett Heads whilst en route from Bundaberg to Rockhampton. It is not known whether there was any loss of life. The master at the time of the accident was J.J.Fawcet. There is a possibility that she may have been refloated.

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YARD No.43  
"GLANWORTH"  
Official No. 83698  
Launched 6<sup>th</sup> April 1882





### **Information from Lloyd's Register of Shipping 1884/85**

Name of ship – Glanworth  
Ship's No. – 83698  
International Signal Code – QMTW  
Description – Iron screw steamer – one deck and an awning deck .  
Built - 1882. Completed in April of that year.  
Built by – J. Key and Sons, Kinghorn  
Gross tonnage – 833  
Net tonnage – 556  
Length – 211.2ft.  
Breadth – 29.1ft.  
Depth – 12.1ft.  
Engines – Compound 2 cylinder.  
Owners – Australasian S. Navigation Company  
Port of Registry – Sydney  
Master W. Sinclair

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### **From Lloyd's Weekly Register 21 April 1882**

#### **Launch**

On the 6<sup>th</sup> April there was launched from the shipbuilding yard of Messrs John Key and Sons, Kirkcaldy (Kinghorn) , a screw steamer of 850 tons gross, built to order of the Australian Steam Navigation Company, Sydney (NSW). The following are her dimensions:

Length – 210 ft.

Breadth – 29 ft.

Depth of hold to main deck – 12 ft.

Depth of hold to awning deck – 19 ft.

The vessel has been built under special survey, and is classed A1 at Lloyd's. She is fitted up with all the latest improvements for the passenger trade in the colonies, having accommodation in the saloon aft for 50 first class passengers and seventy-five second class forward. This steamer is a sister ship to the Ranelagh (steamer) launched in December last from the same yard. On leaving the yard she was named the Glanworth by Captain Tronton, manager of the Australian Company. The vessel was immediately towed into the harbour, where she will be supplied by the builders with engines of 160 NHP of the latest construction, having cylinders 30in and 60in diameter resp., with 20in stroke.

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### **From List of Ships Registers Opened and Closed. PRO Ref. Bks 387.2 GRR.**

November 1882

Colonial – Steamers, Iron, Registered.

Name of ship – Glanworth

Ship's no. – 83698

Port of Registry – Sydney. N.S.W.

Built – Kinghorn 1882

Gross tonnage – 877

Net tonnage – 558

H.P. 160 screw.

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Advertiser from the "Brisbane Courier", Wednesday 19<sup>th</sup> December 1883.

AUSTRALIAN STEAM NAVIGATION COMPANY			
Intend despatching their Steamers to the under-mentioned ports as follows:—			
SYDNEY	City of Mel-		
Ditto	bourne	This Day, 11 a.m.	
Ditto	Egmont	Thursday, 3 p.m.	
Ditto	Katoomba	Friday, 1 p.m.	
MELBOURNE	City of Mel-	This Day, 11 a.m.	
	bourne	taking cargo and	
		passengers, with-	
		out transhipment	
		at Sydney.	
Ditto (from City of Ade-			
Sydney)	Idris	Tuesday,	
ADRIAN	City of Mel-	This Day, 11 a.m.	
	bourne	taking cargo for	
		transhipment at	
		Melbourne.	
KEWEEA AND			
SYDNEY	City of Mel-	About 25th instant	
(from Sydney)	bourne		
NOUMEA, New			
Caledonia	City of Mel-	About 25th instant	
MAITIMBOURGH	Yaralla	Thursday, 3 p.m.	
Ditto	Glanworth	Saturday, 3 p.m.	
STANDWELL	Yaralla	Thursday, 3 p.m.	
Ditto	Glanworth	Saturday, 3 p.m.	
ROCKHAMPTON	Yaralla	Thursday, 3 p.m.	
Ditto	Glanworth	Saturday, 3 p.m.	
Ditto (KEWEEA)			
DAY	Wentworth	Saturday, 9.30 a.m.	
MAGLAY (ELAT)			
Ditto	Wentworth	Thursday, 9.30 a.m.	
Ditto	Gunga	Thursday, 3 p.m.	
MOCKAY	Yaralla	Thursday, 3 p.m.	
Power	Wentworth	Saturday, 9.30 a.m.	
Ditto	Gunga	Thursday, 3 p.m.	
TOWNVILLE	Wentworth	Saturday, 9.30 a.m.	
Ditto	Gunga	Thursday, 3 p.m.	
DUFFY'S			
HEWES			
Ditto	Wentworth	Saturday, 9.30 a.m.	
Ditto	Gunga	Thursday, 3 p.m.	
CANDLER	Wentworth	Saturday, 9.30 a.m.	
Ditto	Gunga	Thursday, 3 p.m.	
JOHNSTON			
Ditto	Wentworth	Saturday, 9.30 a.m.	
Ditto	Gunga	Thursday, 3 p.m.	
CADERS	Wentworth	Saturday, 9.30 a.m.	
GALE'S WHARF	Gunga	Thursday, 3 p.m.	
FORT DOUGLAS	Wentworth	Saturday, 9.30 a.m.	
Ditto	Gunga	Thursday, 3 p.m.	
COOKSWAY	Wentworth	Saturday, 9.30 a.m.	

N.B.—Cargo is daily received for above ports up to one month before sailing time. Cargo and Passengers for Dungannon, Cardwell, and Johnstone River will be transhipped at Townsville.

Storage Passengers are victualled and supplied with bedding.

WM. WILLIAMS,  
Local Manager.

Source "Australian Shipwrecks, Volume 3, 1871-1900" by Jack Loney.

#### Glanworth Goes to the Rescue

In October 1884 the ketch Susan Francis had arrived with a cargo of 6000 feet of timber at the mouth of the Brisbane River, Queensland, Australia and was close to Fisherman's Island when she was swamped unexpectedly and sank. Luckily the Glanworth was sailing in the area and found the crew clinging to the tip of the masthead.

Just under two years later, in early August 1886, Glanworth again came to the rescue this time to the barque Bengal, in ballast from Townsville, Queensland to Sydney. She had run aground on the Great Barrier Reef off Hook Island at the north end of Whitsunday Passage and stove in her bottom. The captain and crew abandoned ship and managed to reach the Dent Island Lighthouse where they were picked up by the Glanworth and taken on to Brisbane. As a result of the accident the master of the Bengal, Captain A. Oyston, was found guilty of careless navigation in dangerous waters and lost his certificate for three months. The mate was also found partly to blame by neglecting orders given to him by Captain Oyston. He was suspended for six months.

# Mariners and ships in Australian Waters

## GLANWORTH

OF SYDNEY, F.G.LEE MASTER, BURTHEN 877 TONS

FROM THE PORT OF ROCKHAMPTON TO SYDNEY,NEW SOUTH WALES 16TH MARCH 1885

Surname	Given name	Station	Age	Of what Nation	Status	Comments
LEE	FRANCIS G.	CAPTAIN			CREW	
USHER	J	1 MATE	34	BRITISH	CREW	
WILLIAMS	L	2ND MATE	25	BRITISH	CREW	
HAMMAN	C F	3RD MATE	33	BRITISH	CREW	
CLARK	J	BOATSWAIN	26	BRITISH	CREW	
FARROW	J	A. B.	39	BRITISH	CREW	
DOYLE	J	A. B.	23	BRITISH	CREW	
ANDERSON	A	A. B.	28	SWEDEN	CREW	
MCKINNON	A	A. B.	21	BRITISH	CREW	
HARPUR	L	A. B.	38	BRITISH	CREW	
SOMERN	C F	A. B.	23	NORWAY	CREW	
HIGHAM	H	A. B.	32	BRITISH	CREW	
CASTALLEAU	H	A. B.	25	SWEDEN	CREW	
LINDSAY	T	LAMP TRIMMER	20	BRITISH	CREW	
STEWART	J	1 ENGINEER	29	BRITISH	CREW	
NISBET	J C	2 ENGINEER	44	BRITISH	CREW	
GRANT	J	3 ENGINEER	24	BRITISH	CREW	
BROWN	D	FIREMAN	22	BRITISH	CREW	
BARNS	J	FIREMAN	34	BRITISH	CREW	
PARKES	T	FIREMAN	39	BRITISH	CREW	
ROBERTSON	H	FIREMAN	21	BRITISH	CREW	
GRAVETT	J	FIREMAN	30	BRITISH	CREW	
SINCLAIR	H	FIREMAN	30	BRITISH	CREW	
STOCK	J	TRIMMER	19	BRITISH	CREW	
MORRISON	A	TRIMMER	20	BRITISH	CREW	
PIMBURTON	C	TRIMMER	14	BRITISH	CREW	
MCLEOD	A	TRIMMER	21	BRITISH	CREW	
NAUBOLD	J	1 STEWARD	24	BRITISH	CREW	
PIVETT	J	2 STEWARD	26	BRITISH	CREW	
NIELD	A E	3 STEWARD	22	BRITISH	CREW	
RYNOLDS	W	PANTRYMAN	25	BRITISH	CREW	
BARNES	A	OFFICERS STEWARD	19	BRITISH	CREW	
LAMPMAN	R	FORE CABIN STEWARD	40	BRITISH	CREW	
MILLS	A	1 COOK	47	N S AMERICA	CREW	
WOOD	A	2 COOK	23	BRITISH	CREW	
WALSH	F	3 COOK	21	BRITISH	CREW	
IZZARD	I	STEWARDESS	48	NOVA SCOTIA	CREW	
ARCHIBALD	H	BED ROOM STEWARD	23	BRITISH	CREW	

Marine Board enquiry at Brisbane, Australia, 2<sup>nd</sup> July 1889 re incident to "Glanworth" 23<sup>rd</sup> June 1889 Toombul Wharf, Brisbane River

(No. 3848.)

"GLANWORTH" (S.S.)

REPORT and Decision of the Marine Board of Queensland, on the circumstances attending the accident to the S.S. "GLANWORTH," through running into the Toombul Wharf, Brisbane River, on the 23rd June 1889.

The Board having heard the evidence of the master, first and second mates, third engineer, and boatswain, find that the "Glanworth," a screw steamer of 577 tons gross, official No. 83,695, belonging to the A.U.S.N. Coy., John Jacob Fawcett, master, left the Company's Eagle Street wharf at 5 minutes past midnight on the morning of the 23rd June, on a voyage to Sydney. The night was very dark, but clear, and the tide was at the last quarter's ebb. By the engine-room log the engines were going full river speed (about 8 knots) for nineteen minutes until within nine or ten minutes of the collision, five minutes of which she was going half speed and the remainder slow, the engines being reversed about a quarter of a minute before the collision. After passing the Bulimba Ferry, the master, who was on the upper bridge, was, from the dark reflections of the hills upon the water, unable to make out the banks of the river ahead or on either hand. The white board showing the speed at which steamers are to travel, and which stands on the point at Newstead, was the first object the master caught sight of, two points before the beam; the helm was then put hard-a-port, to cant the vessel as quickly as possible, but she struck the Toombul wharf, her stem cutting through several stringers and doing other damage, and also ripping up two plates and breaking seven frames on the starboard bow of her top-gallant forecastle. After clearing the wharf and going a short way down the river, the injury received was found to be so serious that she returned to town for repairs.

During the winter months, the leaving the wharf at midnight is not, in the opinion of the Board, conducive to the safe navigation of vessels in the river, when fogs are prevalent, and when with a clear atmosphere and dew falling, the reflections of the trees and high land upon the surface of the water are most deceptive. At the same time as the banks of the river on either side and ahead could not be made out, the Board are of opinion that greater precaution should have been taken by the master when approaching Bulimba Point, and if necessary the vessel should have been anchored. The Board therefore censure Captain Fawcett accordingly.

A coloured light exhibited at the Toombul wharf would probably prevent a repetition of such an accident.

(Signed) G. P. HEATH,  
Commander R.N.,  
Chairman.

Marine Board Office,  
Brisbane, 2nd July 1889.



**MONDAY, 17th FEBRUARY.**

**S.S. GLANWORTH.**

**M.** B. GANNON has received instructions from the A.U.S.N. Company, Limited, to sell by public auction, at his Columbia Mart, Albert-street, on **MONDAY, 17th February**, at **Eleven o'clock sharp**.

The Iron Screw Steamer **GLANWORTH**, as she lies on Settlement Point, near Gladstone.

The particulars of the Vessel are as follows:—Built April, 1882, at Klaghorn, Kirkcaldy, by J. Key & Co. Length, 211ft. 2in.; breadth, 29ft. 11in.; depth, 12ft. 11in. Tonnage—Gross register, 877; net register, 558. Engines—Compound, two cylinders, 30in. and 60in.; length of stroke, 30in.; horse-power, 160.

Terms—Cash.

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(Info from the Australian National shipwreck Database)

#### The Sinking of the Glanworth

On the January 26<sup>th</sup> 1896 the Glanworth, while entering the North Channel, struck rocks about 800 feet off Settlement Point near Gatcombe Head, Queensland, Australia. All of the passengers and crew, including her master, Captain W. Knight, were landed safely on Gatcombe Head. At the time of the accident the Glanworth was en route from Brisbane to Glasgow.

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#### From Lloyd's Weekly Shipping Index

6 Mar 1896, Page 2

##### Casualties

Glanworth (s) – Vancouver, BC February 27<sup>th</sup> – advices received here from Australia report the total loss of the iron steam ship Glanworth, of Sydney, the property of the Australian United Steam Navigation Co. (Ltd). The vessel was driven on a reef off the coast of Queensland, in the great storm of January 26<sup>th</sup> last. The crew were saved.

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YARD No.44  
**"GLENMORE" (Later "DEMETRIOS INGLESSIS")**  
 Official No. 86267  
 Launched 14<sup>th</sup> October 1882

The Fife Free Press 21 October 1882 P2, Col.D

**THE FIFE FREE PRESS, SATURDAY, OCTOBER 21, 1882.**

**LAUNCH OF THE GLENMORE.**

We observed in these columns a few weeks ago that much activity prevailed at Abden Ship-building Yard. That, we are happy to state, is still being kept up, and the yard promises to be in as busy a state for many a day to come. The fact of the enterprising firm of Messrs John Key & Sons obtaining so many orders for the construction of large vessels of a high-class character necessitated the extension of their premises recently in order to the more successful and speedy fulfilment of their contracts. Simultaneously with the extension of their works, a large staff of additional workmen had to be employed. Six vessels are at present in course of preparation for sea. The first of these—a handsome screw-steamer—was launched on Saturday last in presence of a considerable number of spectators. The vessel, which is made of steel supplied by the Steel Company of Scotland, has been constructed to the order of Messrs William Johnston & Co., Liverpool—the same owners as those of the magnificent steamer *Mentmore*—and will be employed in the Danube and Black Sea grain trade. The following are her general dimensions:—Length between perpendiculars, 265 feet; breadth, 37 feet; depth of hold, 18 feet 11 inches. The gross tonnage is about 1820, and the vessel will carry 2500 tons dead weight cargo on a mean draught of 17 feet 3 inches. She is built with full fore-castle, large enclosed bridge, and a quarter-deck. The engines, which will be supplied by the builders from their works at Whitebank, Kirkcaldy, are of 160 horse-power nominal, and will indicate about 1000 horse-power. The cylinders are 30 inches and 60 inches in diameter respectively, with a stroke of 3 feet 3 inches. On leaving the ways the ship was gracefully christened the "*Glenmore*" by Miss Key. The vessel, as well as her sister ship the *Heathmore*, which will be launched from the same yard in six weeks or two months hence, has been constructed under the superintendence of Captain J. Johnston, the shipwright superintendent of the owners; while the engines and boilers have been built under the supervision of Mr Esplen, the superintending engineer. Although the sea was somewhat rough, the launch was a highly successful one, and as the vessel glided into the water a loud cheer was raised by the spectators. She was towed into Kirkcaldy Harbour, where, we understand, she will be fitted out for sea with all expedition; and it is expected that she will be ready to leave the harbour when her sister ship is launched.

Shortly after the launch a number of ladies and gentlemen adjourned to the drawing-office, where several toasts were proposed and responded to.

Mr Andrew Key said they had now sent out a considerable number of vessels from their yard, but the launch of the *Glenmore* had been as successful as any that had yet taken place at Abden. He hoped the ship would prove as good as any that had yet been built by them. No doubt, under the hands of Captain Johnston, it would turn out well. The Company which the Captain represented had a large number of ships, and it was to be hoped that the *Glenmore* would be as successful as any of them. He had much pleasure in proposing "Success to the *Glenmore*," coupled with the name of Captain Johnston.

Captain Johnston, in replying to the toast, said if the ship which had just been placed upon the water gave as much satisfaction as the *Mentmore* his Company would have no reason to complain. He earnestly trusted that she would give every satisfaction to all concerned.

Mr Esplen felt it a pleasant duty to support Captain Johnston in his good wishes. Having had the opportunity of being present at the construction of the *Glenmore*, it was but his duty to say that she was well built. He had had a considerable amount of experience among ships, such as those built for the Cunard and other lines, and he had to refer to defects in these ships, even although they were considered to be the best. He had always been dealt with by the Messrs Key with the utmost fairness and courtesy; and he had every confidence in the work which they performed, especially when he saw the vessel which had just been launched.

Mr Bond next proposed the "Health of Miss Key," the lady who launched the vessel. She had launched several ships before, and in whatever manner she then performed it, she had certainly performed this ceremony in the most graceful and perfect manner.

Captain Johnston afterwards gave the "Health of Mr M'Clintock." He had carried out his part of the work with success, leaving nothing to be desired.

Mr Andrew Key remarked that Mr M'Clintock had always been very successful in his launches. Although he believed it was the roughest sea into which they had yet launched a vessel, the work had been carried out as well as on any other occasion.

The company thereafter adjourned.

**From "The Times" 11 February, 1886. Page 11, Col. F.**

**Collision in the Mersey**

The iron steamer "Flamingo", Captain Hannigan, belonging to the Cork Steamship Company, was sunk in the Mersey early yesterday morning about 100 yards off the Canada Dock, during a mist. The screw steamer "Glenmore", belonging to Mr. G. W. Johnson, outward bound for Salonica, was leaving the Wellington Dock when she came into collision with the "Flamingo", which was inward bound from Antwerp. The "Flamingo" was struck on the starboard quarter and sank almost immediately. The crew were saved, with the exception of the second engineer, Richard Jones, of whom nothing has been heard. The "Flamingo's" masts are visible above the water, and there is every prospect of raising her. Peter Barrett, a mate of the "Flamingo", says he was standing on the deck with the second engineer just before the vessel went down, and they both jumped off at the same time. Barrett is a good swimmer and soon reached a small boat. He was the last to see anything of Jones, who was a young man 27 years of age. The "Flamingo" has on board, part of the late International Exhibition building at Antwerp intended to be erected as a portion of the Shipping Exhibition at Liverpool.

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**Information from Lloyd's Register of Shipping 1896/97**

Name of ship – Glenmore  
Ship's number – 86267  
International signal code – WHBF  
Description – Steel screw steamer – one iron deck and two tiers of beams  
Built – 1882 – Completed in October of that year  
Gross tonnage – 1863  
Net tonnage – 1216  
Length – 265 feet  
Breadth – 37.1 feet  
Depth – 18.7 feet  
Engines built by – J. Key and Sons, Kirkcaldy  
Port of registry – Liverpool  
Flag – British  
Owner – SS Glenmore (Lim) (W. Johnston & Co Lim.)  
Master – H. Dickenson – First appointed to Glenmore 1894

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**From list of ship registers opened and closed 1874-1883 – PRO ref. Bks 387.2 GRR**

December 1882  
U.K. Steamers Registered  
Name of ship – Glenmore  
Ship's no. – 86267  
Material built of – Steel  
Port of registry – Liverpool  
Built Kinghorn 1882  
Net tonnage – 1216  
Gross tonnage – 1863  
160 HP, screw.

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**In 1898 the Glenmore was sold to Donald and Tayler of Glasgow.**

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**From the quinquennial list of ships registered in 1905 (Scotland) P.R.O Ref. BT 163/2**

**This is a list of the no. and tonnage of the vessels appearing on the night of the 31<sup>st</sup> December 1905, on the register of vessels kept at ports in Scotland in accordance with the Merchant Shipping Acts.**

Port – Glasgow  
Ship's name – Glenmore  
Year of registry – 1897  
Port no. – 84  
Ship's no. – 86267  
Steam ship

Gross tonnage – 1656  
Net tonnage – 1053

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**From vessels reported in 1914 as having been wrecked, sold foreign or broken up. PRO ref. BT165/55.**

Name of ship – Glenmore  
Ship's no. – 86267  
Propulsion – Steam  
Net tonnage – 1053  
Sold Admiralty  
Lost 12<sup>th</sup> December 1914

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**From Lloyd's War Losses 1914-1918**

12 Dec 1914  
Demetrios Inglessis  
Flag – Greek  
Gross tonnage – 2088  
Sunk by submarine whilst en route from Rosario for Hull carrying maize.  
Position – 48.12 north 53.2 west

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**YARD No.45**  
**“HEATHMORE”**  
**Official No. 86293**  
**Launched 20<sup>th</sup> January 1883**

**Information from Lloyd’s Register of Shipping 1896/96**

Name of ship – Heathmore  
Ship’s number – 86293  
Built – 1883 – Completed in February of that year  
Built by – J. Key and Sons, Kinghorn  
Description – One deck and two tiers of beams  
Gross tonnage – 1864  
Net tonnage – 1218  
Length – 265.2 feet  
Breadth – 37.1 feet  
Depth – 18.7 feet  
Engines – Compound 2 cylinder. 160 H.P.  
Engines built by J. Key and Sons, Kirkcaldy  
Port of registry – Liverpool  
Flag – British  
Owner – SS Heathmore (Lim) (W Johnston & Co. Ltd.)  
Master – A. Moar – First appointed to the Heathmore in 1892  
Built for special survey  
Last survey September 1894

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**Extra information from Lloyd’s Register of Shipping 1884/85**

Description – 160 HP steel screw steamer  
International signal code – HJSQ  
No. of bulkheads – 6  
Master 1884/85 – Captain Honemman

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**From “Fife Free Press”, Saturday 24<sup>th</sup> February 1883**

Launch at Kinghorn

On Tuesday another large steamer, built to the order of Messrs Johnston & Co., Liverpool, the owners of the Mentmore and Glenmore, was launched from Messrs Key & Sons’ shipbuilding yard at Abden. The vessel, which was, on leaving the ways, christened the Heathmore by Mrs Andrew Key, is built of steel, and will carry 2500 tons dead-weight cargo on a mean draught of 17ft 3 inches. The engines, which will be supplied by the builders from their works at Whitebank, are 160 horsepower nominal, and will indicate about 1000 horse-power. In dimensions, build, rig, etc, the vessel is a sister-ship to the Glenmore. Immediately after the launch the vessel was taken in tow by two tugs and brought round to Kirkcaldy harbour, where she is now being fitted out for sea.

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**From List of Registers Opened and Closed – PRO Ref. Bks 387.2 GRR**

March 1883  
U.K. Steamers Registered.  
Name of ship – Heathmore  
Ship’s no. – 86293  
Material built of – Steel  
Port of Registry – Liverpool  
Built – Kinghorn, 1883  
Gross tonnage – 1864  
Net tonnage – 1218  
HP 160, screw.

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From "Fife Free Press", Saturday 25<sup>th</sup> August 1883

The S.S. Heathmore – We understand that the Johnston Line Steamer S.S. Heathmore of Liverpool has arrived at Gibraltar, August 16<sup>th</sup>, from the Danube, being 5 days overdue, she having lost three blades of her propeller in the Dardenelles. A survey has been held, and the vessel has been ordered home, accompanied by the S.S. Incmore of the same line, to be in readiness in case of any accident.

## Report on stranding of "Heathmore" off Anglesea 8<sup>th</sup> August 1891

(No. 4356.)

### "HEATHMORE" (S.S.)

The Merchant Shipping Acts, 1854 to 1887.

In the matter of a formal Investigation held at St. George's Hall, Liverpool, on the 21st, 22nd, and 24th days of August 1891, before JOHN KINGHORN, Esquire, Deputy Stipendiary Magistrate, assisted by Captain DAVIES and Captain BROOKS, Nautical Assessors, into the circumstances attending the stranding of the British steamship "HEATHMORE," of Liverpool, on or near Harry Furlong Reef, off Cemlyn Point, Anglesea, on or about the 8th August 1891.

#### Report of Court.

The Court, having carefully inquired into the circumstances attending the above-mentioned shipping casualty, finds, for the reasons stated in the annex hereto, that the "Heathmore" was stranded in consequence of an error of judgment on the part of the master in over-estimating his distance from Point Lynas, and by having mistaken some light for the Skerries, hauled the ship to the southward too soon. The Court does not deal with the master's certificate.

Dated this 25th day of August 1891.

(Signed) JOHN KINGHORN, Judge.

We concur in the above report.

(Signed) THOMAS DAVIES, } Assessors.  
EDWARD BROOKS, }

#### Annex to the Report.

This Inquiry was held at St. George's Hall, Liverpool on the 21st, 22nd, and 24th days of August 1891, when Mr. Paxton appeared for the Board of Trade, Mr. Norman Hill for the master, and Mr. Walter Bateson on behalf of the owners of the vessel.

The "Heathmore" (official number 86,293) is a British steel screw steamship, built at Kinghorn, in the county of Fife, by Messrs. John Key & Sons, of Kirkcaldy, in 1883, and registered at the port of Liverpool; her gross tonnage being 1,863·97 tons, and her registered tonnage 1,213·01 tons. Her extreme length was 265·2 ft., her main breadth 37·1 ft., and her depth of hold amidships 18·7 ft. She was schooner-rigged, and was fitted with two compound inverted direct-acting engines of 160 horse-power (combined), made by Messrs. John Key & Sons, of Kirkcaldy, in 1883. Her registered owners are "The Steamship 'Heathmore' Company, Limited," Mr. William Johnston, of 21, Water Street, Liverpool, being designated as the managing owner by and on behalf of the registered owners by advice under seal of the "Steamship 'Heathmore,' Limited," dated 30th April 1889.

She was commanded by Mr. John Harvey, who holds a certificate of competency as master, numbered 82,770, and had a crew of 25 hands all told; and there were 3 compasses on board, viz., a pole compass, a steering compass, and a spare one aft, all of them being in good order.

On Saturday, the 8th August 1891, the "Heathmore" left the Wellington Dock, Liverpool, at 1.30 p.m. with a general cargo of 2,400 tons, on a voyage to Malta and other Mediterranean ports; her draught then being 16 ft. 5 in. forward and 18 ft. 11 in. aft (and 4½ in. less than her summer draught), and she had a pilot on board. At 1.40 p.m. she was opposite the Rock Lighthouse, at 3.30 p.m. she discharged her pilot, and at 3.40 p.m. she was a ship's length from the Bar Lightship to the N. and W., her course being W. by N. ½ N. magnetic, with a deviation of 3° to 4° W. On the 8th August it was high water at 1.38 p.m. with a neap tide of 15 ft. 8 in., and at the Bar Lightship the tide was setting to the N.W., and the "Heathmore" was going full speed ahead. At 4.35 p.m. the North West Lightship, which is 8 miles

distant from the Bar Lightship, was a quarter of a mile off to the south. Past the North West Lightship the course was altered to N. by N. ½ N. northerly magnetic, and that course was kept till abeam of Point Lynas, at which time there was a fresh gale from W.S.W. with a heavy sea and rain at intervals. At 9 p.m., the master, who, with the second officer, was on the bridge, sighted Point Lynas Light abeam, about 4 miles off, and bearing S. by W. ½ W., but it was only visible a short time. At 9 p.m. she was kept to W.N.W. by the pole compass (W. by N. ½ N. magnetic), and at 10.15 p.m., the master and the second officer, who were still on the bridge, saw a flash light, two or three flashes, though getting only a glimpse they did not count them, and it was not reported by the look-out, bearing to the S.W., which the master said he thought was the Skerries, that being an intermittent light of three flashes a minute, and should, the master alleged, have been then in sight on a S.W. bearing. No alteration of the course was then made, nor were the charts consulted. At 10.30 p.m. the patent log (Walker's Cherub Log) registered 43 miles from the N.W. Lightship. Her course was then altered a little to W. ½ S., and then to W.S.W. (magnetic) (the master having been to the chart-room before ordering this alteration) till 11 p.m., when it was altered to S.W. by W. (S.W. ½ W. magnetic), and that course was kept till 11.19 p.m., when the look-out reported land ahead. The master, who was on the bridge, but had not seen the land, at once gave the order "hard-a-port," and at the same time pulled the engine-room telegraph handle, giving the order "stop" and "full speed astern;" but while these orders were being carried out, and within 2 or 3 minutes after land was reported, she took the ground on the Harry Furlong Reef, off Cemlyn Point, Anglesea, the beacon bearing N.E., a cable's length from the ship, which had come round some points and was heading W. ½ N. They went full speed astern for about 10 minutes, but she did not move; they then sounded and found she was making water in No. 1 hold, and an hour and a half later water was in No. 2 hold. The master remained by the vessel, and at the end of a week, by jettisoning cargo and lightening, she was got off and towed round to Liverpool, when it was found that there were holes in No. 1 and 2 holds, that 20 plates had been damaged, her keel and stern-post broken, and her engines strained, and that she would require heavy repairs. After having Point Lynas abeam—it having up to that time been blowing a fresh gale from W.S.W., with strong sea and heavy rain at intervals—the weather moderated, and with more shelter from the coast the water became smooth; at 10 p.m. it was described by the look-out as hazy and rainy; at 10.30 p.m. the second officer said he could see 3 or 4 miles, and at 11.19 p.m., when the look-out first saw the land, he said it was 1 to 1½ miles off, while the master described it as being ½ mile off when he first saw it from the bridge, and when she struck the weather was described by the master as hazy and thick, and by the chief officer as a thick mist and very thick to seaward. John Harvey had been master of the "Heathmore" since 3rd March 1891, and had made two voyages in her before that, and her general speed had been about 8½ knots. On this voyage she had a good head of steam from the Bar Lightship to the N.W. Lightship, and certainly from the N.W. Lightship and from 8 p.m., when the chief engineer took charge of the engines till 11.19 p.m., when the order was given to stop and reverse, they were going full speed ahead, and making 8·3 knots as indicated by the propeller.

Between the Bar Lightship and the N.W. Lightship she was going about 7 knots through the water, and from then to Point Lynas, reached at 9 p.m., which is 28 miles from the N.W. Lightship, she was making over 6 knots over the ground. At 10.30 p.m. the patent log, which had been streamed at the N.W. Lightship, registered 43 miles, and after the ship took the ground at 11.22 p.m. on the Harry Furlong Reef, it registered 49 knots—that point being 9 miles in a direct line and bearing W. ½ S. from her position off Point Lynas.

It appeared from the evidence of the master, and of Isaac Bell, a first-class Mersey pilot of 20 years' experience, who was called on his behalf, that the strongest tides run at full, and change generally the third tide after; that on the 8th August it was high water at 1.38 p.m. and a tide of 15 ft. 8 in., and within 4 days of change. In the fairway the strongest tide is



at the Bar Lightship, and it is nearly as strong at the N.W. Lightship—being from 2½ to 3 knots at an ordinary 20 ft. spring tide. Four miles from Point Lynas you are in the fairway and get a tide of 1½ to 2 knots, but if closer to the land 3 to 4 knots; on a W. by N. ½ N. course going down it sets you about N.W. on the ebb. If you meet the flood on a W.N.W. course you get the tide end on; past the Middle Mouse it would be felt on the port side, and it should set you off shore, with a force of about 2 knots, and with a wind from the S.W. the sea should be smooth off the coast of Anglesea.

According to William Whiteway, master of the s.s. "Palestine," also called on behalf of the master, 1½ to 2 knots should be allowed for the tides in the fairway between the N.W. Lightship to the Skerries. On this voyage the master stated that he had the tide till 7.30 p.m., and then he had the flood, which you get with greater force at Point Lynas if within 8 miles of it; at 10.30 p.m. he thought he had made 10 miles from Point Lynas, but he made no allowance for the tide, as he had had as much of the ebb as of the flood, and he thought they were making greater speed as the weather had moderated, and they were getting more shelter from the coast. You have a stronger flood than ebb in going along the coast of Anglesea, but it diminishes in force as you go from the coast. Had they gone 43 miles over the ground at 10.30 p.m. they must have been to the W. instead of the S. of the Skerries, and if to the E. instead of the W. they would have been in danger. He had sounded the whistle but heard no echo from the land, and he had not reduced the speed, which in his opinion was not too fast for getting out of the way of craft, and made the ship less difficult to navigate than she would be at half speed, having steam-steering gear. A good look-out was kept.

These were the facts of the case, and on the conclusion of the evidence Mr. Paxton submitted to the Court the following questions:—

1. At the time when the light was seen at 10.15 p.m., was the master justified in taking it for the light on the Skerries?
2. Was the master justified in altering the course at 10.30 p.m. to the southward?
3. Having regard to the state of the weather, was the master justified in proceeding at full speed?
4. What was the cause of the stranding, and was serious damage thereby occasioned to the vessel?

5. Was the master in default in regard to any of the above matters?

And stated that, in the opinion of the Board of Trade, the master's certificate should be dealt with.

Mr. Norman Hill, on behalf of the master, then called Isaac Bell, a first-class Mersey pilot, and William Whiteway, master of the s.s. "Palestine," sailing between Boston and Liverpool, with whom John Harvey, the master of the "Heathmore," had been for 6 years, and he gave him the highest character as a competent man and a good officer, and bore testimony to his eminent services, more especially when chief officer of the "Palestine," in rendering assistance to the "Erin," when he was thanked by and received 100l. from the owners. It was further stated that he had been to sea since 1857, that he had been a master since 1870, and that he had been in his present employment 5 years, and master of the "Heathmore" since 3rd March 1891, and that he was an insurer on the "Heathmore" to the value of 200l. Mr. Hill having addressed the Court, Mr. Paxton replied, and the Court gave judgment as follows:—

1. The master was not justified in so hastily concluding that the flashing light he saw at 10 p.m. was that of the Skerries.

2. Having regard to the previous answer, the master was not justified in altering his course at 10.30 p.m. to the southward.

3. The weather was certainly more hazy over the land than the master thought, and it would have been more prudent if he had not proceeded at full speed.

4. The cause of the stranding was in the first place the master's over-estimating his distance from Point Lynas at 9 p.m., and subsequently in not allowing for the strong flood-tide setting against him, and, having mistaken some light he saw for the Skerries, hauled his ship to the southward too soon. The ship was materially damaged.

5. The Court is of opinion that the master, although not in default, committed a grave error of judgment. The Court does not deal with his certificate.

(Signed) JOHN KINGHORN, Judge.

We concur in the above report.

(Signed) THOMAS DAVIES, }  
EDWARD BROOKS, } Assessors.

### From "The Steamship" Journal July 1897, P37

#### Steamship Sales

Heathmore, 1864 tons gross, built in 1883, has been sold to a London firm for £9,500.

### From Lloyd's Weekly Shipping Index 9<sup>th</sup> July 1897, under Casualties and Misc. Reports.

Heathmore – Falmouth, July 15, 4.25pm – Telegram from Scilly reports:- Heathmore at Seven Stones lightship, Scilly, leaking badly. Have dispatched two powerful tugs from here to assist. Wind west, fresh, cloudy. (see Scilly under Misc.)

Heathmore – London, July 6 – Heathmore, after striking rocks yesterday off Seven Stones, Scilly, sank in 40 fathoms.

Heathmore – Penzance, July 6, 8.40am – steamer Heathmore, of London, from Bilbao for Glasgow, cargo iron ore, struck Seven Stones Rock and sank in deep water last evening. Captain and crew saved and landed at Penzance last night.

Scilly (Misc) – July 5<sup>th</sup>, 2.57pm – reported Trinity steamer Alert, a large steamer 2 miles SE of Seven Stones, to anchor with distress signals flying, wired for tugs at Falmouth (See Heathmore)

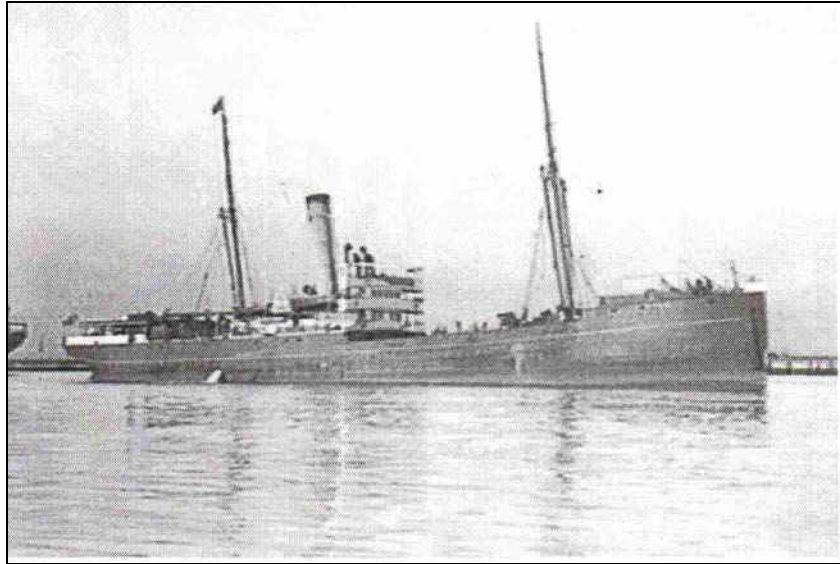
### Extra information from "Shipwreck Index of the British Isles" by Richard and Bridget Lord.

No. of crew – 19

Captain A.F.Herd

Fifteen hours after striking the reef in thick fog, which caused severe leaks, the Heathmore foundered 5<sup>th</sup> July at 8pm. Two tugs from Penzance went to her assistance but were unable to save her. Her master and crew were all landed safely at Penzance by the Trinity House tender Alert during the Tuesday evening.

**YARD No.46**  
**"GABO"**  
**Official No. 79541**  
**Launched 5<sup>th</sup> June 1883**



**Information from Lloyd's Register of Shipping 1896/97**

Name of ship – Gabo  
Ship's number – 79541  
International signal code – QHSD  
Built – 1883 – Completed June of that year  
Built by – J. Key and Sons, Kinghorn  
Description – Steel screw schooner with one steel deck and 2 tiers of beams  
Gross tonnage 2060  
Net tonnage – 1246  
Length – 279.7 feet  
Breadth – 38.4 feet  
Depth – 20 feet  
Engine built by John Key and Sons, Kirkcaldy  
Master – T. B. Richardson – First appointed to the Gabo in 1894  
Port of registry – Melbourne  
Flag – British

**From list of ship registers opened and closed 1874-1883 PRO ref. Bks 387.2 GRR**

December 1883  
Colonial Steamers Registered  
Name of ship – Gabo  
Ship's no. – 79541  
Port of Registry – Melbourne  
Built – Kinghorn, 1883  
Net tonnage – 1246  
Gross tonnage – 2060  
Propulsion – 300H.P. screw



LAUNCH OF A LARGE STEAMER AT KINGHORN.  
—On Tuesday afternoon there was launched by Messrs John Key & Sons, from their shipbuilding yard at Abden, Kinghorn, a large steel screw-steamer, which has been built to the order of Messrs William Howard Smith & Sons, of Melbourne and Sydney. The vessel, which is the third steamer built by the Messrs Key for the same firm, is of the following dimensions, viz.:—Length, 280 feet; breadth, 38 feet; depth of hold, 20 feet. Her gross tonnage is 2042 tons. She has been built under special survey, and is classed 100 A1 at Lloyds. She is intended for the Melbourne, Sydney, and Newcastle passenger and cargo trade, and has accommodation for 80 first class and 100 second class passengers; besides having all the latest appliances for cargo discharge, including five steam wenches, five steam coal hoists, a steam engine windlass by Harfield, Harrison's steam steering gear, and steam ash hoists. On leaving the ways the vessel was named the "Gabo" by Miss Key, Whitebank, and afterwards towed into Kirkcaldy harbour, where she will be fitted out for sea by the builders, who are to supply her with a pair of direct-acting compound engines, the cylinders of which will be 36 and 70 inches in diameter respectively, and will both have a stroke of 48 inches. There will also be four steel boilers, which will each work at a pressure of 90 lbs. The steamer will likewise be fitted up with electric lighting apparatus on the incandescent system. After the launch, which was considered to be the most successful ever witnessed at Abden, a select company met in the drawing office, where success to the new ship was drunk. The keel of another large vessel will immediately be laid down on the berth just vacated by the Gabo, and another magnificent steamer is expected to be launched from the same yard in about a month.

#### "The Schroder Family"

In 1910 when Leopold and Katarina Schroder and their family emigrated to Australia the Gabo would not appear to still be the splendid ship described above. In "The Schroder Family" a brief history written by Dora Endred for the Schroder family reunion in Mundubbera, 1988 the following brief reference to the Gabo appears:-

"In Sydney the family transferred to the "Gabo" a rusty old steam and sail freighter, for the last leg of the journey to Brisbane, where they landed on the 6<sup>th</sup> June, 1910. The food on the "Gabo" was of poor quality, consisting mostly of big chunks of beef, potatoes in their jackets and bread and syrup."

#### From "Fife Free Press", Saturday 25<sup>th</sup> August 1883

Re the trial trip of the Gabo.

The vessel went on her trial trip on Wednesday with a select company on board. She first steamed to Granton and thereafter to Inchkeith, and, from a point opposite the island to the Oxcar Beacon and back – a distance of five miles – the engines were put to a practical test, when the speed attained was at the rate of 11.5 knots per hour, thus more than meeting the expectations of both builders and owners. She afterwards sailed about the Firth for an hour, when the speed attained was equally satisfactory.

A description of the living quarters for the crew and passengers.

A look through the vessel previous to her departure from Kirkcaldy was, through the kindness of the builders, afforded to many, and, among others, to ourselves. Intended, as we have noted, for the passenger as well as the cargo trade, the "Gabo" is fitted up with every requirement, on the most modern principle, for those purposes. Just as we pass on board we are shown into the galley, large enough, and fitted with the necessary apparatus and utensils for cooking for 400 people. The floor is laid with encaustic tiles, and ventilation, so necessary in the cookery compartment, is supplied by means of four twelve-inch side lights, thus allowing a free current of air to pass through the place. Like the other departments of the vessel the galley is fitted up with the electric light. Entering next the dining-house, on the deck, we find accommodation on either side respectively for the officers and engineers, including lamp-room, w.c.'s, bath-rooms, &c.—the bath-rooms being fitted up for sea-water, fresh-water, and also for shower-baths. For the comfort of the officers and engineers it is needless to say that everything possible has been done, and we may here notice further that in all these rooms, as a provision in the case of mishap to the electric light, candle light can be at once substituted. Still proceeding as we reach the rooms of the first-class passengers. Along the passages the electric light is used, and in all the berths there is an obscured light, so that one light actually illuminates two berths, the power of the light being equal to ten candles. From these berths, and indeed from every occupied part of the vessel, there is instant and direct communication with the steward's pantry by means of a pneumatic bell, which is no sooner rung than a square, similar in size to the divisions upon an ordinary chess-board—which the indicator very much resembles—opens up. Upon each of these squares the number of the berth or other part of the ship is inscribed, and the wants of the commander, officers, and the passengers are thus immediately seen to.

The main saloon is done up in maple and oak, embellished with artistic panelling—the panels being made at the shipbuilding-yard—and superbly furnished throughout; the furniture, with the exception of a very handsome side-board, supplied by Mr McIntosh, Kirkcaldy, being also made there. Excepting the chairs, which are fixed to the floor, and work on swivels, the various articles of furniture are portable. In addition to the state-room, special accommodation is provided for the female passengers, and the ladies' boudoir, luxuriantly fitted and furnished, with velvet cushion-seats, beautiful stained glass windows, and displaying in every detail substantial workmanship and good taste, is everything that the most fastidious could desire or expect on board ship. Ladies love music, and here they may enjoy themselves and delight others at the piano, which is a chief article of furniture in their boudoir. In corresponding luxury is the gentlemen's smoking-room immediately opposite, which is fitted up with a card-table, and we need scarcely add that the electric light will be frequently in use here, and that the pneumatic bell communicating with the steward will not be neglected. All the windows in these compartments are constructed with due regard to the warm climate of Australia; they can be readily opened, either wholly or partially, as may be desired; and they can as easily be shaded by Venetian blinds, and the interior at the same time kept cool and dark. Outside these rooms a permanent awning is provided for the protection of passengers, who will thus be enabled to breathe the refreshing air of the sea, or see about them in all sorts of weather. The flight of steps, leading on either side to the boudoir and smoking-room, are laid with India-rubber matting upon which one can stand with the utmost steadiness even while the vessel is rolling in a heavy sea. We were next shown the captain's room on the bridge. It is lined with Hungarian oak and teak, and remarkable for its exceeding neatness.

The provision for second-class passengers is in the forepart of the vessel, and, including the sleeping berths, is also of the most satisfactory description. Along the deck on both sides a complete row of seats will be laid for their special comfort. The State-rooms are each, it should be mentioned, fitted with Broadfoot's patent lavatory; bath-rooms are provided, and every conceivable detail has received attention. The dining-room, in which a large company can sit down at once, is the whole breadth of the ship, and in the event of rough weather guards are run along the tables so as to prevent the dishes, glasses, &c., being knocked about.

From "Fife Free Press", Saturday, November 10<sup>th</sup>, 1883.

A RIOT ON THE HIGH SEAS ON BOARD THE S.S. GABO.

EXCITING SCENE.

Advises from Cape Town refer to a remarkable riot (about which more is likely to be heard) that took place on board the s.s. Gabo, bound for Melbourne, on the afternoon of Saturday the 22nd September last. The Gabo was built by Messrs John Key & Son, of Kirkcaldy, to the order of Messrs Howard, Smith, & Son, Melbourne, and our readers may remember that a description of the vessel appeared in our columns at the time of her trial trip. She left London on the 6th of September, carrying a general cargo, and having on board thirty first and forty second-class passengers. On the 22nd the crew had completed their preparations for holding the ceremony of "crossing the line." The majority of the second-class passengers, however, had determined not to undergo the ceremony, and had informed Captain Clarke, by deputation, that they would resist any attempt on the part of the crew to force them. Captain Clarke replied that he had given orders to the crew that no force was to be used, though he considered it would be much better if no objections were raised by the passengers, as it was an old custom. The passengers replied that the custom was obsolete, and some of them who had crossed the line repeatedly declared that they had never seen the custom observed. Here the matter rested till about 3 p.m., when Father Neptune, clad in typical costume, with a tripod in his hand, and attended by his wife, Dr Barber, and four or five of the crew, dressed like policemen, with sticks in their hands, landed from the fore-castle. Mounting a small cannon, he was dragged in triumph to the front of the poop, where one end of a large sail having been made fast to the upper deck, the other end was stretched over a ladder fixed across the main deck. The other sides of the sails were looped up, making a large trough, into which the hose was turned, and a sailor stationed at each end. Seats had been placed on the main hatch immediately in front of the trough, and a box for the neophyte to sit on. The first to undergo the operation was a first-class passenger, who had wisely divested himself of the most of his clothing. After he had been seated on the box, he was asked a few questions, and the barber having made a feint of shaving him with an enormous razor, he was suddenly tilted head over heels into the water, and after a thorough ducking was allowed to escape. The next gentleman apprehended by the policeman managed to save

himself by a timely *dive* to the stowaways. Thereafter an attempt was made to arrest the doctor's valet, a second-class passenger. This was immediately resisted by his fellow-passengers, and equal determination being shown by the crew, who used their sticks freely, a scene of indescribable confusion and excitement followed, crew and passengers joining in a regular hand-to-hand fight. The captain shouted for everybody to come on deck, and ran to his cabin, whence he issued with two revolvers, one of which he handed to the chief mate, who was by this time engaged in stopping the riot. Shouting to crew and passengers to desist, he ordered all second-class passengers to leave the poop. The order was obeyed, and the proceedings shortly came to a termination. The doctor was thereafter summoned to attend a second-class passenger who had received a severe wound on the head, from which blood was flowing freely. One or two of the other passengers had also received blows from the sticks of the crew, but they left no worse effect than a headache. A notice was then put up that no second-class passengers would be allowed on the poop. Exceptions were, however, made in favour of the ladies and two married Jews. The last act of the drama was enacted by the first and third mates, who suddenly appeared in the fore cabin about 7 p.m. and demanded all firearms to be delivered up immediately. The steward had come to them, and professed to have got a note lying on the table threatening him. The passengers ridiculed the assertion and asked for proof, but the note was not forthcoming. Six or seven firearms, comprising guns and revolvers, were then brought from the boxes of the passengers and handed over to the custody of the chief mate, one of the passengers jocularly suggesting that he should also take charge of the cannon outside. The prohibition from going on the upper deck is regarded by the second-class passengers as showing sympathy on the part of Captain Clarke and the first-class passengers with the crew, and as a punishment on them for objecting to the proceedings. It is understood that four of the passengers names who took a prominent part in the *melee* are entered in the log-book, and that more will be heard of the matter when the ship reaches Melbourne. It is only fair to state that Captain Clarke expressed his regret that some of the passengers had been injured, and took the names of the crew alleged to have committed the assault. It is understood that the second-class passengers are now allowed to go on the poop, with the exception of the four. But as the second-class passengers have discovered that a portion of the upper deck has been reserved for their use by the Board of Trade regulation, the irritation arising from the unfortunate quarrel has not entirely disappeared.

In 1917 the Gabo was purchased by W.J. Lumb Liu of the newly formed China – Australia Mail Steamship Co. and registered Hong Kong (November 1920)

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In May 1921 she was bought by Patrick S.S. Co. Ltd and registered at Sydney. This company went into liquidation and a new company formed – Patrick S.S.Co. Ltd. The Australian government requisitioned her for war service.

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In 1925 she was converted to a lighter and then eight years later, on the 30<sup>th</sup> November 1933, was scuttled in the Sydney Disposal Area off Sydney Heads.

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YARD No.47  
**“BURWAH” (Later “OHIO No. 3” and “FOHNING”)**  
Official No. 83789  
Launched 4<sup>th</sup> May 1883







#### Information from Lloyd's Register of Shipping 1896/07

Name of ship – Burwah  
 Ship's number 83789  
 International signal code – QHVL  
 Description – Steel screw schooner with two decks  
 Built – 1883 – Completed in June of that year  
 Built by – John Key and Sons, Kinghorn  
 Engine built by John Key and Sons, Kirkcaldy  
 Gross tonnage – 982  
 Net Tonnage – 568  
 Length – 220.4 feet  
 Breadth – 30.1 feet  
 Depth – 19.6 feet  
 Port of registration – Sydney, N.S.W  
 Flag – British  
 Master – J. Broadfoot – First appointed to the Burwah in 1894

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#### From the Fife Free Press, Saturday 5<sup>th</sup> May 1883

##### Launch

Yesterday there was launched from the shipbuilding-yard of Messrs J. Key and Sons, Kinghorn, a handsome screw steamer. Her dimensions are as follows:- Length, between perpendiculars, 220 feet; beam moulded, 30 feet; depth in hold to main or upper deck, 19 feet 6 inches; height, between decks from beam to beam, 7 feet 6 inches. She is to be fitted up with an inverted cylinder compound engine, of 200 horse-power nominal, equal to 1100 indicated, having cylinders 31 inches and 63 inches drum respectively, and 3 feet 6 inch stroke. Steam will be supplied by two main boilers 13 feet 6 inches in diameter by 10 feet 4 inches in length, to work at a pressure of 100 lbs to the square inch. The vessel has been built to the order of Messrs William Howard Smith and Sons, Melbourne, and is intended for the Australian coasting traffic. She is handsomely fitted up for passengers, accommodation being provided for 60 first-class passengers in saloon, and 60 second-class forward. The vessel is also fitted up with all the usual modern appliances in passenger steamers, and in addition is provided with the electric light on the incandescent system, a special engine being supplied for this purpose. On leaving the ways she was christened the "Burwah" by Miss S. Hutchison, daughter of Alexander Hutchison, Esq., corn merchant, Kirkcaldy. She was afterwards, under command of Captain Ritchie, a well-known skilled local navigator, towed to Kirkcaldy harbour, where she will be fitted out and made ready for sea.

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#### From List of Ships Registers Opened and Closed 1874-1883 – PRO Ref Bks 387.2 GRR

November 1883  
 Colonial Steamers Registered  
 Name of ship – BURWAH  
 Ships no. – 83789  
 Port of Registry – Sydney  
 Built – Kinghorn, 1883  
 Gross tonnage – 982  
 Net tonnage – 568  
 Propulsion – 200HP screw

# THE S.S. BURWAH.

The following description of this magnificent vessel, built at Kinghorn, and fitted out at Kirkcaldy, appears in the *Melbourne Argus* of Wednesday, September 5, the day following the arrival of the vessel in Melbourne:—"The steamship Burwah, a stranger at present to these waters, but intended for a prolonged and profitable career in the intercolonial trade, arrived here yesterday morning, from London, via Cape Town. The Burwah is the latest addition to the steam fleet owned by Messrs W. Howard Smith & Sons, of this city, and is meant more particularly for running between Sydney and the various Queensland ports. The trade by the seaboard to the northern ports is increasing year by year, and to keep pace with its extension the Messrs Smith have shown a wonderful amount of enterprise. The steamers You Yanga, Barrabool, and Derwent, which were employed in the northern trade, were supplemented after a time by the Keilawarra. Then came the Moreton, and now there has arrived the Burwah, which ought to take a prominent position among the boats going north. The owners, with their years of practical acquaintance with what is really wanted in the Queensland business, ought to know the description of boat most suitable for the work, and it is believed that the Burwah will fulfil the desired requirements. Her internal space and deck arrangements have been carefully thought out and planned, and while able to carry a fair amount of cargo, ample room has been reserved for passengers both in saloon and second cabin. The saloon is aft, and is berthed for 70 occupants. It is fitted up in unique style, and has a very attractive appearance. The furnishing and decorations were designed and carried out by one of the leading art-furnishing establishments in London, and no expense was spared in material and workmanship. The general effect at first sight is very pleasing. There is a tone of quiet elegance throughout, and there is an utter absence of gaudy or meretricious ornamentation. The woodwork is of dark walnut, and the Utrecht velvet of the settees and revolving chairs is of a rich olive green. Strips of plate glass mirror, at judicious intervals, add greatly to the charm of the apartment. The ceiling is of embossed work, done in colours and gold, and it sets off very happily the dark hue of the cedar panelling and carved work. The state cabins are luxuriously equipped with all the requisites for rendering a sea voyage comfortable. The saloon is approached from a large house on deck, and on descending the companion it is the full width of the vessel. This is to allow of a recess on either side, which can be used for lounges or for dining purposes. The floor of the saloon is laid with oak. Above the saloon is the withdrawing room, or "social hall," as it is frequently termed, where there is a costly piano at the service of those who may be musically inclined. This apartment is in marked contrast to the saloon, and is lined with the same embossed material as the saloon ceiling, with this difference, that it is all gold without any admixture of colour. The lights are of stained glass, and this has quite an Alhambra effect on the hall. The Burwah is fitted up with the electric light. The second cabin forward is fitted up for the accommodation of 70 passengers, and here there has also been considerable outlay in providing for passenger requirements. The fittings are complete, and light and air, as well as plenty of space, are at command. There is a spacious bridge deck amidships, with alley ways underneath, and along these are the officers' quarters, lockers, &c. The captain's cabin is in the central deckhouse, and

adjoining it is a capital smoking room, very comfortably fitted up. The Burwah is a steel steamer, so that strength and lightness are combined in her construction. She was built at the yard of John Key & Sons, Kirkcaldy, and the following are her dimensions:—Length, 220ft. 4-10ths; beam, 30ft. 1-10th; and depth of hold, 19ft. 8-10ths. This gives her a gross measurement of 282 tons. The net register is 667 tons. The hull is straight-stemmed, and has an elliptic stern. The bottom is double to a certain extent, forward as well as aft, and also under the engine-room. The tanks hold a sufficiency of water ballast. The hull is also bulkheaded off, and as there is a full equipment of boats, it will be seen that provision has been made for accidents by fire or water or other emergencies. The Burwah is fitted with compound engines, supplied at the same establishment as where she was built. They are surface-condensing and direct-acting, and have two inverted cylinders—high and low pressed. They are 31in. and 63in. respectively, and the stroke is 42in. There are two main boilers, made of steel, and one donkey boiler, which can be worked in connection with the others. The steam pressure is 100lb., and the engines are of 200 horse-power nominal. They are well finished as to workmanship, and on the trial trip made before leaving for Australia a speed of 13½ knots was got out of them. On the run out the steamer had so much heavy adverse weather that scarcely a fair opportunity was had of testing their speed. The Burwah is steered by steam, and, like most new steamboats, steam is largely availed of wherever it can be put to practical use. The Burwah for the present is brig-rigged, but when she reaches Sydney her rig will be altered to that of a schooner. She has been brought out here by Captain J. H. South, well-known in Messrs Smith's boats in the Queensland trade. He was sent home specially by the owners for this purpose, and he has been successful in his mission. Mr Morrison is chief engineer. Mr Filcock, formerly of the P. & O. Co.'s and the British India Co.'s steamers, is chief officer. With regard to the passage out, Captain South reports leaving London on July 10, and passing Start Point on July 12. Thence across Biscay and on until passing Cape Finisterre the steamer had a hard time of it, with strong S.S.W. gales, accompanied with thick rainy weather. Thence there was a spell of fair winds and fine weather to Tenerife, and after that the trouble again commenced. Strong head winds, with a high sea and dirty unsettled weather, were met with all the way to Cape Town, which was reached at 9 a.m. on the 8th ult. After taking in coal and embarking a number of passengers, the voyage was resumed at 6 a.m. on the 10th ult. For the first three days after leaving the Cape, the Burwah had quite enough to do to hold her own against a hard gale from E.S.E. This lasted for three days, and was accompanied with a high head-sea. The winds afterwards were variable from S.W., veering round to the eastward until the 1st inst., when the wind came away from N.W., and rapidly increased to a very heavy gale, attended with thick rainy weather. There was also a tremendous sea. The Heads were entered at 11 p.m. on the 3rd inst., 64 days from London, or 52 days from Start Point. The distance from Cape Town was accomplished in 23 days. During the heavy weather outside the sea broke over the vessel with great violence. There will be nothing done here to the Burwah in the way of docking or cleaning. All that will be done at Sydney, so that she will be despatched there as speedily as possible. On being cleared in the bay, she was taken up the river, and very soon there was a plentiful crop of visitors on board to have a look at the stranger.



**Inquiry into the collision between the Burwah and the Yaralla on Saturday 17<sup>th</sup> November 1883  
( Brisbane Courier, Saturday, 22<sup>nd</sup> December, 1883, page 6, column 6)**

<p><b>BURWAH AND YARALLA COLLISION.</b></p> <p>The inquiry into the collision between the steamers Burwah and Yaralla was then proceeded with before the same board.</p> <p>Charles Williams, captain of the Yaralla, stated that on the 17th November last he saw the s.s. Burwah just coming towards the red buoy on the Stewart Island Flats; stopped the engines to give her time to come across; it was about mid-channel, heading for the white beacon in the light; when the Burwah drew near he reversed his engines full speed astern; as they got way astern about one knot an hour kept his vessel heading towards the Burwah as near as he could; the latter did not seem to alter her course, but struck the Yaralla on the port bow; there was most water on the eastern side of the channel; after the Burwah struck she slid along the port side of the Yaralla, carrying away boats, davits, stanchions, main rigging, and part of the sail; the vessels then separated, and both proceeded on their voyages. When the vessels were in contact put the starboard engine from full speed astern to full speed ahead, and put the helm hard a-starboard.</p> <p>Timothy Minahan said he was a passenger by the Burwah, and was assistant pilot at Maryborough. As they were crossing the Upper Island Flats he heard the whistle sounded; and heard Captain South ordering "Port." There was not room to pass on the eastern side between the Yaralla and Stewart Island spit; just before the collision the Yaralla took a sheer to starboard, and afterwards went some 200 yards towards the red beacon; as a pilot if witness had been in charge of the Yaralla at the time should have stopped her between the red and black beacons abreast of Stewart's Island.</p> <p>James H. South, captain of the s.s. Burwah, said that on coming round the red buoy the Yaralla was half-a-mile north of them; they were coming round on their port helm; the whistle was again blown, and he saw the Yaralla was closing in on the eastern shore, which was the side the Burwah was hugging; on coming nearly abreast of the red beacon witness saw the helm of the Yaralla being put to starboard; jammed his helm hard a-port, and ordered the engines full speed astern; at</p>	<p>this time the two vessels were about three lengths apart; the Burwah was stationary at the time of the collision; they collided with the bluff of their bows, and as the Yaralla went past the stern of the Burwah her boats, stanchions, &amp;c. were stripped as she went; when off the red buoy saw the engines of the Yaralla were going ahead; just before the collision soundings were taken, and the leadsmen reported two fathoms of water; knew the Yaralla was going ahead by the curl under her bows; when he put his helm a-port the Yaralla was on his port bow.</p> <p>Daniel Vennay, second mate of the Yaralla, said that the engines were reversed when the vessels were 200 yards apart; the Yaralla was going astern when the Burwah struck her; the latter vessel appeared to be going about eight knots through the water; heard Captain South sing out, "Put your helm hard a-port;" there was room for a vessel to pass to the eastward of the Yaralla.</p> <p>Alexander M'Kellop, first engineer of the Yaralla, gave evidence as to the stopping and reversing of the engines.</p> <p>H. William Dettie, first mate of the Burwah, said that soon after the Yaralla appeared coming towards them the engines were reversed till after the collision; the Burwah had about one and a-half knot way on her; and the Yaralla was going ahead; saw the Yaralla's helm put a-starboard; the Yaralla had ample time to have cleared the Burwah had the helm been put to port.</p> <p>Donald M'Glacken, third mate of the Burwah, said that at the time of the collision the Burwah's way was nearly stopped; the collision took place abreast the black beacon, and the Burwah was about three parts across the channel.</p> <p>Charles Henderson, A.B. on the Yaralla, stated that he was at the wheel when the collision occurred; the vessels were fifty or 100 yards apart when the engines were stopped; the captain ordered him to put the helm a-port a little before the collision.</p> <p>The evidence of John Walms, A.B. on the Yaralla, and William Edwards, A.B. on the Burwah, who was at the wheel, having been taken, the inquiry closed.</p>
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**A Near Miss.**

On 18<sup>th</sup> December 1883, just over a month after the previous accident, the Burwah escaped having another collision very similar to the one reported above. This time one of the passengers, who preferred to remain anonymous, wrote to the Brisbane Courier regarding the incident. His letter, which follows, was dated the 20<sup>th</sup> December and appeared in the edition of the paper published on the 21<sup>st</sup> of that month.

Collisions and how they take place.

To the editor of the Brisbane Courier.

Sir, - On Tuesday last, coming down the River Fitzroy from Rockhampton in the Burwah, s, we met another steamer coming up. The two steamers passed each other between the powder hulk and Mr. William Pattison's boiling-down establishment, where the river is about a quarter of a mile wide, giving abundance of room for each steamer to observe the recognised rule of the road. The Burwah most distinctly kept her proper side, keeping well over to the starboard, as close as she could to the right-hand bank of the river (the south side), and blew her whistle three or four times as soon as she saw the other steamer coming round the bend of the river, which is a little way further down.

The other steamer blew her whistle in reply, but instead of keeping her proper side - the north side - she persistently hugged the south bank of the river until within about three ships' lengths of the Burwah, and then suddenly ported her helm passing across the bows of the Burwah about 40 feet off, the Burwah being as close to the south bank as it was possible to get without grounding.

On looking astern it could be plainly seen that the ground occupied by the two steamers was not more than one-sixth of the whole width of the river.

If the other steamer had observed the rule of the road she might have passed the Burwah fully 200 feet or more off; and if the other steamer had refused to answer her helm at once when it was put over to port; or if the helmsman had become flustered in the least and put the helm over the wrong way; or if a wrong order had been given; or if a strong current had carried the other steamer too close to the Burwah to enable her to clear the bows of the latter; or if any other mischance had occurred to prevent

her getting clear of the Burwah's course in time, nothing in the world could have prevented the Burwah from running into her, and a most serious collision would have been the consequence.

It is high time that the attention of the travelling public should be drawn to these infringements of the rules of the road at sea, and it is to be hoped that the day is not far distant when the Marine Board will be able to punish offenders of the class, as these breaches of the rules of the road involve the most serious risks of life and property.

What I have now written was what I actually saw, and enclosing my card,

I am, sir &  
A Passenger.

Brisbane 20<sup>th</sup> December.

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**From "The P.S.N.C. Magazine" vol.16/1932/p245**

Re the late Capt. J.H.South.

He (Capt. South) had a long and honourable career on the Australian Coast, Eventually becoming commodore of the fleet of Howard Smith & Sons, Ltd. When in command of that Company's steamer Burwah he took off the passengers and crew of the Australian Steam Navigation Company's steamer Cahors which had gone ashore near Ballina, Richmond River, N.S.W., on June 10<sup>th</sup> 1885, and for his gallantry and resourcefulness on that occasion he was made the recipient of a public testimonial and other presentations.

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**From "Shipping Gazette Weekly Summary" February 25 1887 – page 115, col. 6**

BURWAH (s) – Melbourne, Jan. 1 – The Burwah (s), for Brisbane, took the ground as she was going down the river at Maryborough on the 15<sup>th</sup> ult. And had to put back after she got off.

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**Source "Australian Ship Wrecks Volume 3, 1871-1900" by Jack Loney**

The Collision Between the Burwah and the Kate

On the 11<sup>th</sup> November 1890 the Kate was steaming south from Brisbane to the Richmond River, New South Wales, Australia when she was rammed by the Burwah. The two vessels locked together enabling the crew and passengers of the Kate to transfer to the Burwah before the former ship sank a short distance north east from the Pile Light. Following some temporary repairs the Burwah was able to continue her voyage the following day.

At a Marine Board Inquiry the officers and men of the Burwah insisted that the Kate did not carry lights. On the other hand the captain and pilot of the Kate claimed that she had side, mast head and stern lights showing. The inquiry proved inconclusive.

The Kate was a 147 ton iron paddle steamer rigged as a three masted schooner. She had been built for the Queensland Government in 1864 and had arrived in Brisbane from London in March 1865.

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**Information from Lloyd's Register of Shipping 1906/7**

The above register records a change of name from "BURWAH" to "OHIO NO.3"  
The new owners - D. W. Deshler and Master J. Jones.

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**Information from Lloyd's Register of Shipping 1907/8**

Again a change of name and ownership is recorded. She now sails under the name "FOHNING" and is owned by Kiening and Company. Her port of registry is Shanghai, China

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**22 March 1908 – On a passage from Amoy to Ninpo the Fohning struck a rock off Hinghua and foundered.**

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# Newcastle Morning Herald & Miners' Advocate.

INCORPORATED WITH "NEWCASTLE CHRONICLE" (ESTABLISHED 1858).

VOL. XII.—No. 800.

(PUBLISHED WEEKLY.)

FRIDAY, MAY 1, 1883.

(SHEET 4 CONTAINING 1200.)

PRICE—TWO PENCE

## CENTRAL BOOKING OFFICE

FOR

PASSENGERS TO AND FROM  
NEWCASTLE.

THE Hunter River New Steam Navigation Company's CENTRAL BOOKING OFFICE for Passengers at No. 353 George-street, Sydney (next to Messrs. David Jones and Co.'s, and nearly opposite to General Post Office), will be open on and from MONDAY, 27th APRIL.

F. J. THOMAS,

Manager.

Sydney Offices, 353 George-street, and  
147 Sussex-street. 4500

## GREATLY REDUCED FARES.

STEAM TO

Melbourne, Geelong, Brisbane, Maryborough, Rockhampton, Port Mackay, and Townsville.

W. M. HOWARD SMITH AND SONS  
(limited) line of fast intercolonial steamships.

### LIST OF STEAMERS.

	Tons		Tons.
Buninyong....	3000	Barrabool .....	1200
Gabo .....	3000	You Yangs.....	800
Ocean .....	2500	Burwah .....	800
Leura .....	1500	Keilawarra.....	800
Konoowarra ..	1600	Derwent .....	600
Cheviot .....	1500	Balmain .....	500
Bodondo.....	1200	Geelong .....	500
Morton .....	500	Edina .....	500

### THE STEAMERS LEAVE—

For MELBOURNE—From Newcastle via Sydney, twice a week

For MELBOURNE—From Sydney three times a week

For BRISBANE, MARYBOROUGH, and ROCKHAMPTON — From Sydney twice a week.

For PORT MACKAY and TOWNSVILLE —From Sydney every Saturday.

PASSENGERS ARE SUPPLIED WITH  
FOOD AND BEDDING.

Tickets for any of the above ports can be obtained at Newcastle.

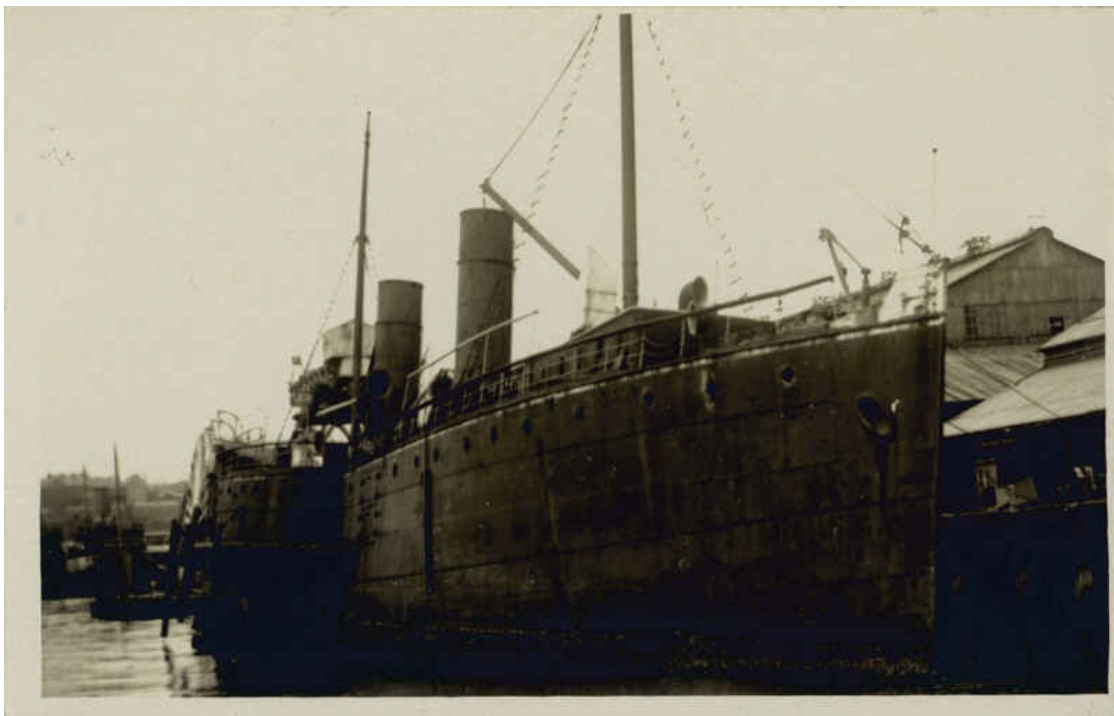
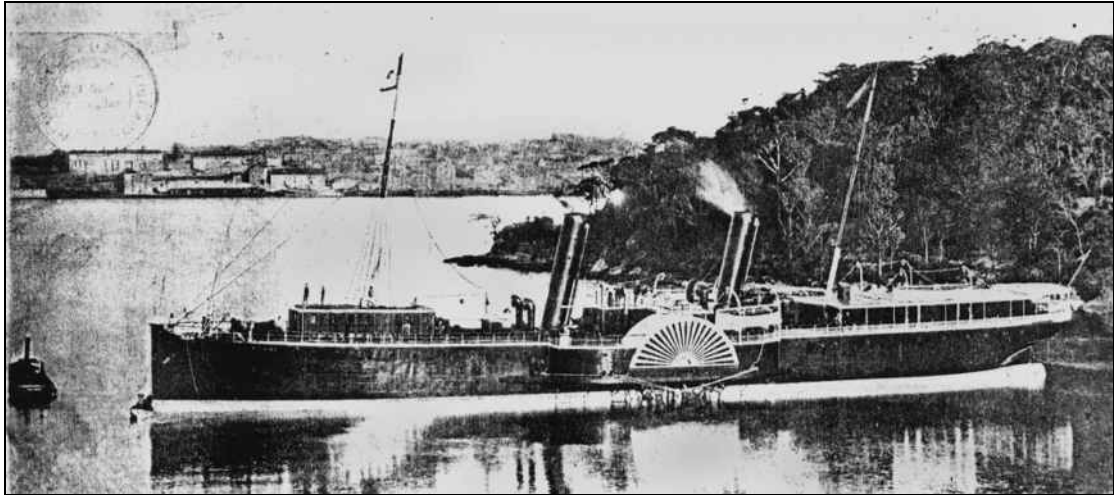
Passengers are invited to inspect the superior accommodation of these steamers.

For passage rates and further particulars apply to

W. M. HOWARD SMITH AND SONS,  
(Limited).

Offices and Stores A.A. Co.'s Wharf,  
Newcastle 3478

YARD No.48  
"NAMOI"  
Official No. 89250  
Launched 3<sup>rd</sup> August 1883



## Information from Lloyd's Register of Shipping 1896/97

Name of ship – Namoi  
Ship's number – 89250  
International signal code – RCHB  
Built – 1883 – Completed August of that year  
Built by – J. Key and Sons, Kinghorn  
Description – Steel paddle schooner with one deck (part steel) and an awning deck  
Length – 245.2 feet  
Breadth – 31.6 feet  
Depth – 21.7 feet  
Gross tonnage – 1414  
Net tonnage – 809  
Engine built by John Key and Sons, Kinghorn  
Master – R. J. Skinner – First appointed to Namoi in 1894  
Owner – Newcastle and Hunter River Steam Ship Co. (Lim)  
Port of registration – Sydney, N.S.W.  
Flag – British

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## From "Fife Advertiser" 7<sup>th</sup> August 1883 Page 4

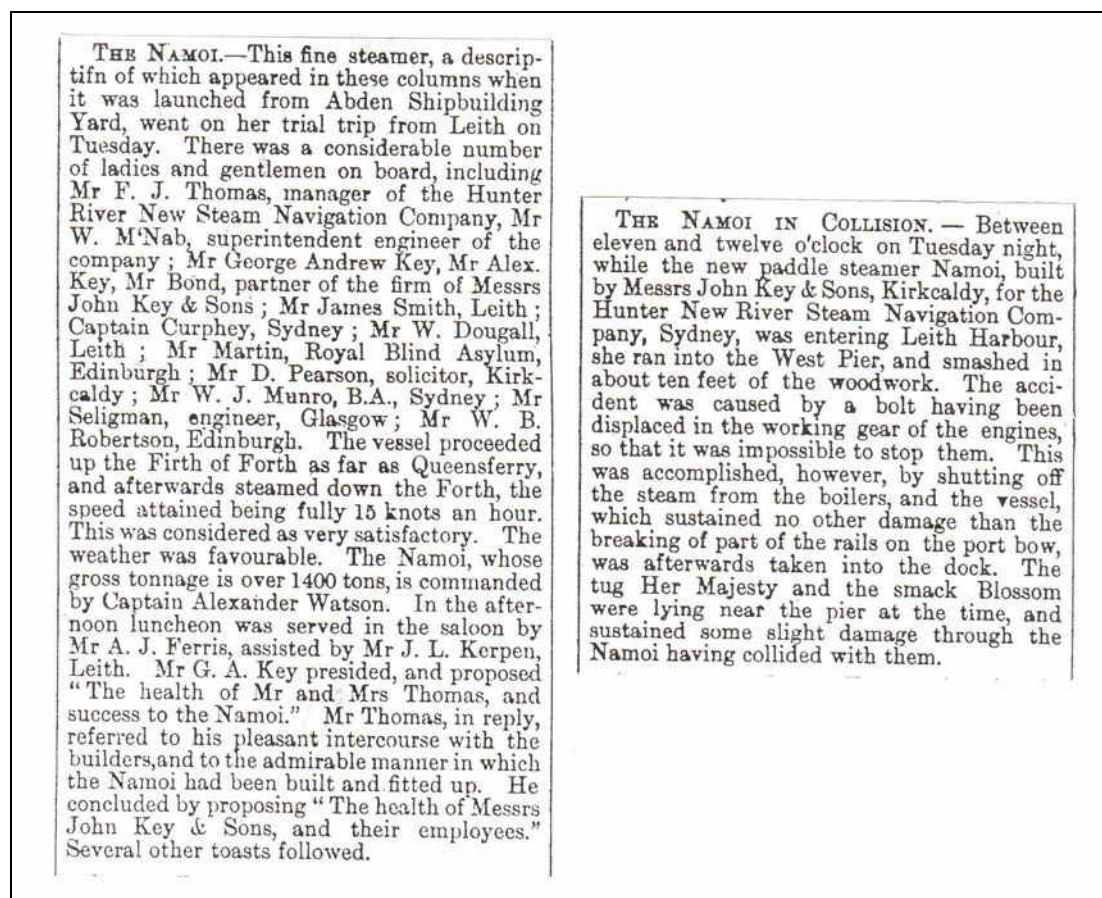
<p>LANUCH.—There was launched yesterday from the Abden Shipbuilding Yard, Kinghorn, a fine paddle steamer for the Hunter River New Steam Navigation Company, Sydney, New South Wales. A large number of people were present to witness the vessel take the water, and considerable interest was manifested in the proceedings. As usual, the blocks were removed with dynamite charges, which effectually cleared away the obstructions. The word being given, and the dock-shores being knocked out, the vessel moved away in beautiful style, increasing in speed as she neared the water, into which she plunged amid loud cheering from the bystanders, Mrs Thomas, wife of F. G. Thomas, Esq., manager of the company, cleverly breaking the bottle on her bows, and christening her the "Namoi." The vessel was then taken in tow, and proceeded to Kirkcaldy, where she will be fitted out with engines, &amp;c. The following are the dimensions:—Length between perpendiculars, 245 feet; breadth of beam, 31 feet 6 inches; depth of hold to awning deck, 21 feet 9 inches; gross tonnage, 1200. The vessel is built of steel, supplied by</p>	<p>the Steel Company of Scotland, and is intended to trade between Sydney, Newcastle, and Morpeth, and will be fitted up to accommodate 150 first-class passengers, while the fore part of the vessel will carry 90 second-class passengers. The tween-decks have also provision for carrying 40 horses. The vessel will be fitted with engines of 2000 indicated horse-power, on the compound oscillating principle, having cylinders of 30 and 90 inch respectively, both with 6 feet stroke. She will also be fitted with feathering paddle wheels, and it is expected that a speed will be attained of 15 knots an hour. After the launch a few friends were invited to the draughting office, and partook of cake and wine. Mr Andrew Key proposed "Success to the Namoi," and in doing so hoped she would give satisfaction to her owners. He coupled the toast with the name of Mr Thomas. In reply, Mr Thomas said he had had much pleasure in his dealings with the firm of Messrs John Key &amp; Sons, and did not think they should allow the occasion to pass without complimenting them on the success of the launch. The toasts were duly honoured, and the company broke up.</p>
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## From "Fife Advertiser" 17<sup>th</sup> November 1883, Page 4

<p><b>Local Intelligence.</b></p> <p><b>KIRKCALDY.</b></p> <p><b>THE NAMOI.</b>—The new steamer Namoi left the harbour yesterday and proceeded to Leith, where coals will be taken board. Owing to its being rather late in the day when the vessel left the harbour, there was no trial trip made, but in steaming to Leith the engines worked very smoothly, and it is anticipated that she will attain a high rate of speed.</p>
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**Two separate announcements from the "Fifeshire Advertiser" 15<sup>th</sup> December 1883**



**From List of Ship Registers Opened and Closed. PRO ref. Bks 387.2 GRR**

June 1884  
 Steamers Registered. Colonial.  
 Name of ship – Namoi  
 Ship's no. – 89250  
 Material built of – Steel  
 Port of Registry – Sydney, N.S.W.  
 Built – Kinghorn, 1883  
 Net tonnage – 809  
 Gross tonnage – 1414  
 Propulsion – 350H.P. paddle.

**A few days after her arrival in Sydney on the 6<sup>th</sup> April 1884 the Namoi was placed in the hands of Messrs Mort and Company for the normal overhaul accorded to vessels following a long voyage. On Friday 15<sup>th</sup> May she was taken for her preliminary trial trip and then on Monday 19<sup>th</sup> for her official Australian trials.**

**Trial Trip of the S.S. Namoi**


An enjoyable and satisfactory trial trip of the Hunter River New Steam Navigation Company's magnificent paddle steamer Namoi took place yesterday. The vessel, which recently arrived from Scotland, where she was built and equipped by the well-known ship builders, Messrs John Key and Sons has been in the hands of Mort's Dock and Engineering Company, undergoing the usual overhaul accorded vessels after a long voyage from home. Whilst in dock the hull was cleaned and painted, houses, and all outside work varnished and painted, decks recaulked and sheathed, machinery overhauled, and everything requiring touching up attended to. A new skylight has been made over the saloon companion, and with this exception the Namoi is just as she left Scotland. The whole of the work has been carried out under the supervise of Mr. Jas. Richmond formerly of the P.J.S.S. Company, but now superintending engineer of the Hunter River S.N.C, and with the able assistance of Mr. Franki at



# Newcastle Morning Herald & Miners' Advocate.

INCORPORATED WITH "NEWCASTLE CHRONICLE" (ESTABLISHED 1858).

VOL. XLII.—NO. 5895. FRIDAY, MAY 1, 1886. PRICE—TWO PENCE



**Hunter River New Steam Navigation Company.**

**NOTICE TO PASSENGERS.**

This Company's superior Steamers will leave Newcastle for Sydney as follows :—

*The Namoi To-Night at 11*

SATURDAY NIGHT at 11 .....	Maitland
MONDAY NIGHT at 11 .....	Namoi
TUESDAY NIGHT at 11 .....	Maitland
WEDNESDAY NIGHT at 11 .....	Namoi
THURSDAY NIGHT at 11 .....	Maitland
FRIDAY NIGHT at 11 .....	Namoi

Steamer from Sydney every night, Sunday excepted.

GOODS for Morpeth or Raymond Terrace received daily.  
Special Cabins or Ordinary Berths can be booked daily.  
For all information respecting the Hunter River trade, apply to

**LOCHHEAD & CO.,**  
Agents.

3001

**H.R.N.S.N. COMPANY.**

**SPECIAL NOTICE TO PASSENGERS.**

**Sunday Night Steamer to Sydney**

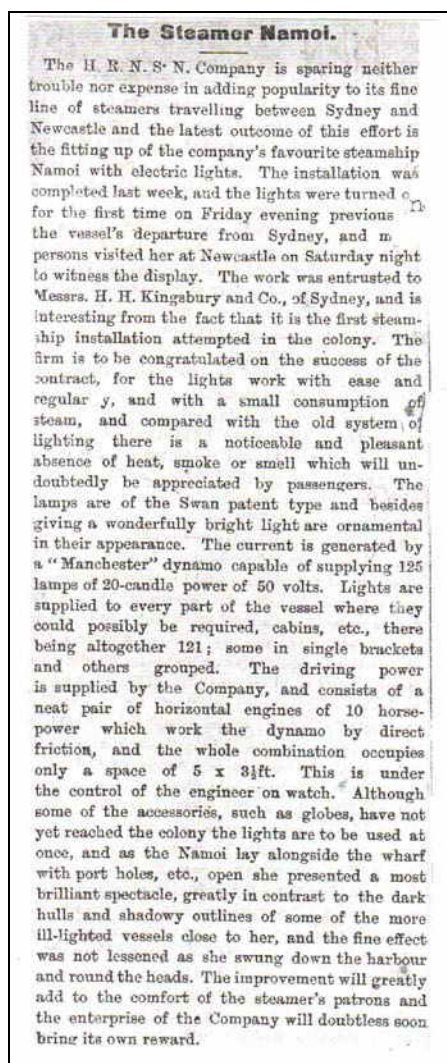
THE magnificent Steamship NAMOI (W. H. Knowles, commander) will leave Newcastle for Sydney on SUNDAY NIGHT NEXT, at 11.

**LOCHHEAD & Co.,**  
Agents;

the dock, the work has not only been done satisfactorily, but in a short space of time. The vessel's saloons, which have now been fitted up in a gorgeous style, were yesterday spoken of very favourably, and the berthing and other accommodation for passengers received severe criticism. The ceiling and panelling of the main saloon is of lincrusta — Walton's design — and, judging from the remarks passed by several connoisseurs on board we may possibly see other new steamers fitted out similarly to the Namoi. The Namoi, as is well known, was built for the Hunter River and Sydney passenger and cargo traffic, and her fitness for that work is doubtless all that is required, and the company deserve credit for their enterprise in having a boat of her description built. When we come to consider that it was in the year 1852 that this company was formed, success must have attended their undertakings. In the early days their fleet consisted of the Williams, Hunter, Paterson and Fennelia. Later on a larger boat, the City of Newcastle, was added; and then came the Morpeth, Maitland, Lady Bowes, and, lastly, the Namoi, all being of increasing tonnage's. With the four last named boats the company expect to keep pace with the trade. Leaving the company's wharf yesterday morning, shortly after 11 o'clock, the Namoi proceeded slowly down the harbour towards the Heads. Among those on board were Mr. S. H. Terry, M.L.C., Hon. Robert Wisdom, H. Clark, J. P. Garvas, and John See, M's L. A., Messrs F. W. Marwin, T. A. Dibbs (Commercial Bank), N. N. Smith (W. Howard Smith and Sons), Capt. Turner (L & N Co.), John White (C and R.R.S.S. Co.), J. B. Wolfe, J. B. R. Robertson and James Scroggie (directors of the company), F. J. Thomas (manager of the company), J. B. Franki (Morts Dock), T. J. Cohen (D. Cohen and Co.), Cruigshank (Government engineer), A. Dodds, J. Hinchcliff, and D. McMaster, Captain Chadleigh (Australian), Captain Adams (Coonanbara), Captain Boyle (Morpeth), Captain Gracegirdle (City of Grafton). Upon nearing Pinchgut the order "full speed ahead" was telegraphed to the engineer, and the measured mile was run in 4min 11sec. Rounding Bradley's Head the vessel was turned and she ran the mile in 4min 10sec. Not being satisfied with this, another spin was made with a much better result, the mile being completed in 4min 7sec. The latter is equal to 14 3/4 knots, or 17 miles per hour. There was a strong southerly breeze blowing at the time, and the vessel was flying light. The Namoi subsequently made for Manly and having anchored off this picturesque "village", the company adjourned to the vessel's commodious saloon and t'ween deck, and partook of a recherché lunch served up in splendid style by Mr. J. H. Evans, provider for the boat. Mr J. B. Wolfe occupied the chair, and Mr. J. B. R. Robertson the vice-chair. After dinner and the usual loyal toasts had been dispersed of, Mr. Briggs proposed "The Parliament of New South Wales", and referred in flattering terms to the present Parliament, what they had done in the matter of Federation, the French Criminal Law Amendment Act, and said that he agreed with the suggestion that we should have a representative in the Imperial Parliament of England. Mr. M. H. Terry M. L. C., and Mr. Wilson M. L. A., responded. Mr. H.

Clark M. L. A. , then proposed "Success to the Namoi and the H.R.S.N Company". He said that the company deserved credit for importing such a steamer as the Namoi, and referred to the boats engaged in the trade some years back. The proposed railway he thought would not interfere with the trade by water, as cargo could be carried cheaper by water than by land. Mr. Robertson and Mr. Wolfe responded. Mr. See then gave the "Shipper" and Supporters of the H.R.S.N. Company" stating that he felt assured that the increasing population and trade generally will enable the company to compete with the railway. He said there was plenty of room for a railway and certainly heaps for the company. Mr. T. J. Cohen responded. The Hon. R. Wisdom M. L. A. , then proposed "The Manager (Mr. Thomas) and the officers of the Hunter River Company". He referred to the manner in which Mr. Thomas had carried out his work in connection with the building of the Namoi, and the way the officers in his employ had worked. He said the company could not have a more efficient man than Mr. Thomas for their manager. Mr. Thomas in responding, thanked them for the hearty welcome that had been accorded to him on his return, and drew attention to the difficulty he had experienced in offsetting the contract for the building of the new steamer. The officers he was pleased to say had done their utmost for the benefit of the company during his absence, and he thanked those present on behalf of the officers for the kind manner in which they had drunk the toast. Several others responded, and this having completed the list of toasts, the company made for the main deck. In a very short time the anchor was weighed, and the Namoi proceeded for the company's wharf which was reached at 4 p.m., after a most pleasant afternoon had been spent by all on board. The measured mile on the run up to the wharf was completed in four minutes and seven seconds. The engines throughout worked to the entire satisfaction of the keenest critics on board. The Namoi leaves for the Hunter on her maiden trip at 10. a.m. tomorrow, under the command of Captain W. A. Knowles, who is one of the oldest skippers in the Company's employ.

The newspaper cutting below was sent to me by the Newcastle Region Library, New South Wales, Australia. Unfortunately it does not say from which newspaper it was taken or the date of publication. I think that the most likely source would be the "Newcastle Morning Herald and Miners' Advocate".



**Sydney, Australia, Wednesday 17<sup>th</sup> September 1884 "The Daily Telegraph"**

**A Steamer Sunk in the Harbour**

Shortly before sunrise yesterday morning a collision took place in the harbour between the Hunter River New Steam Navigation Company's steamer Namoi inward bound from Newcastle with mails, passengers, and cargo, and the screw steamer Agenoria, belonging to Mr. William Waterhouse, the result being that the latter vessel immediately sank. Fortunately there were only two persons on board the Agenoria at the time of the occurrence, viz., the captain – Langham, and the engineer – Robertson, and jumping overboard before the vessel sank they were picked up by the Namoi, and taken to the H.R.N.S.N. Company's wharf. From the statement by the captain of the Agenoria, it seems she was coming across from Blue's Point to commence her usual work about the harbour, and when 200 yards from Dawes Point, nearly opposite the Central Wharf, the Namoi struck her on the port side, about 10 or 15 feet from the stem, and just forward of the engine-room. The Agenoria immediately filled and sank, and the "crew", who had jumped overboard, were rescued by a boat from the Namoi.

Captain Knowles of the Namoi reports as follows: "Coming up the harbour this morning, and when nearing Blue's Point, the chief officer reported a red light on the starboard bow, having just come suddenly from the west side of Blue's Point. Turning round in that direction, and seeing no bright light, I thought it was a sailing vessel, and that she would go well clear; but to my astonishment she came on with great speed. Seeing I could not clear her on my port helm, and stopping and reversing the engines, and that a collision was inevitable, I put my helm hard to starboard, stopped and reversed "full speed astern" to make the blow as light as possible. The Agenoria soon after struck the Namoi's starboard bow just at the stem with her port bow and smashed her (the Agenoria's) bow clean off. I immediately after stopped the Namoi's engines, which had been going astern. Over half a minute, she having very little way on. The Agenoria came along our starboard side, into the paddle-box, and went down, doing considerable damage to the Namoi's paddle wheel". The damage sustained by the Namoi was repaired at the wharf yesterday, and she left last evening on her usual trip to Newcastle. The Agenoria was uninsured. She was a wooden vessel built at Sydney in 1874. Her dimensions were: Length 53ft 4in, beam 10ft 1in, and depth 5ft 1in. A large quantity of the wreckage was floating about the harbour yesterday showing clearly that the Agenoria must have sustained great damage. The matter has been reported to the Marine Board, and an enquiry will probably be held Monday next.

On the same date as above page 8, column 1 of "The Sydney Morning Herald" reported Namoi's arrival at Sydney the previous day and her subsequent departure for her home port of Newcastle, N.S.W. She had brought with her a cargo of 4 bales of hay, 8 bales of skins, 454 bags of tin ore, 11 horses, 50 calves, 64 pigs, 5 cases of eggs and a quantity of sundries. The following day the same paper, page 8, column 2, notes her arrival back at Newcastle on the 17<sup>th</sup> and her sailing again the same day. Her collision with the Agenoria would not appear to have upset her very busy schedule to any great extent.

Following the accident there were several further reports in the press on both the collision and the Marine Board enquiry which ensued.

**Sydney, Australia, Monday 22<sup>nd</sup> September 1884 "The Daily Telegraph"**

**The Recent Collision in the Harbour**

The recent collision between the S.S. Namoi and the Agenoria, resulting in the sinking of the later, and the narrow escape of two men, must be fresh in the minds of the public. It having been uncertain as to the exact position where she was lying, the owner (Mr. F. W. Waterhouse) employed diver John Sutherland to find her out and report. He commenced his search at half past nine last Saturday morning, and shortly after four o'clock came across the two side and mast head lamps. Proceeding some 80 feet further he found all that is left of the Agenoria midway between Miller's and Dawe's Points. Upon inspection, it proved that she must have been struck about 15 feet from the stem, the port side being completely smashed, as also the steam chest. The boiler and engine were knocked out of position, and a lot of the wreckage was lying alongside. The funnel was also smashed, and all the top work and steering gear knocked away. We believe that an official inquiry will be held on Thursday week.



**Sydney, Australia, Friday 26<sup>th</sup> September 1884 "The Daily Telegraph" regarding the collision of the Namoi and Agenoria**

The circumstances of the collision between the ferry boat *Agenoria* and the Hunter River New Steam Navigation Co.'s steamer *Namoi*, which occurred on Wednesday, the 16th instant, in Sydney Harbour, were inquired into by the Marine Board yesterday. The following members of the Board were present—The President, Captains Jenkins, Robertson, Moodie, and McLean.

William Langham, master of the *Agenoria*, was the first witness. His evidence was to this purport: The collision occurred about 4.15 a.m. My vessel was sunk, and I was picked up by a boat from the other ship, after having been in the water about a quarter of an hour. The morning was dark and clear, and lights could be seen very distinctly. I was coming from Dunn's Wharf, Berry's Bay, going to the Circular Quay. When I first saw the *Namoi* I was in the centre of the bay. The lights of both vessels were burning brightly. I ordered our whistle to be blown, and ported the helm slightly. The *Namoi* was following me, heading Dawes Point. When about a hundred yards off the point, she came into collision with my boat. She was at the wrong side of my boat. I kept my course. My boat went down head first, and I jumped overboard. I have been six years at sea altogether, three of which I have spent in Sydney Harbour. The captain of the *Namoi* afterwards said, "What the d— were you trying to do?" I replied, "I was coming across the harbour. Did not you see the lights?" He said, "No, the d— take your lights." John Sutherland, a diver, who examined the sunken boat, stated that she was struck on the port bow 15 feet abaft the stem. She was smashed all to pieces abaft, and from her appearance he should imagine that her paddles were going forward. The next witness was Robert Robertson, engineer of the *Agenoria*, who stated that at the time of the collision he had about 80 lbs of steam, which would drive the boat at seven knots an hour. They kept up the steam in order to keep clear of the *Namoi*, which was on the wrong side of the harbour. He was carried astern after the collision by the wash of the paddles of the *Namoi*, which still went round pretty quickly. He denied having said to anyone that they were trying to cross the bows of the *Namoi*. As a matter of fact they did not alter their course. William Austin Knowles, master of the *Namoi*, deposed to having been on deck when the collision occurred. His steamer is a large paddle boat of 809 tons register, and he believed partly insured. He knew the harbour well, having traded to Sydney for 16 years, and 10 years as master of a vessel. Coming up the harbour on the 16th inst.

he slackened speed, and near Blue's Point shaped his course to make Balmain. About a cable's length from the Point, he walked to the port side of his bridge to see that the way was clear in front, and just at that moment the chief officer reported a red light on the starboard bow. Walking to the starboard side again, his first impression was that the *Agenoria* was a sailing vessel, as he saw nothing but the red light. He used the glasses, however, and saw the white foam from the bows of the small vessel, which plainly told him that she must be going at a great rate. By porting his helm it was evident that he would be going into immediate danger, the vessel being four points on his starboard bow. As fast as he could speak he gave the order "hard a starboard" to stop her and go full speed astern. The *Namoi* quickly obeyed her helm, and the engines were also quickly handled. When the small steamer was about 100 yards away, witnesses called out to her captain "to hard a port," and he heard his own chief officer calling out to stop her. There was no reply, and the other boat came towards them without slackening speed. Witness was blowing his whistle. At the time of the collision his vessel was going slightly ahead, but the paddle wheels were stopped. He found that two of the crew of the *Agenoria* were overboard and called out to them to "Keep up," and he would get them on board directly. Owing to the manner in which they had been slowed round by the collision, five minutes elapsed before they were picked up. One of them climbed up a paddle wheel, and the other caught on to a rope.

Phillip G. King, a passenger on board the *Namoi*, the chief officer, the second officer, chief engineer, and several other witnesses corroborated the statement of the captain.

Joseph Francis, the boatswain, said that one of the men whom they picked up after the collision, told him that they were trying to cross the *Namoi*'s bow, but it was too late, and they put their helm out to port, thinking all the while that the approaching ship was a screw, in which case they could have got clear of it by sliding along the ship's side. When they discovered she was a paddle boat they jumped overboard.

The various witnesses were examined and cross-examined by Mr Rogers, who, instructed by Mr Maurice O'Keefe, appeared for Captain Knowles, and Mr Want, who was instructed by Mr Merriman, represented the captain of the *Agenoria*.

The board decided to withhold their decision until Monday afternoon at half-past two o'clock.

**Sydney, Australia, Tuesday 30<sup>th</sup> September 1884 "The Daily Telegraph"**

**Namoi and Agenoria Collision**

The Marine Board delivered its decision on the recent collision between the steamship *Namoi* and the steamer *Agenoria* yesterday afternoon, as follows:- The collision was caused by the wrongful act or default of William Austin Knowles the master of the *Namoi*, in having committed a breach of the 16<sup>th</sup> article of the steering and sailing rules, which enacts that – "If two ships under steam are coming so as to involve risk of collision, the ship which has the other on her own starboard side shall keep out of the way of the other." Captain Knowles was therefore summoned to appear before the Board on the 6<sup>th</sup> October, and show cause why his certificate should not be suspended or cancelled. To the master of the *Agenoria* no blame was attached.

**Sydney, Australia, Tuesday 7<sup>th</sup> October 1884 "The Daily Telegraph"**

**The Namoi and Agenoria Collision**

The Marine Board, having decided in the matter of the collision of the *Namoi* and *Agenoria* that Captain Knowles, who commanded the former, had been guilty of neglect, he was summoned to appear before them yesterday, to show cause why his certificate should not be dealt with. Captain Knowles answered the citation, having retained Mr. O'Keefe to appear for him, while the Shipmasters and Officers Association were represented by Mr. Johnston of Messrs Want, Johnston and Scarvell. Counsel addressed the Board, which subsequently deliberated for some time. Captain Hixson, the president, after addressing Captain Knowles, said that while taking into consideration all the merits of the case, his excellent character, and the long period he had been in the service of the proprietors of the *Namoi*, they were compelled, in view of the greatly increasing traffic in the harbour, to strictly enforce all the harbour rules. They had, therefore decided to suspend his certificate for one month, dating from the time of the collision.



As it can be seen by the following articles from the "Newcastle Morning Herald and Miners' Advocate" of the 21<sup>st</sup> May and the 5<sup>th</sup> and 6<sup>th</sup> June 1885 that it wasn't long before Captain Knowles and the Namoi were again in trouble. Once again Captain Knowles was found to blame for this second collision and subsequent collision.

**"Newcastle Morning Herald and Miners' Advocate", Thursday 21<sup>st</sup> May 1885, page 4, column 2**

Sinking of the Grace Lynn

The following particulars are given in connection with the sinking of the schooner Grace Lynn on Tuesday night. It appears she was entering the harbour about 10 minutes past 11, with her lights all burning, and when in mid-channel on the starboard tack the steamer Namoi struck her just abaft the fore rigging on the port side, slewing her right round, where she backed on to the rocks. The crew had barely time to get the boat into the water and get into it when she listed over and sank on the port side. One of the crew had a narrow escape from being drowned. He just had time to jump into the boat before she went over on her beam ends. Not more than four minutes elapsed from the time she was struck until she sank. All the mens' effects were lost. The vessel is lying on the edge of a rock in about 15 feet of water, and rises and falls with the tide. It

was stated in yesterday's issue that the anchor was let go; this is incorrect, as they are both hanging from the cathead yet. The owners of the Namoi have been communicated with in Sydney, and until something definite is received the schooner will lie where she is. The vessel was on a voyage from Port Macquarie at the time of the accident, and freighted with logs. The Grace Lynn is the property of Mr. R. Lynn, of Stockton, and is comparatively a new vessel, only having been launched at Stockton last September. She is 70 ft. in length, 22ft. beam, and 7 ft. depth of hold, and is insured in the Hull Association Insurance Company for £1000. A Marine Board inquiry will of course eventuate over the affair in a few days.

**"Newcastle Morning Herald and Miners' Advocate", Friday 5<sup>th</sup> June 1885, page 4, column 2.**

Marine Board

The local Marine Board continued it's enquiry yesterday into the recent collision between the steamer Namoi and the schooner Grace Lynn, by which the later vessel was sunk. The taking of evidence was finished and the decision of the board will probably be given to-day.

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The above incidents are referred to by R. H. Parsons in his book "Paddle Steamers of Australasia". He says that the Namoi was an express passenger vessel with two funnels and rigged as a two masted schooner. She was described as something of a "wonder ship" when she appeared on the run between Newcastle and Sydney being quite fast and fitted with electric light. She was one of the largest paddle steamers built for Australasian owners. She was somewhat overshadowed by the smaller but faster Newcastle brought out by the opposition about a year later but was always a popular vessel with the patrons. She had two owners, the Hunter River New S.N.Co.Ltd and from December 1891 the Newcastle and Hunter River S.S.Co.Ltd. On Sept. 16<sup>th</sup> 1884, shortly after taking up the run, she ran into and sank Agenoria, a Sydney Harbour steamer. No lives were lost. On May 21<sup>st</sup> 1885 she was in collision in Newcastle harbour with the timber laden schooner Grace Lynn. The schooner sank so quickly the crew barely had time to escape. The Namoi was undamaged.

Apart these two incidents the Namoi led an uneventful life and for nearly forty years she left the Sydney or Newcastle terminal at 11.30 pm and arrived at the terminus at 5.30 to 6.30 pm, much of this time sharing the run with the paddle steamer Newcastle, also built by John Key at Kinghorn, Fife. Her great length, 245 ft, eventually brought about her downfall. As the cedar was cut in ever increasing quantities from the headwaters of the Hunter River, millions of tons of soil were deposited downstream. Over the years this silted the river up until it was no longer wide enough to permit the Namoi's continued passage in the river. She was withdrawn from service in 1925 and in December 1928 the "Fife Free Press" stated that two years earlier, ie 1926, the Namoi was sold out of the service to C Swadling and Son for hulk dismantling. She was scuttled at sea in the Sydney Disposal Area outside Sydney Harbour Heads on the 16<sup>th</sup> June 1933.

**(Sources, G.Andrews "A Log of Great Australian Ships", the "Fife Free Press", "The Raymond Terrace Examiner" and maritime Heritage N.S.W., Australia )**

# MARINE BOARD ENQUIRY.

THE Marine Board met yesterday morning, and gave its decision in connection with the recent collision between the steamer Namo and the schooner Grace Lynn. The following is the evidence:—

Joseph Salmon deposed: He was the master of the schooner Grace Lynn, and was so on the night of the 10th ult., when the collision occurred, between his vessel and the Namo; about 10 o'clock on the night. In question his vessel was just inside the southern breakwater; it was a fine clear starlight night, and the wind was blowing N.N.W. steady, within half a point, very light; he was steering by the wind, about W.-S.W. course; was abreast of Nobby's light about 10.30 o'clock, when a large steamer passed on the schooner's starboard side, bound out; was then in mid-channel, about abreast of Nobby's light; after the steamer passed, the vessel was lashed to the northwards, and stood close over to the North Shore end tacked again; the landlight lights were well open on his vessel's port hand; about five minutes after he heard the last bell of the steamer; could see their lights and funnels; the Newcastle passed the vessel on the port-hand, just before he got to the schooner lying at the powder buoy; she passed well clear; her whistle was blown; witness heard it before and after the steamer passed; about three minutes after the Newcastle passed the Grace Lynn the collision took place; the Namo struck the Grace Lynn on the port bow amid the fore rigging, cutting through nine top-side planks, loosing board, and three deck planks; the schooner heeled right round and brought the wind on the port bow, and drifted away on to the rocks just the other side of the blue beacon, and sank within a few minutes after she was struck; there were eight men on board all told, and they got away in their own boat; saw the Namo leave the wharf; did not know at the time it was the Namo, but found out afterwards; she appeared to be going pretty fast when she ran into the schooner; the lights on the schooner were in the main rigging; the red light could be distinctly seen by the Namo, but not the green one; the men on the schooner were making as much noise as they could for some seconds before she stopped her engines; at about 30 yards from the schooner the Namo had plenty of room to go on either side of the vessel; the Newcastle was about 40 yards to the southward of the Namo when she passed; at the time the Namo struck the schooner, she was abreast of the schooner lying at the powder buoy, a little above her if anything; from the time the Newcastle passed, the schooner's course did not vary half a point; the schooner was steering by the wind, and her position was nearly mid-channel, a little on the northern side; was quite certain the Namo had plenty of room to pass on either side of the schooner; the schooner was coming from Port Macquarie with timber at the time.

William Tidball deposed: He was passenger to Sydney by the Namo that night; was standing in front of the wheel when the Namo left; saw the schooner immediately after the Newcastle had passed her; saw her two lights, red and green, and was astonished to see her coming so fast, the wind being so light; immediately after saw

the green light; heard Captain Knowles give the order to starboard, and also heard the reply to it; saw the schooner immediately showing her red lights, and then heard the crash; heard Captain Knowles give the order to go full speed astern almost instantly with the crash; the schooner appeared to be coming in as fast as the Namo was going out.

Captain William Adams deposed: He was master of the steamer Newcastle; remembered the night of the 10th ult when the collision took place; left the wharf at 11.5 p.m., and took the usual course out of the harbour; after leaving the wharf saw a red light, but could not at that time distinguish a vessel; just saw her red light nearly ahead; continued on the same course, and when near the lightship saw a schooner on the port tack standing across towards Scott's Point; on passing the lightship saw the schooner; she had both lights open; parted the helm with a view of crossing her bows before she gathered headway, knowing the Namo was following the Newcastle out, and thinking she might not see the vessel; had the whistle blown sharp with a view of giving him notice that there was something in the way, and not to follow, for he was of opinion that if he did he could not clear the schooner; two short blasts were given as a caution at that time, as it was his impression he had better try and go astern of the schooner; to do that he would have to starboard his helm; worked the Newcastle's helm, and went full speed ahead with the view of crossing the bows of the schooner, and to give her plenty of room; she was about 20 or 30 yards off when the Newcastle passed her; witness knew she could not have any way, being in stays; if she had gone on she was heading when we passed her she would have gone across the channel; if the schooner had not have crossed the channel, it would have been Captain Knowles' safest course to have followed in our wake, or to have parted his helm; in his opinion the schooner when at Scott's Point, where she went about, would have been brought by the tide into the channel; this was his opinion when he gave the two blasts; when the tide was half-flood its speed was from 3 to 3½ miles per hour; the tide would set from Scott's Point, then into the middle of the channel, as there was no place in the harbour the tide sets so truly near that spot.

William Austin Knowles deposed: He was master of the Namo, had been 50 years at sea and 17 years coming in and out of the Port of Newcastle, out off from the wharf at 11.5 p.m. on the night of the 10th ult.; the Newcastle had then just turned ahead, to go down the channel; at the time the Namo left the wharf he was standing on the starboard paddle box, when they hove off from the wharf he was on the bridge so that he could see clear of the funnel; their lights were properly placed, and burning brightly as far as he could see; it was a thick clear starlight night; when the vessel started from the wharf his order was half speed, the vessel's rate when going out of the harbour; when the Namo hauled off from the wharf the Newcastle was about 100 yards ahead of the Namo; the length of the Namo is 22½ feet; the Newcastle was fully four or five lengths ahead of her; we started in the usual course until we got far enough to round out clear of the lightship; the Namo was about in the wake of the Newcastle; heard a whistle from the Newcastle, just the ordinary whistle when under way, and then heard two sharp blasts from the Newcastle; when the blasts were heard the Newcastle was a little more than half-way between the lightship and Stoney Point; at that time she was getting back into the channel, after having started; when witness heard the two sharp blasts he saw the Newcastle had gone to his starboard; he then saw a red light in the channel, and could see something had happened to cause the Newcastle to have gone to the starboard; almost immediately after saw the Newcastle getting back into her position; it was then he heard the two sharp blasts, and immediately after saw a red and green light, which continued on, and gradually sliding over to the south shore; then judged that it was a steaming vessel standing in, and knowing there was a strong flood tide and the position the vessel

was coming in the channel, and knowing the set of the tide, that she must go across into the south side of the channel as fast as she could come in, the Namo having very little way on her over the ground on account of the strong flood tide, witness felt satisfied that the vessel would go far enough over on the south side to let him pass the schooner on his starboard bow; when he first saw the red light it was very nearly ahead; the tide was running fully four knots; the Namo was going so slow over the ground that witness was waiting for the vessel to get across the channel; could not pass her as the Newcastle had done; after seeing the red light for a short time saw both the green and the red lights; they were then bearing a little on the Namo's port bow; the vessel was gradually going over towards the south shore; the red light then disappeared altogether; then gave the order to the second officer at the wheel to starboard the helm; the order was obeyed to a certain extent; witness then had the vessel's forecast open to the south of her mainmast right ahead of the Namo at a slight angle, but before the helm was half over to starboard, saw the schooner's mast coming in a line again; countermanded the order he had previously given, and gave the order "hard a port," "stop her," "full speed astern," all in the same breath; the chief officer on the look-out on the forecast sang out "hard astern," as there was a red light again; while he was giving the order it was being carried out; witness saw the red light when the mast came in line; if he had continued to show his green light witness's vessel would have gone clear; when he showed his red light again he shut out the green one; after the order "hard astern," and "go astern," which order was obeyed quickly, they had hopes that she would go astern quick enough to prevent a collision, but the tide racing the schooner in as quick as it did, could not get astern way on her quick enough; the Namo was so near stopped that they had stern way by the land but not by the water, and then the collision took place, which was very slight, as he did not feel the shock; the vessels separated so very quickly that the parties on board could not get hold of the lines; witness immediately gave orders to clear away the boats; the boatswain and the chief officer, with the crew, ran and lowered the boat, the boatswain taking charge of her; by this time the Namo's head had fallen so far off to the south that he was nearly drifting on to No. 1 mooring buoy; witness then had to go astern; her stern getting into eddy water on the north shore she came broadside on to the side on one side and the wind on the other; the wind at this time was W. by N.; had to let go the anchors to square her up with the flood tide; the boat left the Namo and went to the assistance of the schooner in charge of the boatswain; she then went round our bow, steering for the lightship; it might be two minutes after the collision; the schooner's green light only was shown from 3 to 4 points; she must have come round before the red light was seen; was quite sure that he could not safely have attempted to pass the schooner on his port hand; was quite sure that if the schooner had not altered her course at the time she was showing her green light the Namo would have gone clear of her.

Other witnesses were also examined. The following is the decision:—It appears from the evidence in this case, that when the Namo was passing the lightship, Captain Knowles observed a schooner's light slightly on his port bow. He then gave the order to starboard, but before that order was executed it was countermanded, and the order "hard a port, stop, and full speed astern" were given. The schooner was crossing in close-hauled on the starboard tack, having previously tacked on the north shore. It was three quarters flood tide, with very light wind, and the schooner having her course up the harbour. The Board considered, after very lengthened evidence being taken, that Captain Knowles committed an error of judgment in not stopping his steamer when he saw the schooner's lights so close, thereby infringing articles No. 17 and 18 of the Navigation Act, for preventing collisions at sea. The Board consider that Captain Knowles should be censured for the error, and censure him accordingly.

# Newcastle Morning Herald & Miners' Advocate.

INCORPORATED WITH "NEWCASTLE CHRONICLE" (ESTABLISHED 1858).

VOL. XII.,—NO. 5953

(PUBLISHED WEEKLY)

FRIDAY, MAY 1, 1883.

(PRINTED BY)

PRICE—TWO PENCE



## Hunter River New Steam Navigation Company.

### NOTICE TO PASSENGERS.

This Company's superior Steamers will leave Newcastle for Sydney as follows:—

#### The Namoi To-Night at 11

SATURDAY NIGHT at 11 .....Maitland  
 MONDAY NIGHT at 11 .....Namoi  
 TUESDAY NIGHT at 11 ..... Maitland  
 WEDNESDAY NIGHT at 11 .....Namoi  
 THURSDAY NIGHT at 11.....Maitland  
 FRIDAY NIGHT at 11..... Namoi  
 Steamer from Sydney every night, Sunday excepted.

GOODS for Morpeth or Raymond Terrace received daily.

Special Cabins or Ordinary Berths can be booked daily.

For all information respecting the Hunter River trade, apply to

LOCHHEAD & CO.,

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Agents.

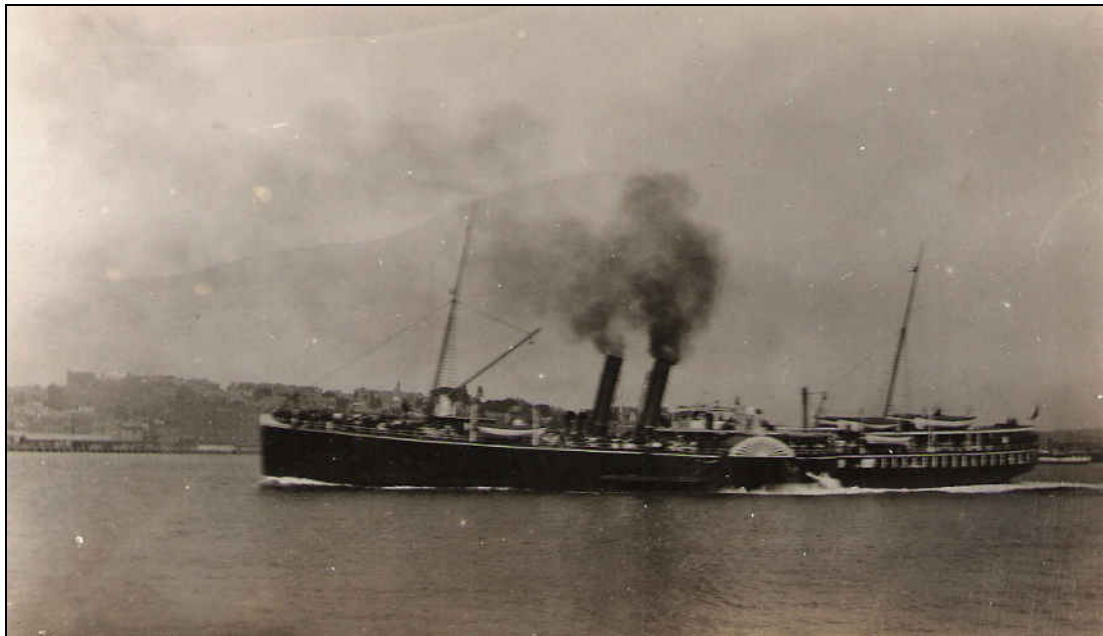
## H.R.N.S.N. COMPANY.

### SPECIAL NOTICE TO PASSENGERS.

## Sunday Night Steamer to Sydney

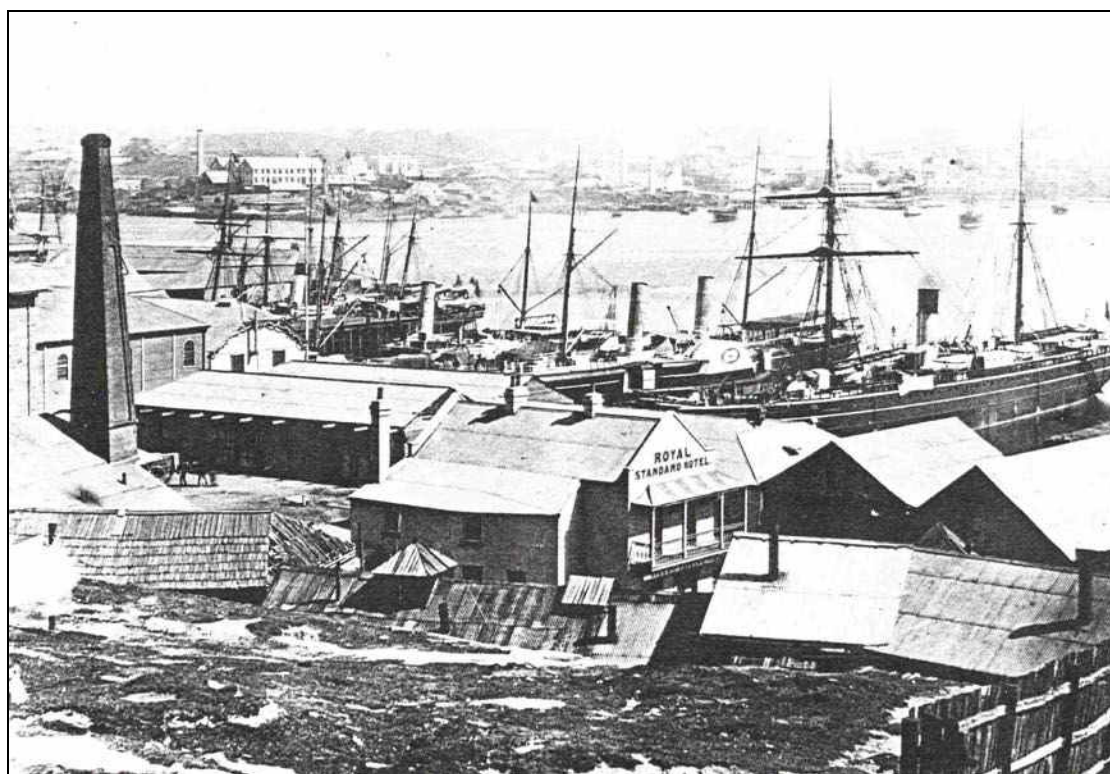
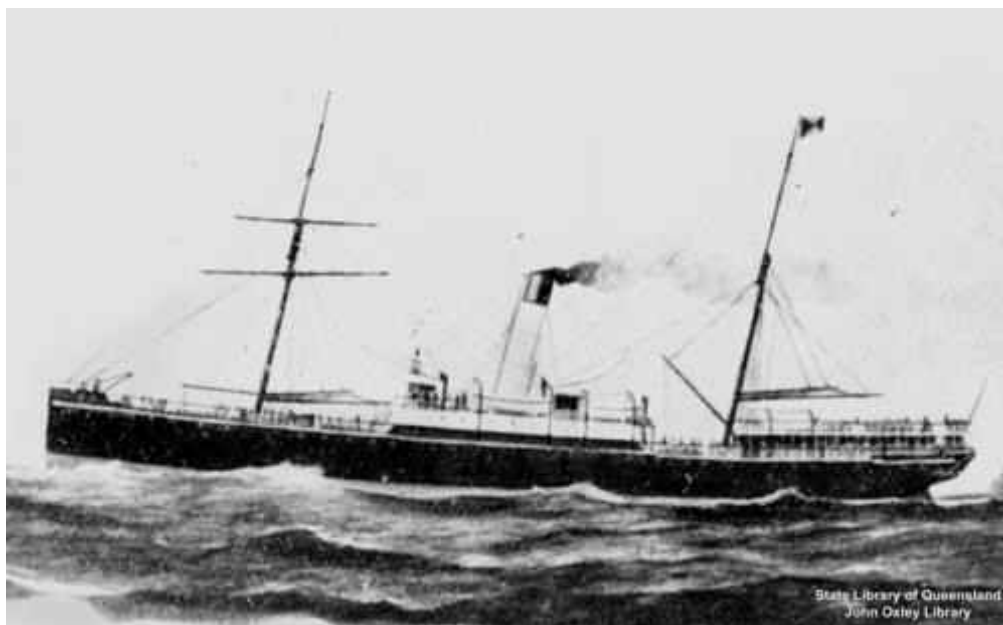
THE magnificent Steamship NAMOI (W. H. Knowles, commander) will leave Newcastle for Sydney on SUNDAY NIGHT NEXT, at 11.

LOCHHEAD & Co.,  
 Agents.





**YARD No.49**  
**"CAHORS"**  
**Official No. 89267**  
**Launched 18<sup>th</sup> September 1883**



**Australian Steam Navigation Co's Wharf, Darling Harbour, Sydney, Australia - Cahors on right**



### THE LAUNCH OF THE CAHORS

Although in other parts of the country, where during the past two or three years shipbuilding has developed to so large an extent, there are not wanting evidences that the same briskness which lately characterised the banks of our busy rivers is not being so fully maintained, the activity which has now for a considerable time past prevailed at Whytebank Engine Works and Abden Shipbuilding Yard remains unabated. Whytebank is at present in course of extension, and at Abden increased accommodation was not long ago provided; and we are glad to see that there is at present every prospect of this cheering state of matters being continued for many a day to come, thus affording abundance of work to the many hundreds of men in the employment of the Messrs Key.

Tuesday afternoon witnessed the launch of another handsome steamer from Abden. This vessel, which was named Cahors, is built entirely of steel, and is intended for the passenger and cargo trade between Sydney and Brisbane, which has of recent years been very much developed; and it is no little credit to the Messrs Key that in the fleet of Australian vessels there are already no fewer than four steamers of their construction plying between the different ports there. The Keillawara was first sent out for Messrs Howard Smith & Sons; then the Ranelagh and the Glanworth were built to the order of the Australasian Steam Navigation Company, and were designed to eclipse that of the rival company. Next came an order from Messrs Howard Smith and Sons to build the Burwah, that superbly fitted-up steamer which left our port a few months ago, and whose arrival at Sydney we chronicled last week. She, in turn, was intended to outstrip the Ranelagh and the Glanworth; but, notwithstanding the satisfaction which these vessels have given, the Cahors, which is for the Australasian Steam Navigation Company, has been designed to supercede them all, both as regards her attainable speed and the comfort which will be provided for passengers. Her length is 250 feet; breadth, 31 feet 6 inches; depth 23 feet, her gross tonnage is about 1350 tons; and she has been built to Lloyd's highest class (100 A). Accommodation will be provided for 60 first-class and 80 second-class passengers, and the vessel will be fitted up throughout with electric lighting apparatus, besides being supplied with all the latest appliances for the loading and discharging of cargoes, including steam winches and steam windlasses. She will be supplied by her builders with engines of 300 horse-power nominal, the cylinders of which will be 36 and 70 inches in diameter respectively, each having a stroke of 48 inches; and steam will be supplied at 100 lbs. pressure from two double-ended cylindrical boilers.

The old fashioned method of splitting the blocks out behind having given place to the more expeditious process of clearing them away by dynamite, the spectators, of whom there were several hundreds, were not kept long in suspense

before the signal was given to launch. The usual ceremony of christening the vessel by breaking the bottle over her bows was gracefully performed by Mrs Neville Cohen, daughter of one of the directors of the Australasian Steam Navigation Company, and the Cahors glided majestically off the ways and plunged into the Firth. She was immediately taken in tow by two tugs, and under the command of Captain Ritchie was brought into Kirkcaldy harbour, and berthed in the dock. She will be fitted out for sea with all despatch.

Shortly after the launch the Messrs Key, along with a few interested parties, adjourned to the drawing office, where a service of cake and wine was partaken of.

Mr G. A. Key proposed "Success to the Cahors, and the Australasian Steam Navigation Company," and expressed the hope that the ship would give satisfaction to her owners. (Applause.) He coupled the toast with the name of

Mr Edward A. Levy, the London agent of the Company, who, in replying, said it had been the pleasure of the Company he represented to place some valuable business in the hands of Messrs John Key & Sons, in whom they had the utmost confidence, and with whom he was always impressed upon to place the contracts if possible. He trusted that prosperity would accompany them, and asked the company to drink to their health. (Applause.)

Mr Bond, on behalf of the firm, thanked Mr Levy for the kind manner in which he had spoken of them, and assured him that it gave them great pleasure to be engaged in work for the Australasian Steam Navigation Company. He then proposed "The Health of Mrs Cohen," remarking that she had most successfully performed the christening ceremony. (Applause.)

Mr Cohen replied on behalf of Mrs Cohen. He said that they had been well repaid for their trouble in coming to see the launch, for they never before had an idea of how easy, and at the same time how difficult, it was to get a ship into the water. He hoped that the Cahors would have a long and prosperous career. (Applause.)

Mr G. A. Key submitted "The Health of Mr Blackwood," and took occasion to observe that this was now the third vessel they had launched for the Australasian Steam Navigation Company; while they had at present two in course of construction for the same company. They had therefore carried out a great amount of work for them during the last few years. They had always great pleasure in dealing with Mr Blackwood, the superintending engineer of the Company, in whom the company found a good representative. (Applause.)

Mr Blackwood, in acknowledging the toast, expressed the hope that the Messrs Key would still continue to build for Australia. (Applause.) The longer they went on the swifter they made the vessels, and when the Cahors reached Australia there would probably be a second Cahors wanted. (Applause.)

The company then separated.

### **From Lloyd's Register of Shipping 1884/85**

Name of ship - Cahors  
Ship's no. – 89267  
Built – 1883, completed in September of that month  
Built by – John Key and Sons  
Description – Steel screw schooner with four bulkheads and two decks  
Length – 250.7ft.  
Breadth – 31.6ft.  
Depth – 20.7ft.  
Gross tonnage – 1254  
Net tonnage – 541  
Engines – Compound inverted 2 cylinder, 300H.P.  
Engines built by – J Key and Sons, Kirkcaldy  
Owner – Australian S. S. Nav. Company  
Port belonging to – Sydney  
Master 1884/85 – F. T. Kimpton

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### **From List of Ships' Registers Opened and Closed. PRO Ref. Bks 387.2 GRR**

July 1884  
Colonial  
Ship's Registered  
Name of ship – Cahors  
Ship's no. – 89267  
Material built of – Steel  
Port of Registry – Sydney, N.S.W.  
Built – Kinghorn, 1883  
Gross tonnage – 1254  
Net tonnage – 541  
Propulsion – Screw. 218 H.P.

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### **From "Sydney Morning Herald", Saturday, 20<sup>th</sup> September 1884. Under "Shipping".**

#### **Arrivals.**

Cahors (s), 1254 tons. Captain D. Walker, from Brisbane 17<sup>th</sup> instant – Passengers – Mrs H Gibbs, Mrs Boyd, Mrs Nunn, Mrs Trouton, Miss Robinson, Miss Puide, Miss A Puide, Miss Costello, Mess Whartson, Miss Murphy, Dr.Colquhoun, Messrs J. W. McLachlin, G Stafford, F.C. Hartridge, W.F. Coote, J.Henderson, H.Gibbs, J. Sutherland, J.Boyd, A.Meyer, C.Tower, H. Curran, J.W.Irvine, T.R.Johnston, Smith, F.Marshall and 40 in the steerage. A.S.N.Company, agents.

#### **Customs House, Outwards.**

The steamer Cahors left Brisbane at 10.30am on the 17<sup>th</sup> instant, rounded Cape Moreton at 5pm, and entered the Heads at 3.20am on the 19<sup>th</sup>, arriving at the wharf at 4am. Experienced fresh southerly winds, squally, and heavy rain to Smoky Caps; thence to arrival fresh winds and fine clear weather.

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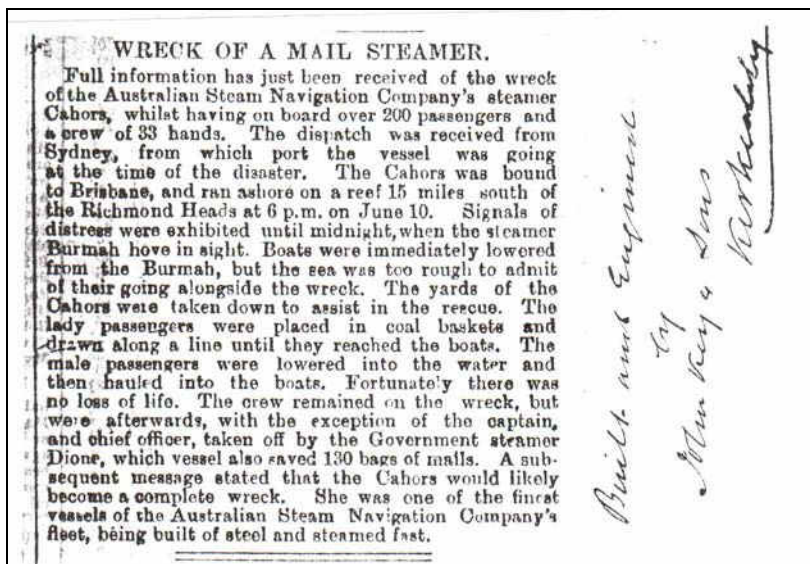
### **Examples of the type of cargo carried by the Cahors:-**

The "Sydney Morning Herald", Saturday, 20<sup>th</sup> September, 1884 lists the following cargo imported from Brisbane to Sydney - 35 cases of samples, 918 bags tin ore, 6 bundles skins, 10 cases pines, 50 hides, 1084 bags sugar and 100 packages sundries. For Melbourne – 16 cases pines, 18 bags oysters, 14 drums glycerine, 123 hides, 1210 bags sugar, 100 packages sundries.

The "Sydney Morning Herald", Monday 29<sup>th</sup> September 1884 lists the following cargo exported from Sydney and bound for Brisbane – 820 bags, 120 quarter bags, 708 half bags flour, 340 cases fruit, 60 cases bitters, 50 cases pickles, 10 cases onions, 180 bags potatoes, 130 bags chaff, 12 packages spirits, 40 packages drapery and boots, 1 package tobacco and cigars, 5 cases drugs, 250 bars, 28 plates and 13 bundles iron, 54 pipes, 110 bundles fibre, 4 cases marble, 1 case opium, 25 cases sarsaparilla, 38 ingots copper, 30 packages ironmongery, etc, and sundries: also a quantity of original cargo from Melbourne.

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Copy of a cutting included in a scrap book kept by John Key a nephew of John Key, shipbuilder. The newspaper in which the article originally appeared and the date of its publication was not recorded in the book but presumably it would have been soon after the ship was wrecked on the 10<sup>th</sup> June 1885. The newspaper was probably either the "Fife Free Press" or the "Fifeshire Advertiser". The writing to the side of the cutting is that of John Key, the compiler of the scrap book.



From List of Ships' Registers Opened and Closed 1885-1890. PRO Ref. Bks 387.2 GRR

August 1885  
Colonial  
Register closed  
Name of ship – Cahors  
Ship's no. 89267  
Port of Registry – Sydney, N.S.W.  
Built – Kinghorn, Fife, 1883  
Gross tonnage – 1254  
Net tonnage – 541  
Horse-power – 218  
Wrecked – 10<sup>th</sup> June 1885

Source – Australian Ship Wrecks, Volume 3, 1871-1890, Jack Loney.

The wreck of the Cahors was subsequently sold for £500 and her cargo bought £240. The vessel was not insured and the loss to the Australian Steam Navigation Company was estimated to have been about £45000.

Although none of the passengers or crew of the Cahors were lost one man from S.S.Dione, which was assisting with the salvage, was drowned when he fell overboard as she crossed the Clarence bar when returning from the wreck.

The Marine Board of new South Wales concluded that the master of the Cahors, Captain D. Walker, had navigated his ship too close to the shore and suspended his certificate for six months. The certificate of the chief officer was also suspended for three months.

Captain D Walker, who was in addition the Commodore of the Australian Steam Navigation Company fleet, was also in command of the steamer Auckland when she was lost off the Ninety Mile Beach, Gippsland, Victoria in 1871.

YARD No.50  
**"FITZROY"**  
Official No. 89544  
Launched 30<sup>th</sup> October 1883



**"Fitzroy" at Coffs Harbour, Australia**



### Information from Lloyd's Register of Shipping 1896/97

Name of ship – Fitzroy  
Ship's number – 89544  
International signal code – RLMK  
Description – Steel screw Schooner with two decks  
Built – 1883 – Completed in October of that year  
Built by J. Key and Sons, Kinghorn  
Gross tonnage – 870  
Net tonnage – 504  
Length – 209.5 feet  
Breadth – 28.9 feet  
Depth – 18.6 feet  
Engines – Compound 2 cylinder  
Engines built by – J. Key and Sons, Kirkcaldy  
Port of registry – Sydney, N.S.W.  
Flag – British  
Owner – Australian United Steam Navigation Co. (Ltd)  
Master – G. King – Appointed to the Fitzroy in 1894

From "Fife Free Press" Saturday, November 3<sup>rd</sup>, 1883. Page 4, Col. 4.

<p>LAUNCH OF THE "FITZROY."—On Tuesday afternoon Messrs John Key &amp; Sons, engineers and shipbuilders, launched from their yard at Abden, Kinghorn, a finely-modelled steel screw steamer, built to the order of the Australasian Steam Navigation Company, Sydney, and intended for the passenger and cargo trade on the northern coast of Australia. On leaving the ways she was christened "Fitzroy" by Miss Kate Bond, sister of one of the partners of Messrs John Key &amp; Sons. The following are the dimensions of the steamer, viz.:—Length between perpendiculars, 210 feet; breadth, 29 feet; depth of hold to main deck, 19½ feet; height in 'tween decks, 7½ feet; gross tonnage, about 870. She is built to Lloyd's highest class (100 A1, two-deck rule), and is to be fitted up by the builders at Kirkcaldy with engines of 160 horse-power nominal, having cylinders 30 and 60 inches in diameter respectively, each with a stroke of 39 inches, supplied with steam from a steel boiler at a working pressure of 90 lbs. Accommodation will be provided for 70 first-class and 70 second-class passengers. The Fitzroy is similar in construction to the Ranelagh and Glanworth, built for the same company. Shortly after the launch, the builders, along with a few friends, adjourned to the drawing office, where cake and wine</p>	<p>were served. Mr Key proposed success to the new ship, which toast having been heartily responded to, Mr W. M. Dow gave the health of Miss Bond, which was replied to by Mr Bond. Mr Porteous, of Sydney, New South Wales, in giving the health of the builders, said he knew the Australasian Steam Navigation Company thoroughly. They had done a great deal for Australia in taking ships to all parts of the colonies, thereby developing the trade. It said much for the builders that this was the fourth vessel entrusted to them by this company. The Messrs Key had earned a great name in Australia, for in addition to the vessels built to the company mentioned they had sent out steamers to the Hunter River Company, and Messrs Howard Smith &amp; Sons; and now he had much pleasure in placing an order in their hands for the Newcastle Steamship Company, Sydney. During the short time he had dealings with the firm, he had found that they fully bore out the good name they had received from the Australasian Company and Messrs Howard Smith &amp; Sons. Mr Key, in replying to the toast, remarked that his firm had always had great pleasure in dealing with the Australian companies, and expressed the hope that several other orders would come from the colonies. The Fitzroy, which was towed into Kirkcaldy harbour and berthed in the dock, is to be handsomely fitted up.</p>
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### Fifeshire Advertiser Saturday 12<sup>th</sup> April 1884

Kirkcaldy  
The new steamer Fitzroy built by Messrs. John Key and Sons, Kirkcaldy went on her trial trip on Tuesday and made very satisfactory speed.

**Various reports regarding the Fitzroy from the “Sydney Morning Herald”, Monday, September 29<sup>th</sup> 1884, under the main heading “Shipping”.**

#### **Reports**

The steamer Fitzroy, from Cooktown, via ports, arrived at Brisbane at 1.30 pm on the 25<sup>th</sup> instant, left again at 0.30 pm on the 26<sup>th</sup>, and arrived at the company's wharf at 3.30 pm on the 28<sup>th</sup>. Experienced strong northerly winds from Cape Morton to Tweed River, fresh S.W. gale with heavy head sea and rain at times, thence to Camden Heads, and fresh S. W. winds with rain squalls and heavy southerly swell from there to port.

#### **Arrivals – September 28<sup>th</sup>**

Fitzroy (s), 870 tons, Captain C. J. Nightingall, from Cooktown via various ports.

#### **Passengers:-**

Mrs. S. and Mrs. C. Hopkinson, Mrs. Rogers and child, Mrs. F. Laurie, Miss Rimmell, Mrs. W. Winkle, Miss Nesbitt, Miss A. Bayly, Hon. B. D. Morehead, Dr. Nesbitt, Messrs. McBrane, A. Wimputon, W. B. Kelly, E. J. White, A. W. Fisher, Captain McGregor, J. Worthington, S. Ord, C. S. Seager, Collis, J. Living, Windson, W. H. Rogers, A Laurie, F. Manton, W. Smith and 30 in steerage. A. S. N Company, agents.

#### **Cargo**

Fitzroy (s), from Queensland ports: 98 bales wool, 60 tierces tallow, 536 hides, 50 casks currants, and 50 packages sundries.

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#### **The Sinking of the Fitzroy**

In December 1897, under the command of Captain James Grahl ,the Fitzroy embarked on a voyage which would take her from Sydney, New South Wales, Australia, to Rockhampton calling at ports on the northern coast of New South Wales. However, on the 11<sup>th</sup> December and due to a navigational error, she ran ashore at Morna Point about 10 miles to the south of Port Stephens. She listed to starboard and quickly filled with water before settling in the sand. All of the passengers and crew, 70 people in all, reached safety.

(Sources; Australian Shipwrecks Volume 3 1871-1900, by Jack Loney; Maritime Heritage, N.S.W. )

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#### **Lloyd's List Shipping and Mercantile Gazette**

Monday 13<sup>th</sup> December 1897, Page 8, Col C

Fitzroy – steamship – Liverpool Dec 13<sup>th</sup> 11:50am.

Liverpool Salvage Association report that their officer cables from Sydney that the Sydney Steamer Fitzroy is ashore in the vicinity of where Adderley is stranded.

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YARD No.51  
**“CRATHIE”**  
**(Later “SWANSEA TRADER”, “TANCHIN”, “SAN IRENEO”,**  
**“MARI ELVIRA”, “CASTILLO SANTACARA”, PUNTA LUCERO”)**  
 Official No. 88858  
 Launched 27<sup>th</sup> November 1883

**Information from Lloyd’s Register of Shipping 1896/97**

Name of ship – Crathie  
 Ship’s number – 88858  
 International signal code – JGHO  
 Built – 1883 – Completed in November of that year  
 Built by – John Key and Sons, Kinghorn  
 Description – Iron Screw schooner with one iron deck  
 Gross tonnage – 481  
 Net tonnage – 272  
 Length – 160.4 feet  
 Breadth – 24.2 feet  
 Depth – 13 feet  
 Engine built by John Key and Sons, Kinghorn. 73 H.P.  
 Master – A. Gordon – First appointed to the Crathie in 1893  
 Owner – R. Carr and H. E. B. Adamson  
 Port of registry – Aberdeen  
 Flag – British

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**From “Fife Free Press”, 14<sup>th</sup> December 1883**

Launch at Kinghorn

There was launched on Wednesday afternoon from the shipbuilding yard of Messrs John Key and Sons, Kinghorn, a fine screw steamer of the following dimensions:- Length, 160 feet; breadth, 24 feet; depth, 12 feet 9 inches. She is to be fitted up with engines having cylinders 21 inches and 42 inches in diameter respectively, each having a stroke of 27 inches. She is built to the order of Mr W. T. Moffat, Aberdeen, and is intended for the general coasting trade. On leaving the ways she was christened the Crathie, and was afterwards towed found to Kirkcaldy Harbour, where she will be fitted out for sea. (Lloyd’s Register of Shipping for 1883 records the master of the Crathie at that time as Captain Stephen.)

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**From a list of ship registers opened and closed. PRO ref. Bks 387.2 GRR**

March 1884  
 U.K. Steamers Registers Opened  
 Name of ship – Crathie  
 Ship’s no. – 88858  
 Material built of – Steel  
 Port of Registry – Aberdeen  
 Built – Kinghorn, 1884  
 Net tonnage – 315  
 Gross tonnage – 496  
 Propulsion – 73H.P. screw.

#### IDENTIFICATION OF THE SECOND STEAMER.

The steamer in collision with the Elbe has been identified as the Crathie, of Aberdeen.

Lloyd's agent at Rotterdam, in answer to a telegram sent to him yesterday morning asking whether he could ascertain any particulars descriptive of the vessel with which the Crathie was in collision, replied as follows :—"Crathie in collision with a big steamer with two funnels. The collision took place between 5 a.m. and 6 a.m., about 35 miles N. by W.  $\frac{1}{2}$  W. from waterway."

A Special Service telegram from Reuter's Correspondent dated Rotterdam, Jan. 31, says :—In an interview which I had to-day with Captain A. Gordon, master of the steamer Crathie, which returned to this port yesterday evening seriously damaged, having come into collision with another vessel in the North Sea, he made the following statement on the subject :—

At half-past 5 yesterday morning the Crathie was 35 miles from the Nieuwe Waterweg. The wind was north by west half west, and the weather was dark, but without fog. The sea and wind were strong. When the collision took place the chief steersman was on duty. I was at the foot of the companion, and was about to go on deck, when I felt a very severe shock and heard a loud crash. The water came pouring into my cabin, and I thought my ship was going to the bottom. I hurried on deck, and the first thing I saw was a large strange ship across the Crathie's bows. Immediately after the collision the Crathie's engines were stopped and reversed. I was not able to distinguish the name of the other ship on account of the darkness, but I was under the impression that the other steamer proceeded on her voyage. We followed her for some distance, but soon lost sight of her, the Crathie not being able to go full speed owing to the damage she had received, her bows being completely stove in down to below the water-line. We lay to for about two hours, but we neither saw nor heard anything more of the other vessel. I feared my steamer would not be able to keep afloat, but when we ascertained that there was no immediate danger we made for Maassluis. The Crathie then came on here for caulking and necessary repairs, which it will take about five weeks to carry out. The crew numbers 12 men, only one of whom has been injured.



The mate of the Crathie said, in reply to my inquiries :—

We were about 30 miles from the Nieuwe Waterweg. Although it was very dark, there was no fog. I was on the quarter-deck, when I suddenly saw three lights ahead. The next instant I perceived a vessel painted in a light colour and with two funnels, also painted some light colour, right across our bows. It was impossible to avoid a collision. A difference of ten yards, in our rate of speed, would have averted it. After we struck the other ship we could not get our ropes and chains clear, and had to cut them. We heard no cries for help or commotion. Immediately after the collision the other ship showed blue and red lights, and we returned the same signal, which we understood to mean that neither vessel was in need of assistance. The captain of the Crathie was below at the time of the accident. Our stoker, who was asleep, was injured by some of the broken plates that came through the sides of the ship. They tore off one of his ears, and he is now in hospital. I do not think the other vessel was the Elbe, but I saw no name.

The bow of the Crathie has been completely carried away, and there is a great gaping hole. It was at 11 o'clock on Tuesday evening that she sailed from this port.

A later Central News telegram says :—There is now no doubt that the steamship which ran into the Elbe was the iron screw steamer Crathie, of Aberdeen. She is owned by Mr. W. Todd Moffatt, who yesterday received a telegram from the captain of his ship announcing that he had been in collision with an unknown steamer. He stated that the bows of the Crathie were stove in, and that the vessel being in a sinking condition he bore up for Rotterdam for repairs. The mate was on deck in charge of the Crathie when the collision occurred, the captain being below. The mate says there was a thick fog, and it was intensely dark when the collision occurred. He knows nothing whatever of the vessel he ran into. The Crathie was so seriously

damaged that all the attention of the crew was taken up in making preparations to save their lives. They backed away after the collision, and the other steamer was almost immediately lost to view. When they reached Maasluys they were in a sinking condition. Mr. Todd Moffatt left Aberdeen for Rotterdam yesterday to make further investigations. The Crathie is of 475 gross tonnage and is classed 100A1 at Lloyd's. She was built in 1883 by Messrs. Key and Sons at Kinghorn. Her master is stated to be Captain A. Gordon.

The Central News representative showed the survivors the statement made by the mate of the Crathie, that a thick fog prevailed at the time of the disaster, but this assertion was emphatically denied by the officers saved. The English pilot Greenham declared it to be "a black lie." The weather, he said, "was quite clear. There was no fog, and when on deck the lights of fishing-vessels could be seen four or five miles off. The lights of a steamer could have been as easily distinguished. When daylight came the smack Wild Flower was plainly discernible, though some distance away, and this at once disposed of the fog theory." Other seamen made similar statements.

From "Sea Breezes" April 1934. Re the collision between the "CRATHIE" and the "ELBE" and the subsequent loss of the later.

The *Elbe* left Bremen on what proved to be her last voyage on January 28th, 1895, outward bound for New York, carrying fifty first and second class passengers, 149 in the steerage, and a crew of 155, making a total of 354 persons on board, in addition to the mails and a valuable general cargo. The *Elbe* was commanded by Capt. Gossell, an experienced and capable ship-master, and also had on board both German and English North Sea Pilots.

The latter part of January, 1895, is best remembered by its intense cold, for it will be recalled that the winter of 1895 was a particularly bitter winter, and the waters of the North Sea were almost at freezing point.

It was only a few hours after leaving Bremen that disaster overtook the *Elbe* with dramatic suddenness, for at 5-30 a.m., in the early hours of January 29th, 1895, at a position 15 miles due East of Lowestoft Harbour, the *Elbe* was in collision with the s.s. *Crathie* of Aberdeen, a small coasting steamer of 425 tons, which was bound from Hull to Rotterdam.

A few minutes before 5.30 a.m. on that tragic morning, a sudden snow squall swept over the face of the North Sea, lasting only a few minutes, but obliterating everything in the vicinity while it lasted; it was these few minutes that were fatal to the *Elbe*. With terrible suddenness the *Crathie* loomed out of the snow squall, going fast at right angles to the *Elbe*, and only fifteen seconds after she was seen she crashed into the liner amidships.

Plates cut through as if they were paper.

By a cruel irony of fate the *Crathie* had been built for the Baltic trade, and had her bows strengthened for contending with ice. While the damage done to her on this account was comparatively slight, the blow she struck the liner was a terrible one, as the liner's plates were cut through as if they were paper, and it was instantly seen in the latter vessel that she could not survive, as the high seas which were running all added to the liner's danger.

Badly holed in the engine and boiler rooms, and taking in water at an immense rate, the liner took a severe list, her decks listing at such an acute angle that the launching of the boats with perfect orderliness would have been both a difficult and hazardous matter.

The *Crathie* somehow managed to get clear, and like a passing evil phantom she disappeared into the darkness, but the *Elbe* had received her death blow. Only twelve minutes after the moment of impact, the liner, still listing heavily, went down bows first and disappeared beneath the turbulent waters of the North Sea. Captain Gossell, the First and Second Officers, and the North Sea pilots, all remained on the bridge till the end, and went down with the ship. The fact that all the passengers and a large proportion of the crew were asleep below at the time of the collision, no doubt added considerably to the loss of life, as no less than 334 lives were lost in this catastrophe.

Not much could be done in twelve minutes under such hazardous and trying circumstances, and only one lifeboat managed to get clear—this had on board twenty persons. It is problematical, in view of the heavy weather and the intense cold at the time, that they would have survived very long, but for the providential arrival of the Lowestoft trawler, *Wildflower* L.T. 557, upon the scene.



A response to the previous article from a later edition.

Re Loss of *Elbe* in April Edition of "Sea Breezes."

As I was on the North Sea at the time of the accident, I was much interested in the article in the April issue of *Sea Breezes* on the loss, on 29th January, 1895, of the "N.D.L." liner *Elbe*, and as you aim at accuracy when possible, I should like to point out what I think are two errors in the narrative.

The article states that the *Elbe* was in collision with the *Crathie* "at a position 15 miles due east of Lowestoft Harbour." That is obviously wrong, as had the *Elbe* been in that position she would have been over 50 miles off her track followed by the German liners, which was, and still is, from Terschelling Lightship to the N. Hinder Lightship, and thence to Dover Straits. Indeed, that track is followed by all deep-drafted steamers to avoid the "Fells Shoal," which lies right across the direct track from Terschelling Lightship to the East Goodwin Lightship.

The *Crathie* was bound "from" not "to" Rotterdam, and had left that port on the evening of 28th January. It was revealed at the subsequent inquiry that, on the morning of the 29th, the Mate of the *Crathie* left the bridge and went to the galley to make himself a cup of coffee, leaving no one on the bridge but the man at the wheel, who was, I believe, in a wheelhouse and unable to see properly. During his absence, the *Elbe* came along, and as the *Crathie* was the "giving way" ship, the officers of the *Elbe* made no attempt to alter their course till they realised the other ship was not getting out of her way, and then it was too late to avert the collision. Whether there were any snow squalls at the time and place I cannot say, but the *Crathie* certainly was to blame for the collision.

D.J.A., Liverpool.

From "The Times" 12<sup>th</sup> August 1895. Page 5, Column D.

THE COLLISION BETWEEN THE  
ELBE AND THE CRATHIE.

HAMBURG, Aug. 11.

The final sitting of the Admiralty Court at Bremerhaven for the purpose of investigating the cause of the collision between the *Elbe* and the *Crathie* took place yesterday. The proceedings, which lasted for ten hours, concluded with the following finding of the Court:—

"The blame of the collision between the *Elbe* and the *Crathie* is to be attributed to the mate of the *Crathie*, who, immediately before the occurrence, deserted his post on the bridge and chatted with the look-out man in the galley. The officer in charge of the watch on the *Elbe* cannot, however, be freed from the reproach that he omitted to get out of the way of the *Crathie* by timely manipulation of his helm or to attract the attention of the crew of the *Crathie* by signalling with his steam whistle. The orders given by Captain von Gössel and executed by the officers and crew of the *Elbe* for the purpose of saving life are deserving of praise. That the *Elbe* foundered in so short a time, causing thereby the loss of 332 lives, is not attributable to defects in the construction, seaworthiness, equipment, loading, or manning of the vessel, but solely to the severe damage incurred, which extended to watertight compartment No. 6 amidships, so that two divisions were thereby flooded with water. It is considered desirable that regular boat exercise should be practised on all large Transatlantic passenger vessels and that the individual duties of the crew should be better understood than has heretofore been the case. There are no grounds for censuring the navigators of the *Crathie* in regard to their omitted attempts to save life on the rapidly sinking *Elbe*, as their vessel had sustained such severe injury that there was justifiable fear that she would herself founder. The conduct of the crew of the *Elbe* in the boat is deserving of recognition, and the rescue of the shipwrecked people by the *Wildflower* merits the highest praise."—*Our Correspondent.*

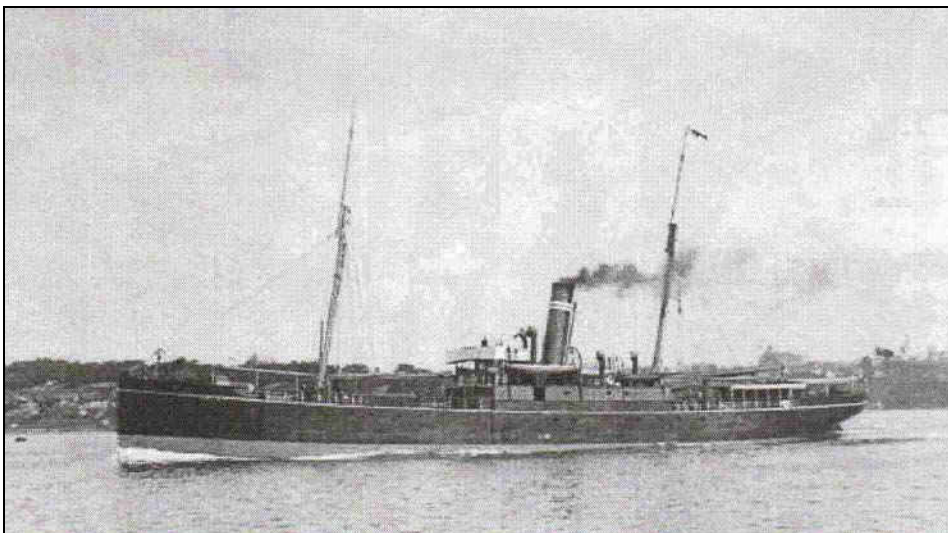
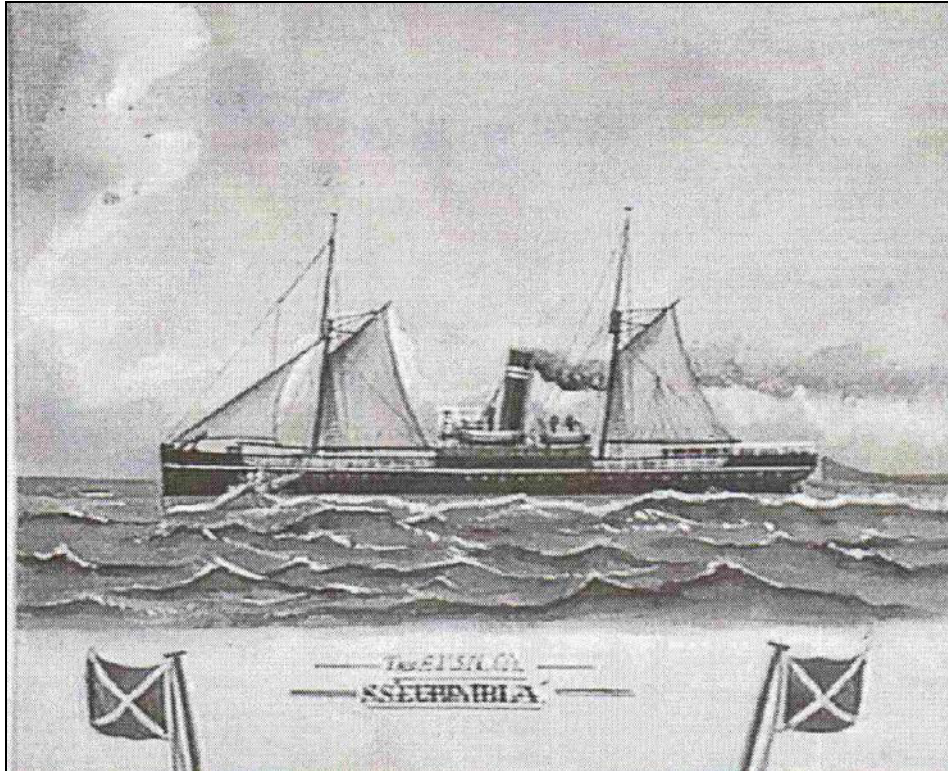
**Over a long career the Crathie had many owners and several changes of name  
(My thanks to Roy Fenton for the information )**

18 March 1883 – Registered in the name of William T Moffatt, Aberdeen as **“Crathie”**  
23 November 1895 – Sold to Ralph Carr and Henry E.P.Adamson, Newcastle  
22 March 1897 – Sold to Joseph Constant, London  
16 June 1897 – Sold to Marcus Samuel and Co., London  
19 January 1899 – Sold to Marcus H. and John E. Matthews, London  
26 May 1908 – Sold to the London Welsh Steamship Co. Ltd., London – Managers, Temple Thompson and Clark. Renamed **“Swansea Trader”** the following day.  
30 August 1912 – Sold to Furness, Withy and Co. Ltd., West Hartlepool.  
27 May 1914 – Sold to the Greenock and Grangemouth Dockyard Co. Ltd., Greenock.  
August 1914 – Sold to C. de Zabala, Bilbao, Spain and renamed **“Tanchin”**  
1918 – Sold to Benito Martineez Peiro, Santander, Spain  
1921 – Sold to Jose Fuente y Diaz Esteban, Oviedo, Spain.  
1927 – Renamed **“San Ireneo”**  
1928 – Sold to A.T. Vega, Gijon, Spain  
1936 – Sold to Ildefonso Irala, Bilbao, Spain And renamed **“Mary Elvira”**  
1940 – Sold to Compania Trasmediterranea, Barcelona, Spain and renamed **“Castillo Santacara ”**  
1941 – Sold to the Spanish Government and renamed “Punta Lucero”. Managers, Maritma Abra A.S., Bilbao.  
1942 – Arturo Echevarria, Bilbao, Spain – new owner  
1947 – Maritma Abra A.S., Bilbao. – new owner  
1960 – Between August and October Broken up at Bilbao by D. Manuela Varela

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YARD No.52  
**“EURIMBLA” (Later “HIDE MARU”)**  
Official No. 89604  
Launched 26<sup>th</sup> January 1884



**From Lloyd's Register of Shipping 1885/86**

Name of ship - Eurimbla  
Ship's no. - 89604  
International signal code - JNFS  
Built - 1884  
Built by - J Key and Sons, Kinghorn  
Description - Steel screw steamer, schooner rigged  
Gross tonnage - 1055  
Net tonnage - 598  
Length - 214.2 feet  
Breadth - 31.2 feet  
Depth - 19.2 feet  
Engine - Compound injection 2 cylinder. 180 horse-power  
Engine built by - John Key and Sons, Kirkcaldy  
Owner - Australasian Steam Navigation Company  
Port belonging to - Sydney, N.S.W.

**Information from Lloyd's Register of Shipping 1896/97**

As above plus:-  
Description - 1 deck and 1 spar deck  
Flag - British

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**Information from Lloyd's List Shipping and Mercantile Gazette  
Friday 8th February 1884, page 12, Cols A&B**

Launches  
Eurimbla  
Tonnage 1000tons  
Steel Steam ship  
Built by John Key and Son, Kinghorn  
Owner - Australian Steam Ship Company  
Port and date of registry - Sydney Jan 26th 1884

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**From List of Ships Registers Opened and Closed. PRO Ref. Bks 387.2GRR**

July 1884  
Steamers, Registered.  
Name of ship - Eurimbla  
Ship's no. - 89604  
Material built of - Steel  
Port of Registry - London  
Built - 1884, Kinghorn  
Gross tonnage - 1055  
Net tonnage - 598  
Propulsion - 180 horse-power, screw.

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From Fife Free Press 3:May:1884

**ACCIDENT AT THE HARBOUR.**—On Saturday afternoon, as the Eurimbla, the new vessel lately launched from Kinghorn, was being brought into the harbour, a carpenter named John Fletcher, residing at Kinghorn, met with an accident. It appears that he had been standing on the rails at the bow of the vessel ready to throw the rope on shore, when the boat suddenly came against the pier, and caused him to lose his balance. He fell on to the pierhead, a distance of 16 or 18 feet. Fletcher was immediately conveyed to the Harbour Head Hotel, and was attended to by Dr Kennedy, who dressed the wound. No bones were, happily, broken.

Crew of "Eurimbla" 4<sup>th</sup> January 1885

## Mariners and ships in Australian Waters

### EURIMBLA

OF SYDNEY, W COTTIER, MASTER, BURTHEN 1055 TONS  
FROM THE PORT OF BRISBANE, MARYB & BUNDEBERG & ROCK TO SYDNEY, NEW  
SOUTH WALES, 4TH JANUARY 1885

Surname	Given name	Station	Age	Of what Nation	Status	Comments
THOMSON	T	CHIEF OFFICER	31	BRITISH	CREW	
PETERS	A	A. B.	31	BRITISH	CREW	
TASKER	W	A. B.	28	BRITISH	CREW	
GEDDES	W	A. B.	26	MONTROSE	CREW	
KERR	JAMES	A. B.	27	BRITISH	CREW	
MCCAULLY	H	A. B.	26	BRITISH	CREW	
MORGAN	R	2ND MATE	24	BRITISH	CREW	
SMITH	CHAS	A. B.	48	HAMBURG	CREW	
SAUNDERS	C E		45	BRITISH	CREW	
AMES	W	CHIEF ENGINEER	33	BRITISH	CREW	
KENNEDY	F	2 ENGINEER	34	BRITISH	CREW	
DUREAD	J	FIREMAN	24	BRITISH	CREW	
MCLEOD	A	FIREMAN	21	BRITISH	CREW	
LAING	J	FIREMAN	31	BRITISH	CREW	
CUTHELL	J	FIREMAN	43	BRITISH	CREW	
DAVIS	H	DONKEYMAN	45	BRITISH	CREW	
JONES	H	FIREMAN	28	BRITISH	CREW	
RAKIE	H	3 ENGINEER	34	BRITISH	CREW	
TANNIER	C	TRIMMER	26	BRITISH	CREW	
WHITHORN	T	TRIMMER	31	BRITISH	CREW	
BUCKLEY	J	TRIMMER	23	BRITISH	CREW	
THOMPSON	W	CHIEF STEWARD	36	BRITISH	CREW	
HADDON	J	2 STEWARD	36	BRITISH	CREW	
WILKS	W R	3 STEWARD	14	BRITISH	CREW	
BLACKWOOD	J	MESS ROOM STEWARD	20	BRITISH	CREW	
DONNOVAN	R P	FORE CABIN STEWARD	49	BRITISH	CREW	
YANG	THOS	CHIEF COOK	30	BRITISH	CREW	
JOHNSON	T	2 COOK	24	BRITISH	CREW	
LOCKYER	T	3 COOK	28	BRITISH	CREW	
HATHERLY	P R	BED ROOM STEWARD	21	BRITISH	CREW	
PETTS	F	BED ROOM STEWARD	21	HARWICK	CREW	
HAWKINS	R	PANTRYMAN	23	BRITISH	CREW	
WALLACE	R	3 COOK	21	BRITISH	CREW	
PERCEY	J	A. B.	34	TRESTRE	CREW	
CHRISTISIUS	C	A. B.	38	NORWAY	CREW	
FENNELL	J	LAMPTRIMMER	29	BRISTOL	CREW	
OSTICK	E	BOATSWAIN	30	YORKSHIRE	CREW	

**Report of Accident to "Eurimbla" 8<sup>th</sup> May 1889**

<p>(No. 3833.)</p> <p><b>"EURIMBLA" (S.S.)</b></p> <p>AND</p> <p><b>"KURRARA" (S.S.)</b></p> <p>REPORT and Decision of the Marine Board of New South Wales in the matter of a collision between the steamers "EURIMBLA" and KURRARA."</p> <p>An inquiry was held before the President, Captain Hixson, and the Wardens of the Board, into the circumstances attending a collision between the above-named vessels; and they ascertained that the "Eurimbla" is a screw steamer of 598 tons, registered in Sydney, the property of the A.U.S.N. Company, and insured. She was proceeding to sea with passengers and cargo, from this port to Brisbane, on the night of the 8th instant, at 7 p.m., when she came into collision with the "Kurrara" between the Heads, whereby she sustained some damage. The "Kurrara" is a screw collier, owned by the Osborne Colliery Company, 420 tons, registered in Sydney, and insured. She was inward bound with a full cargo of coals, and received considerable injury to her port bow. The night was clear and fine. No one was lost or hurt by the occurrence.</p> <p>The Board reported that the collision was caused by the wrongful act or default of Jeremiah Selmes, the master of the "Eurimbla," in committing a breach of the 16th Article of the Steering and Sailing Rules.</p> <p>Taking all the circumstances of the case into consideration, the Board is of opinion that a reprimand, and a caution to be more careful in future, will meet its merits. The said Jeremiah Selmes was therefore reprimanded and cautioned accordingly.</p> <p>(Signed) GEO. S. LINDENAN, R.N., Secretary.</p> <p>Sydney, 20th May 1889.</p>
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**"Australian Shipwrecks, Volume 3" by Jack Loney**

**Collision Between the Eurimbla and the Lismore**

On the 1st November 1891 the Eurimbla, bound from Sydney to Brisbane, was in collision with the Lismore, a wooden schooner of 181 tons, off the Clarence River, New South Wales, Australia. The Lismore was struck by the Eurimbla on the starboard side between the main and fore rigging. She sank within a few minutes but all on board had time to transfer to the Eurimbla. As a result of an enquiry into the accident the second mate of the Eurimbla had his certificate suspended for two months.

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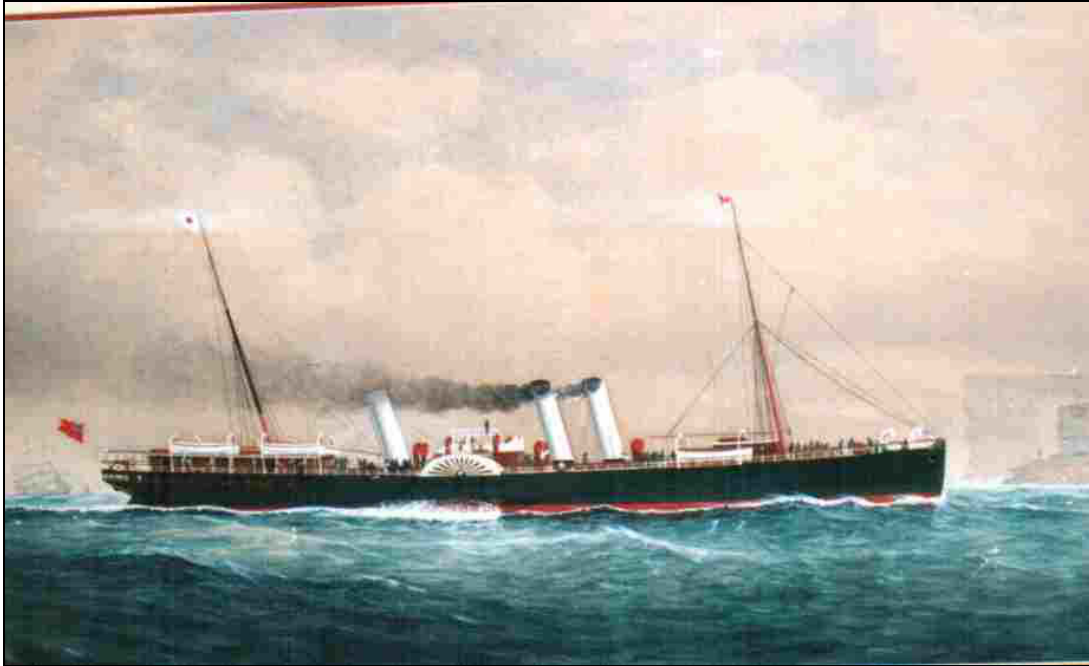
**1905 change of name to "HIDE MARU". Owner S. Koida.**

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**Wrecked Suyon Bay 27<sup>th</sup> April 1907**



YARD No.53  
**"NEWCASTLE"**  
Official No. 88978  
Launched 21<sup>st</sup> August 1884



**From Lloyd's Register of Shipping 1887-1888**

Name of ship - Newcastle  
Description - Steel schooner rigged paddle steamer with 5 bulkheads, 2 decks and 1 awning deck  
Built - 1884, completed in August of that month  
Built by - J Key and Sons, Kinghorn.  
Gross tonnage - 1251  
Net tonnage - 587  
Length - 264.6 feet  
Breadth - 32.9 feet  
Depth - 15.9 feet  
Engine - Compound 2 cylinder  
Engine built by - J Key and sons, Kirkcaldy  
Owners - Newcastle Steamship Company  
Port belonging to - Newcastle, N.S.W.  
Master 1887/88 - W. Adams  
Used in coasting service Sydney to Newcastle.

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**Information from Lloyd's List Shipping and Mercantile Gazette**

Tuesday 26th August 1884  
Page 8, Col B  
Launches  
Newcastle on the 21st August a paddle steamer was launched from the shipbuilding yard of Messrs John Key and Sons, Kinghorn. The vessel has been built to the order of Newcastle Steam Ship Co. (Ltd.), Sydney, N.S.W.  
Her dimensions are as follows:-  
Length overall - 260ft  
Beam 32ft 6in  
Depth of hold 15ft 4in

Height between decks 8ft  
 Draught of water, loaded 11ft  
 Engines - improved style of vertical oscillating

She is expected to attain the rate of 16.5 knots. She is ventilated and fitted out with all modern improvements, including Siemens and Swans electric light. She will accommodate 200 first class and 200 second class passengers. The vessel was named the Newcastle by Mrs Hall, wife of the manager of the ship-building yard. The completion of the vessel was under the supervision of Captain William Anderson, the company's representative, who commands the vessel out to Sydney, N.S.W

# **The Newcastle Steamship Company's New Steamer Newcastle.**

(From the N. M. Herald)

No better evidence of the rapid progress now being made by the coastal trade of the colony could be desired than the arrival on Tuesday of the Newcastle Steamship Company's new steamer Newcastle, which is intended to run between the city and is named after and the metropolis. From whatever point of view the Newcastle is looked at or critically examined, the result is in every way satisfactory; and it is no exaggeration to say that she is certainly the finest vessel of the kind ever brought to the colonies. The Newcastle was built by Messrs. John Key and Sons, of Kirkcaldy, Scotland, and is a steel paddle steamer of 1252 tons gross register, her principal dimensions being length 265 feet, breadth 32 feet 8 inches, and depth 23 feet 4 inches. There is accommodation in all for 170 first-class and 280 second class passengers, besides the usual officers and crew space. The space between decks is unusual, being 8 feet 5 inches. Everything has been done to secure coolness and plenty of fresh air on board, and is the warm climate where she will trade this is all-important. The main saloon is a splendid apartment, upholstered in olive colored velvet, with hangings to match. The floor is laid with encaustic tiles. The ceiling is covered with lincrusta wallton, gilded and decorated, which material has been found most suitable for Australia, and has been used on board wherever practicable. The walls are panelled in various woods, including walnut, rosewood, satinwood, teak, and oak, hand-painted, and the panels are alternated with bevelled mirrors. In the centre of the saloon are sofa seats, which, by an ingenious arrangement, are convertible to tables at meal times and into beds at night. The saloons, state-rooms, and all parts of the vessel, are fitted with the Swan incandescent electric light on the Swan-Edison system. The dynamo, which is situated in the engine-room, is driven by a Tange engine, and supplies power for 250 lights. Attached to the state-room is every convenience in the way of baths, lavatories, &c. The state-rooms are specially well lighted and ventilated. A small bar parlour opening off the saloon is also fitted with sofa berths. Pneumatic bells and speaking tubes communicate all over the ship. The ladies' saloon is situated above the main saloon, and is most elegantly furnished. The upholstery work is in olive velvet, and the panels, of various woods, are beautifully painted. The roof and sides of the wall are covered with beautifully-ornamented lincrusta. The ladies' boudoir, on the awning deck, is another very pretty apartment, furnished in peacock blue. The panelling and mirrors are similar to those in the saloons. The berths on this deck are so arranged that two separate berths only take up the room usually occupied by one. Privacy is thus secured without sacrificing space. There is also a handsome smoking room on this deck, and a house for Muir and Caldwell's steam steering gear. The entrance to the second-class cabin is further forward. Here the berths have been arranged in three tiers, and by an arrangement of partitions and doors the ladies' and gentlemen's quarters will always be distinct, no matter how the one sex may happen to exceed the other in numbers. The warping gear for drawing the steamer close to the quays is driven by steam.

The Newcastle is fitted with two compound oscillating engines, with cylinders 51 and 100 inches in diameter respectively and a 78 inch stroke. Steam to 100lb. pressure is got up by four steel boilers. The construction of the engines was superintended by Mr. James Matthews who is now chief engineer, while the whole vessel was designed and constructed under the superintendence of Captain W. Anderson, who has brought the vessel out. The Newcastle is a very handsomely modelled ship, and her large and most beautiful saloons are furnished elegantly, and great taste and judgment are displayed in all the arrangements, particularly in the choice of woods for the panelling, mirrors, upholstery &c. The main saloon is upholstered in olive green, with curtains to match; the ladies' saloon in amber velvet, with old gold curtains; and the ladies' boudoir in peacock blue, with curtains to match. In the smoking room and deck cabins green embossed haircloth, with curtains to match, has been used with good effect. The handpaintings of flowers, &c in each saloon are creditable both in design and in execution, and the portraits are well finished and striking. Two of the panels in the main saloon contain paintings of the ship herself, from drawings supplied by the commander. One represents the Newcastle leaving Strait Point under full sail (with the words, "Her march is over the mountain wave," underneath), while the other shows her off Nobby's, and the words, "Her home is on the deep," painted, are appended. The vessel comes into port in excellent order after her long voyage, and the engine room is a picture of neatness and order, showing that the company have made no mistake in sending Mr. Matthews home. It only remains to add that the Newcastle is schooner-rigged and has three funnels. Altogether she is a credit to Captain Anderson and the company, and there is but little doubt that she will soon become a favourite in the trade for which she was designed. Of the voyage Captain Anderson reports that the Newcastle left Leith on November 19th, called at Dover, Portland, Gibraltar, Port Said, Suez, Aden, Colombo, Singapore, and Thursday Island. After leaving Leith the Newcastle had to contend with very stormy weather in the North sea and English Channel, which tried her sea-going qualities very severely, and with the most satisfactory results. She had remarkably fine weather across the Bay and along the Portuguese Coast to Gibraltar, where an easterly gale was met with, which detained the ship 70 hours, not being able to get alongside coal hulks. She had hard easterly weather, increasing to a gale, which lasted for three days, in the Mediterranean, when the Newcastle was deeply laden with coals, and she proved herself a very good sea-boats. Strong head winds were experienced in the Red Sea, and strong N.E. monsoon in crossing the Arabian Seas. The weather was unsettled when crossing the Bay of Bengal, also after leaving Singapore; very unsettled N.W. monsoons and much wet weather being experienced to Thursday Island. Thence to abreast of Tacking Point fine N.E. winds prevailed. The wind then veered round to the S., blowing a hard gale, with very high seas, and lasted until arriving at Sydney on Tuesday afternoon. The Newcastle was berthed at the Company's wharf. [We understand that the Newcastle will probably leave Newcastle next Friday night, on her first trip thence to Sydney].

The newspaper cutting on page 206 was sent to me by the Newcastle Region Library, N.S.W., Australia. The name of the newspaper is not given but they have dated it 31st January 1885. An almost identical report appeared in the "Newcastle Morning Herald and Miners' Advocate" on the same date.

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**From the Sydney Morning Herald, Monday, 16<sup>th</sup> February 1885**

The N.S.S.Co's new steamer Newcastle returned to Sydney early on Saturday morning after an experimental trip to Newcastle to thoroughly test the machinery with full boiler power. It was intended that an engineer's trial trip of five hours should be made in Scotland, but it was deemed more satisfactory to defer it until the vessel's arrival here. Owing to its having been found necessary to disconnect one of the circulation pump engines on the trip to Newcastle, and in consequence of a stoppage of 36 minutes to cool one of the main bearings on the return trip, there has been no test yet of the Newcastle's wharf to wharf time. On the trip north the bearings could not be thoroughly tested, as the perished coal used (taken at one of the coaling stations on the way out) did not generate a full steam power; but on the trip from Newcastle with different coal the bearings were subject to a crucial test, and with the exception of the one above referred to, everything was satisfactory. On the day trip the distance between outer Manly Beach and Nobby's was run in four hours and on the vessel's arrival at Newcastle she was visited by a large number of citizens who were unsparing in their eulogies alike on the symmetry of the hull and of the elegance of the accommodation, seen to the best advantage by the electric light, which was turned on to all parts of the ship after nightfall.

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**From List of Ships Registers Opened and Closed. PRO Ref. Bks 387.2 GRR.**

Registry opened March 1885  
Colonial  
Name of Ship - Newcastle  
Ship's no. - 88978  
Port of Registry - Newcastle N.S.W.  
Built - Kinghorn, 1885  
Gross tonnage - 1251  
Net tonnage - 587  
Propulsion - 500 horse power paddle steamer.



## ★ THE LAST OF THE PADDLE ★ STEAMERS

### BUILT BY JOHN KEY.

Mr Balfour M. Smith, Sydney, New South Wales, writes:—

The last of John Key's ocean-going passenger boats on the Australian coast—the paddle steamer "Newcastle," built for the Newcastle and Hunter River S.S. Company, and of 1251 tons gross register, and 247 feet in length—has been sold to the ship-breakers. For some time the "Newcastle" has been moored in Iron Cove, on the Parramatta River, Sydney Harbour, and only on rare occasions has she been used for relief service.

Built at Kinghorn, she left the Firth of Forth in 1884, and arrived in Sydney after a quick passage. Her joyous reception in Port Jackson is still vivid in the minds of the shellbacks of the waterfront. With her proud lines, her three slanting funnels, and, with all her bunting flying, she created much favourable comment, as she passed up the fairway from Sydney Heads to Darling Harbour.

For forty years the "Newcastle" has been the pride of the coast, and she has had a most successful career. With the utmost confidence and comfort hundreds of thousands of passengers have made the mid-night trip in her between Sydney and Newcastle, in all weathers, and often in the face of strong south-easterly gales. She was a favourite Saturday afternoon excursion boat to the Hawkesbury River and Port Hacking. For sight-seeing her two commodious free decks, 33 feet in width, gave her a distinct advantage over present-day steamers. During her long career the "Newcastle" acted as flagship at hundreds of harbour regattas.

Two years ago the "Naroi," also a paddle steamer built by John Key for the same company, was sold out of the service for hulk purposes.

While shipbuilding progress in these days leaves little room for sentiment, Australian-Fifers of the old colonial school grudge to see these splendid Fife-built boats disappearing from the coast; but, Fife-like, we pride ourselves on having good reasons for believing that no steamers of a class superior to John Key's have yet taken their place on the Sydney-Newcastle route.



# THE END OF AN ERA

From Fife Free Press 6th September 1884

**\*KINGHORN SHIPBUILDING YARD—PROPOSED LIMITED COMPANY.**—The prospectus has been issued in connection with a limited company which is being formed to acquire the engineering and shipbuilding works at Kirkcaldy and Kinghorn, as presently occupied by Messrs John Key & Sons. The capital is £45,000 in 4,500 shares of £10 each (of which it is not intended to call up more than £8 per share). Mr James Pollard, C.A., Edinburgh, has examined the Messrs Key's books from the commencement of the present firm, and reports that during the first two years of the firm certain concessions were made to customers involving losses upon three ships amounting to over £20,000, while to meet the increasing demands of the business the firm erected additional works at a cost of fully £14,000. On the other hand, during the last two years the firm's profits have been at the rate of £7000 per annum. It is believed that with the advantages which sufficient capital would give the profits of the business would be greatly increased, but even if the future profits were to amount only to half that sum there would be an available dividend of 10 per cent on the paid up capital of the company. There is also annexed copy of a report by Mr John Norman, of Messrs John Norman & Co. (the well known engineers and boilermakers in Glasgow), who estimate the value of the engine-works and the shipbuilding yard, and the plant therein, at £12,954, while the price being paid by the company for the whole, including the good will of the business, is only £20,000. Mr George Andrew Key, the senior partner of Messrs John Key & Sons, under whose immediate supervision the business has hitherto been conducted, and through whose personal influence and reputation as a shipbuilder the present valuable connection of the firm has been acquired, has agreed to join the board after the formation of the company, and to continue to take the personal superintendence of the business for a reasonable rate of remuneration. The capital will, in the first instance, be utilised as follows:—Purchase price, £20,000; cost of material, say £5000; total £25,000, thus leaving for working and uncalled capital £20,000. An impression we understand prevails, that the necessary capital for the undertaking will be raised, and that Kinghorn Shipbuilding, and the extensive engineering works in Kirkcaldy so long carried on by the Messrs Key, will be soon again in full swing.

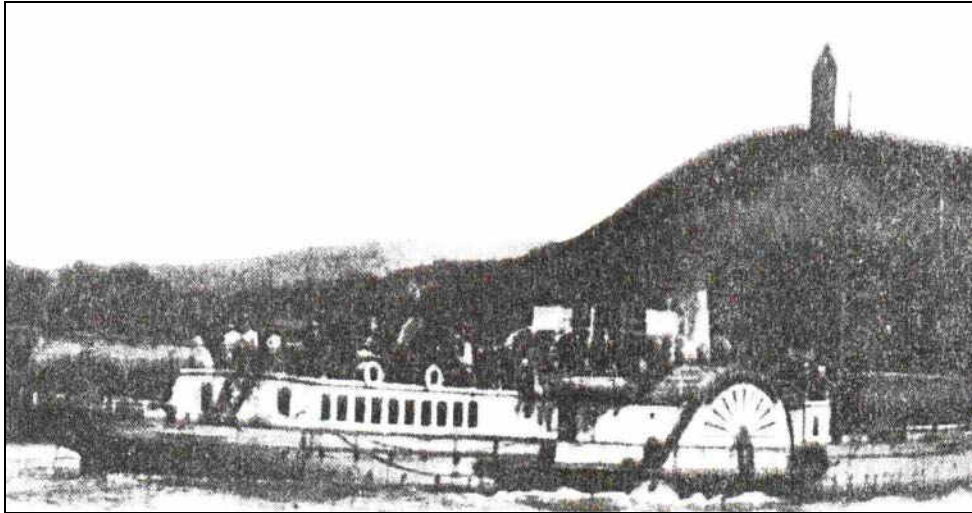
# JOHN SCOTT & COMPANY

## 1886 - 1900

From Fife Free Press 29<sup>TH</sup> August 1885

THE PROSPECTIVE RE-STARTING of Kinghorn shipbuilding yard is the most welcome piece of news that has cropped up lately. The first keel to be laid down is that of a passenger steamer for service chiefly as a pleasure boat on the Firth of Forth. The vessel, spacious and well appointed in every way, is to be built of steel, and will equal in point of magnificence the fine pleasure steamers that ply on the Clyde. We hope the keel will not be long laid before Mr Scott has secured other vessels to lay down alongside of it, and that very shortly the yard at Kinghorn will once more become the hive of industry which it was only two or three years ago. On the Clyde there is again much activity. Many vessels are in course of construction, in illustration of which we note that no fewer than three were on one day, this week, sent into the water.

YARD No.55  
**"EDINBURGH CASTLE"**  
 Official No. 91088  
 Launched 6<sup>th</sup> April 1886



From the "Fife Free Press" 10<sup>th</sup> April 1886

**FIRTH OF FORTH.**

A handsome steel paddle steamer, which has been the subject of construction for some months in the hands of Messrs John Scott & Co., Kinghorn, was successfully launched on Tuesday afternoon in presence of a large number of spectators. The new vessel was built to the order of Mr M. P. Galloway, Leith, and is intended for further opening up of the Firth of Forth ports to pleasure-seekers and ordinary passengers during the summer months. Her dimensions are 165 feet long, 20 feet broad, and 7 feet deep. The route at present marked out for the new vessel is between Leith, Anstruther, Elie, Largo, and North Berwick. The steamer, which is named the "Edinburgh Castle," will, without doubt, be the best passenger steamer on the Firth, and no expense has been spared to render her attractive and convenient in all essential features. Messrs Scott & Co. are fitting up the vessel's machinery and boilers, which are now on board, and it is expected that she shall attain a high rate of speed. The engines are diagonal surface condensing, cylinder 46 inch diameter, 60 inch stroke. The boiler is of the Haystack type, of steel, 13 feet 6 inches in diameter, and 14 feet high, with a working pressure of 65 lbs. per square inch. The steamer is fitted up with elegant drawing-room saloon, with ladies and gentlemen's cabins on deck, with spacious dining cabins under main deck, fore and aft. The upholstery cabin and saloon fittings are to be furnished by Messrs Patterson, Smith, & Jones, 77 South Bridge, Edinburgh. The vessel is to be lighted up with electricity, the apparatus for which is being supplied by Messrs Henry Bennet & Co., Glasgow. The vessel is also to be fitted with patent steering gear, steam and hand, all the latest improvements for the convenience and comfort of passengers. The ceremony of naming the vessel was gracefully performed by Miss Scott, Eastbank, Kirkcaldy. After the vessel took the water a splendid view of her was obtained, and her appearance was much admired by those present. Immediately after the launch an adjournment was made to one of the large lofts, where cake and wine were served. Among those present were Mr John Scott, builder; Mr M. P. Galloway, Leith; Mr Aitken, Leith; Mr Wallace, solicitor, Leith; Mr J. Kidd, Edinburgh; Captain Galloway, harbour master, Burntisland; Mr Young, consulting engineer, under whose superintendence the vessel has been built; Mr Wakelin, Fife Ferry; Mr Hall, manager of the yard; Misses Galloway, Leith; Mrs and Miss Galloway, Burntisland; Mrs and Miss Scott; Mrs Poole, Eastbank; and Mrs Wakelin, Sinclairtown.

Mr Scott wished the company to drink success to the steamer just launched—the "Edinburgh Castle." He asked them to couple the toast with the name of Mr Galloway, the managing owner, and it might be really said that he was the designer of the steamer. (Loud applause.) They had done all they could to make her to his satisfaction, and that it would turn out so, and prove a great success, was, he was sure, the desire of all present. (Loud applause.)

The toast having been heartily responded to, Mr Galloway said he had to thank them all for the hearty and appreciative manner in which they had responded to the toast, wishing the new ship success. He could only say that his connection with Mr Scott had been of a very pleasant nature indeed. (Loud applause.) Mr Scott had really done all he had said, and he had no doubt when the vessel was finished it would be a credit to all concerned. (Loud applause.) The great thing now would be to get plenty of money for the shareholders, and perhaps they would repeat another toast. (Loud applause.)

Mr Galloway, in proposing the health of the builder, said it was to be regretted that there was not another one or two vessels on the stocks, but he was certain more would soon follow. (Applause.) His acquaintance with Mr Scott had been short, but from what he had heard and seen of him he was convinced that he was quite the right man in the right place—(applause)—and if shipowners once got to know him his reputation would soon spread. (Applause.)

Mr Scott suitably replied.

Mr Aitken proposed "The Ladies," coupled with the name of Miss Scott.

Mr Scott replied for his daughter.

Mr Wallace proposed the "Health of Mr Young," to which Mr Young suitably replied.

Other toasts followed, after which the company adjourned.



**An extract from the Galloway Saloon Steam packet Company's timetable of sailing for the week ending the 15th August 1897**

<b>ROSTER 4 <i>Edinburgh Castle</i></b>		
The up-river service timings varied to suit the tide. On four or five days per fortnight the roster is reversed and the steamer sails from Stirling in the morning. A variety of coaching tours are operated in connection with the steamer at Alloa and circle tickets are available with the North British Railway.		
Intermediate calls are made at Queensferry, Charlestown, Bo'ness and Kincardine.		
Monday	Lve Leith 9am for Stirling.	Return from Stirling 12.15pm, Alloa 1.30pm
Tuesday	Lve Leith 9am for Stirling.	Return from Stirling 1.30pm, Alloa 2.30pm
Wednesday	Lve Leith 10am for Stirling.	Return from Stirling 2.30pm, Alloa 3.30pm
Thursday	Lve Leith 10am for Stirling.	Return from Stirling 3pm, Alloa 4pm
Friday	Lve Leith 11am for Stirling.	Return from Stirling 3.30pm, Alloa 4.30pm
Saturday	Lve Leith 11.30am for Stirling.	Return from Stirling 4.30pm, Alloa 5.30pm
Sunday	Lve Leith 12.30pm for Alloa Lve Alloa 3.30pm for cruise to the Windings of the Forth Lve Alloa 5.30pm, Kincardine 5.50pm, Bo'ness 6.10pm for Leith	

**From Lloyd's Register of Shipping 1896/97**

Name of ship - Edinburgh Castle  
Ship's no. - 91088  
Built - 1886. Completed in April of that year  
Built by - John Scott and Co., Kinghorn  
Description - Steel, steam, paddle sloop  
Length - 160 feet  
Breadth - 20.1 feet  
Depth - 7 feet  
Net tonnage - 51  
Gross tonnage - 158  
Port of Registry - Leith  
Flag - British  
Engines - Diagonal engines built by Scott, Kirkcaldy.

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**From List of Ships Registers Opened and Closed 1885-1890. PRO Ref. Bks 387.2 GRR.**

May 1886  
U.K. Steamers Registered  
Name of ship - Edinburgh Castle  
Ship's no. - 91088  
Material built of - Steel  
Port of Registry - Leith  
Built - Kinghorn, Fife 1886  
Net tonnage - 51  
Gross tonnage - 187  
Propulsion - 85 horse-power, paddle

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**From PRO Ref. BT165/55. Vessels reported as having been wrecked, sold foreign or broken up during 1916.**

Name of ship - Edinburgh Castle  
Ship's no. - 91088  
Propulsion - Steam  
Sold O.H.M.S.

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### **Summary of Service**

1886 - April 6th - Launched for M.P.Galloway , delivered on the 8th. and transferred to the Galloway Saloon S.P.Co. on June 8th. She was the first member of the fleet to be built by Messrs. J. Scott of Kinghorn .

1892 - Began pleasure sailings on a Sunday in 1892 which led to complaints about this desecration of the Sabbath not only from religious organisations but also from other sources. Both the Town Council and the Forth Navigation discussed the matter but the cruise was allowed to go ahead. On the return journey of the initial Sunday sailing many of the passengers wanted to disembark at the Abbey hoping to avoid being seen disembarking at Shore, the main stop. Those who did get off at the Shore, including a number of prominent citizens and church elders, were welcomed by a group of three thousand protesters. Her normal Monday to Saturday route took her from Leith to Stirling and Alloa with intermediate calls at Queensferry, Charlestown, Bo'ness and Kincardine.

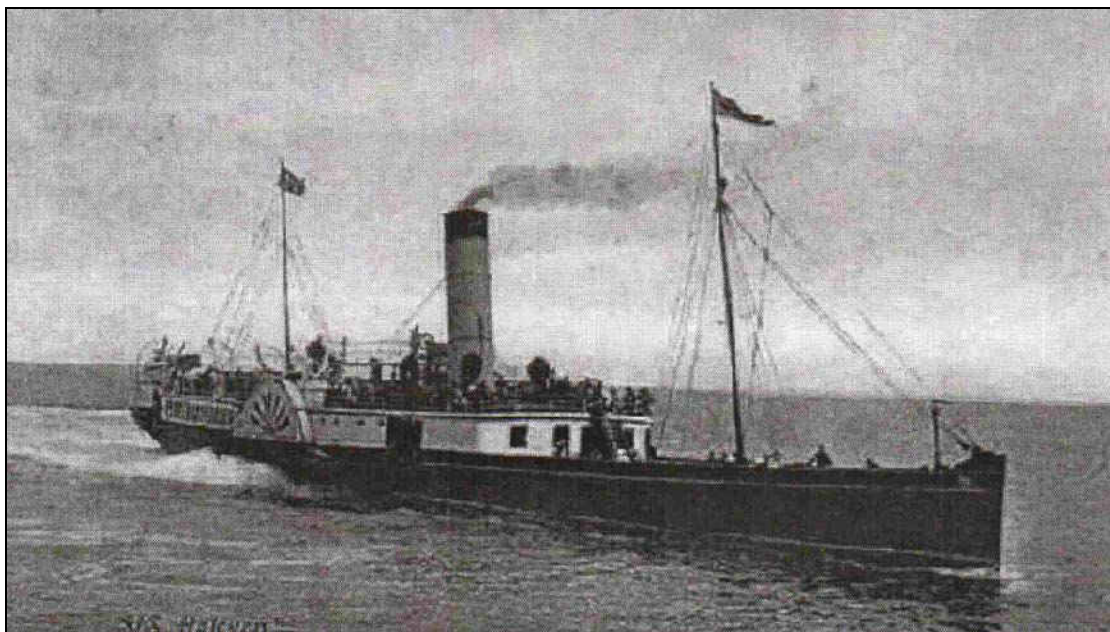
1916 - June 28th. Requisitioned by the Admiralty for minesweeping duties in the Firth of Forth.

1918 - April. Sent out to Murmansk where the British Expeditionary force was fighting the Russians and served as ambulance support between Archangel and the hospital ship "Braemar Castle" .

1919 - Sept 29th. Was left behind at Murmansk when the base was evacuated . After efforts to find coal to fire her failed she was blown up in order to prevent her falling into enemy hands.

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YARD No.56  
“HALCYON” (Later “CUXHAVEN”)  
Official No. 94300  
Launched 18<sup>th</sup> June 1887



“Halcyon” at Yarmouth 29 August 1905

### **Information from Lloyd's Register of Shipping 1896/97**

Name of ship - Halcyon  
Ship's number - 94300  
Description - Steel paddle steamer with one deck  
Built - 1887 - Completed in June of that year  
Built by - John Scott and Co., Kinghorn  
Engines built by - John Scott and Co., Kinghorn  
Gross tonnage - 553  
Net tonnage - 323  
Length - 209.2 feet  
Breadth - 26.2 feet  
Depth - 9.1 feet  
Owner - General Steam Navigation Co.  
Master - W. L. Bone - first appointed to the Halcyon in 1894  
Port of registry - London  
Flag - British

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### **Extra information from "A Century of Sea Trading, 1824-1924" Curnford**

Engines - One compound 2 cylinder steam engine  
N.H.P - 250

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### **From "Shipping Gazette and Lloyds List Weekly Summary", 14<sup>th</sup> June 1887, page 389, col. E**

#### **Launches**

Halcyon – On June 18<sup>th</sup>, a paddle steamer was launched from the Abden Shipbuilding Yard. She has been built by Messrs John Scot and Co., engineers and shipbuilders, Kirkcaldy, for the General Steam Navigation Company. Dimensions, length 220 feet, depth 9 feet.. On leaving the ways the vessel was christened "Halcyon" by Mrs. Marshall and was afterwards towed round to Kirkcaldy where she will be fitted with 6 c.c.engines of 250 nhp. The vessel is built of mild steel and is expected to attain an average speed of 18 m.p.h.

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The Halcyon was one of five paddle steamers built by John Scott between 1887 and 1889 for the Thames and East Coast services of the General Steam Navigation Company. The company were trying to free themselves of the adverse reputation they had acquired following the Princess Alice disaster in 1878 when 640 people drowned after she was struck by the collier Bywell Castle. She and the other four, Mavis, Oriole, Laverock and Philomel were all very similar having one funnel forward of the bridge and two masts one of which, the mainmast, was later removed. The hulls and funnels were originally painted black but were later changed to buff with the funnel having a black band added at a later date. They replaced the company's old paddlers on the coastal resorts services with ships of a class which had never before been offered to Londoners. The ships ran day excursions to the Kent coast and to France and were in great demand in 1889 the year of the Paris Exhibition. During the summer months they also ran excursions which took them from London Bridge and the other landings down to Tilbury to Clacton and Great Yarmouth on the East Coast. Passengers would stay overnight at Yarmouth leaving at 8 o'clock the following day for the trip home.

In August 1889 Halcyon came off the better following a collosion with a tug near Wapping. The Sunbeam, as the tug was called, sank but the Halcyon was unharmed. No lives were lost in the incident.

On August 3rd 1903 Halcyon was on the return leg of a Yarmouth excursion sailing back home to London when when her steering gear broke in heavy seas forcing her passengers to transfer to the Southwold Belle who had come to their aid.

In 1904 the Halcyon was sold to the South of England Steamboat Company only to be taken back the following year when her new owners went out of business. It is not clear whether she had not been paid for, whether there may have been a clause in the original sales agreement or whether she was actually re-purchased by G.S.N.C.

In 1906 and sold to the Hamburg-Stade-Atlander-Linie. She was renamed Cuxhaven and used as a river boat on the Elbe.

In his book "South Coast Pleasure Steamers" E. C. B. Thornton states that, although not proven, he believes that in 1894 the Halcyon was chartered by R. R. Collard of Newhaven for South Coast work.

In 1912 Cuxhaven was deleted from Lloyd's Register .She continued her career on inland service in Germany.

As far as it is known her final fate has not been recorded.

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C1905 postcard of Hastings Pier clearly showing the "Halcyon" Booking Office



<p><b>YARD No.57 and 58</b> <b>“EDMUND” and “ALEXIS”</b> <b>Official No.</b> <b>Launched 1887</b></p>
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**Information on the “EDMUND” and “ALEXIS”**

Launched 1887

These were two steam hopper barges built for work on the Oporto, Portugal Breakwater construction each having a gross tonnage of 110.

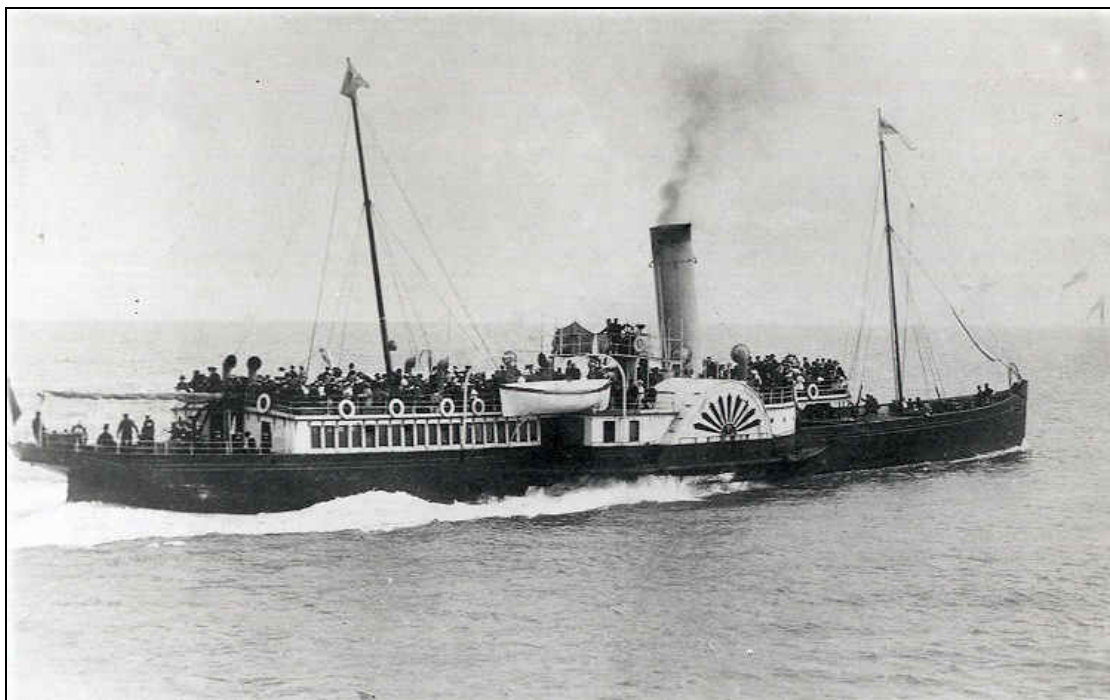
Reference to an Edmund was found on the microfilm of the 1887 Lloyds List. (I cannot be absolutely certain that this is the same vessel as the one built at Kinghorn as the actual Lloyds List for that year is not available at the Greenwich Maritime Museum Library. The name Edmund is bracketed with Edmond and among several entries for the year 1887 are the names of two masters - H.H. Burns on the 31st March and Copeland on the 16th September.

An Alexis is shown in the 1887 and 1888 Lloyds Lists the microfilm of which can be seen at the Greenwich Maritime Museum Library.

**Miramar Ship Index**

Described both as “Floating Cranes”. Identity Numbers – Edmund 15564 and Alexis 1895

YARD No.59  
"MAVIS"  
Official No. 95420  
Launched 24<sup>th</sup> May 1888



#### **Information from Lloyd's Register of Shipping 1888/89**

Name of ship - Mavis  
Ship's no. - 95420  
International signal code - KSCM  
Description - Steel paddle steamer, schooner rigged  
Built - 1888  
Built by - John Scott and Co., Kinghorn  
Gross tonnage - 537  
Net Tonnage - 280  
Length - 210.3 feet  
Breadth - 26.3 feet  
Depth - 9.4 feet  
Engine - One compound direct acting 2 cylinder steam engine. 250 HP  
Engines built by - J. Scott and Co., Kirkcaldy  
Owners - General Steam Navigation Co., London  
Port of registry - London  
Flag - British

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#### **From Lloyd's Shipping Gazette and Lloyd's List, Friday 25th May 1888**

##### **Launches**

On the 24th May Messrs J Scott and Co., Kirkcaldy (sic) launched from their shipbuilding-yard a steel paddle steamer for the General Steam Navigation Company, for the Thames passenger service. The vessel is built of mild steel, is 215 feet long, 26 feet broad, with a draught of 9 feet 6 inches, and engines 250 horsepower. She was named the Mavis by Mess Ellis, daughter of the company's marine superintendent.

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#### **From List of Ships Registers Opened and Closed 1885-1890. PRO Ref. Bks 387.2 GRR**

June 1888  
Registers opened, steamers  
Name of ship - Mavis  
Ship's no. 94520  
Material built of - Steel  
Port of Registry - London  
Built - Kinghorn 1888  
Net tonnage - 280  
Gross tonnage - 537  
Propulsion - 250 horse-power paddle steamer

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The Mavis was one of five paddle steamers built by John Scott between 1887 and 1889 for the Thames and East Coast services of the General Steam Navigation Company and, as was the fashion with the company, was named after a bird. She and the other four, Halcyon, Oriole, Laverock and Philomel were all very similar having one funnel forward of the bridge and two masts one of which, the mainmast, was later removed. They all had saloon decks extending the width of the vessel and carried forward of the paddle boxes. The hulls and funnels were originally painted black but were later changed to buff with the funnel having a black band added at a later date. The ships ran day excursions to the Kent coast and to France and were in great demand in 1889 the year of the Paris Exhibition. During the summer months they also ran excursions which took them from London Bridge and the other landings down to Tilbury to Clacton and Great Yarmouth on the East Coast. Passengers would stay overnight at Yarmouth leaving at 8 o'clock the following day for the trip home.

She was taken out of service in August 1909 following the introduction of P.S. Golden Eagle and in August 1910 she was sold to Pockett's Bristol Channel Steam Packet Company Limited under whose colours she sailed until the end of the 1913 season when she was withdrawn from service and laid up until 1915 when she was sold for scrap. and broken up at Briton Ferry, West Glamorgan.

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**From "The Times" , Wednesday August 19th 1903, P9 Col.6**

**Boulogne Excursion Steamer in Danger**

A Reuters telegram from Boulogne dated yesterday, states that the General Steam Navigation Company's excursion steamer Mavis, which left Boulogne at 10 o'clock yesterday morning on her return journey to Margate and London, was unable to weather the heavy seas outside Boulogne and was obliged to put back. When about 4 miles out of Wimereux the MAVIS nearly foundered. She was struck by a sudden squall and heavy seas broke over her stem, swept the decks, stove in the doors, swamped the cabins, and flooded the engine room. The captain, fearing that the fires would be extinguished, put about, and with great difficulty returned to the harbour in the teeth of a south westerly gale. Seventy passengers have been landed at Boulogne.

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**Merchant Ships Wrecked, Broken Up or Sold Foreign - Pro ref BT167/55**

1915 Mavis - Official no. 95,420 - Steamship - Broken up

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YARD No.60  
**"ORIOLE"**  
Official No. 95435  
Launched 23<sup>rd</sup> June 1888



PS "Oriole" G.S.N.C. at Harwich  
(PS "Oriole" left and PS "Merrimac" right)

#### Information from Lloyd's Register of Shipping 1896/97

Name of ship - Oriole  
Ship's Number - 95435  
Description - Steel paddle steamer  
Built - 1888  
Built by - J. Scott and Co., Kinghorn  
Engine - Compound 2 cylinder  
Engine built by - John Scott and Co., Kirkcaldy  
Length - 230 feet  
Breadth - 27.6 feet  
Depth - 9.8 feet  
Gross tonnage - 643  
Net tonnage - 387  
Owner - General Steam Navigation Co.  
Master - G. F. Fishenden - First appointed to the Oriole in 1893  
Port of registry - London  
Flag - British

#### From "Shipping Gazette Weekly Summary" 29th June 1888

##### Launches

Oriole - On the 23rd June there was launched from the shipbuilding yard of Messrs. John Scott and Co., at Kinghorn, a paddle passenger steamer named the Oriole, built to the order of the General Steam Navigation Company, London. The dimensions are; - Length, 236 feet; breadth, 27.5 feet; and

depth, 10 feet. The vessel, which is built of mild steel throughout, is fitted up with diagonal compound engines of about 300 Nominal horse power, and is expected to attain a speed of 20 miles an hour. All the latest improvements have been introduced. The vessel will be engaged in the passenger traffic between London and Margate.

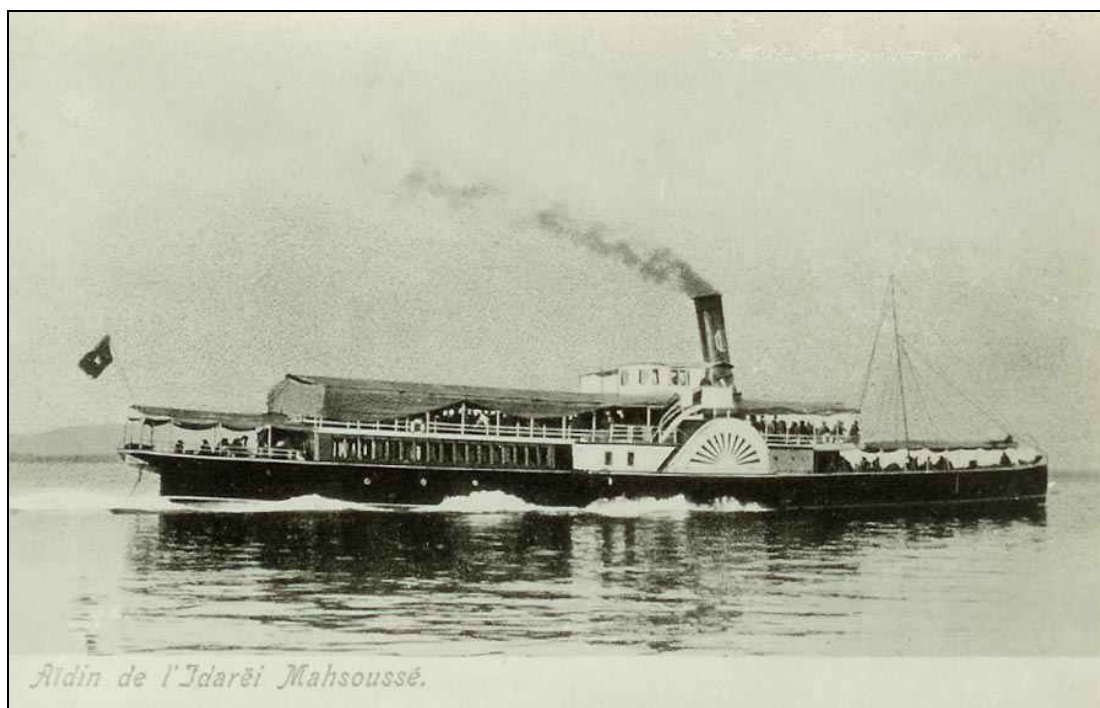
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The Oriole was one of five paddle steamers built by John Scott between 1887 and 1889 for the Thames and East Coast services of the General Steam Navigation Company and, as was the fashion with the company, was named after a bird. She and the other four, Halcyon, Mavis, Laverock and Philomel were all very similar having one funnel forward of the bridge and two masts one of which, the mainmast, was later removed. They all had saloon decks extending the width of the vessel and carried forward of the paddle boxes. The hulls and funnels were originally painted black but were later changed to buff with the funnel having a black band added at a later date. The ships ran day excursions to the Kent coast and to France and were in great demand in 1889 the year of the Paris Exhibition. During the summer months they also ran excursions which took them from London Bridge and the other landings down to Tilbury to Clacton and Great Yarmouth on the East Coast. Passengers would stay overnight at Yarmouth leaving at 8 o'clock the following day for the trip home.

Oriole continued on the Yarmouth service until 1905. In 1912 she was sold to a Dutch company and reduced to hulk.

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YARD No.61  
**“CLACTON” (Later “AIDIN”)**  
Official No. 94393  
Launched 8<sup>th</sup> May 1888



The vessel shown above was originally “Clacton” until 1896/7 when she became “Aidin”

**Information from Lloyd's Register of Shipping 1888/89**

Ship's name - Clacton  
Ship's no. 94393  
Description - Steel paddle steamer  
Built - 1888  
Built - J. Scott and Company, Kinghorn  
Length - 189.5 feet  
Breadth - 22.2 feet  
Depth - 8.3 feet  
Gross tonnage - 241  
Net tonnage - 55  
Under deck tonnage - 220  
Engine - Compound 2 Cylinder, 200HP  
Engine built by - J. Scott and Company, Kirkcaldy  
Port of registry - London  
Owners - London, Woolwich and Clacton-on-Sea Steamboat Company Ltd.  
Master - Jones - since 1888

**From Lloyd's Shipping Gazette and Lloyd's List, Friday 11th May 1888**

**Launches**

On Th. 8th May there was launched from the shipbuilding yard of Messrs John Scott and Co., Kirkcaldy (sic), a steel paddle steamer for the London and Clacton-on-Sea passenger service.

This vessel on leaving the ways was named the Clacton by Mrs Scott. The vessel was launched with all her machinery on board and her steam up, and sailed into Burntisland. Her dimensions are as follows:- Length, 195 feet; breadth, 22 feet; depth, 8 feet 6 inches. She is fitted with all the most modern appliances for the comfort and convenience of passengers. The saloons are well ventilated, with a long promenade deck above. The vessel will be commanded by Captain Jones.

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**From List of Ships Registers Opened and Closed 1885-1890. PRO Ref. Bks 387.2 GRR**

June 1889  
Registers closed  
Name of ship - Clacton  
Ship's no. - 94398  
Port of Registry - London  
Built - 1888, Kinghorn  
160 horse-power  
Sold Foreign – Turkey

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**Extra information from Lloyd's Register of Shipping 1896/97**

Ship's name - Aidin  
Former name – Clacton  
Description - Steel paddle steamer, sloop rigged  
Owner - Idarei Massousieh  
Port of registry – Constantinople - Flag - Turkish



**YARD No.62**  
**“EPIDAURO” (Later “ELLI”)**  
**Official No.**  
**Launched 4<sup>th</sup> December 1888**

**Information from Lloyd's Register of Shipping 1896/97**

Ship's name - Epidauro  
International signal code - HGLO  
Description - Steel screw schooner with one deck  
Built - 1888 - Completed in December of that year  
Built by - John Scott and Co., Kinghorn  
Gross tonnage - 358  
Net tonnage - 178  
Length - 148 feet  
Breadth - 22.8 feet  
Depth - 10.9 feet  
Engine built by - John Scott and Co., Kirkcaldy  
Owner - Consorzio di Nava Vap. Ragusea (T Cossovich. Mgr)  
Master - S. Golubovich - First appointed to the Epidauro in 1895  
Port of registry - Trieste  
Flag - Austro-Hungarian

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**From “Shipping Gazette Weekly Summary” 14th December 1889, page 791, Col 3**

**Launches**

Epidauro - On the 4th Dec. a screw passenger steamer was launched from the shipbuilding yard of Messrs. John Scott and Co., at Kinghorn. The vessel, which is of steel throughout, is 155 feet in length, 23 feet in breadth, and 10.5 feet in depth, is built for the Consorzio Vapore Epidauro, Austria. She is fitted up with triple expansion engines, the working pressure on the boilers being 150. On leaving the ways she was named the Epidauro by Miss Ressich, Leith. She will be taken to Leith, whence she will sail for Trieste.

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**In the Lloyd's Register of Shipping 1897/98 the ship is still named Epidauro but in the following edition she has been re-named Elli. The only other differences listed are:-**

Owners - P. Cosmetti  
Master - N. Maniades - Joined the ship in 1899  
Port of registry - Piraeus  
Flag - Greek

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**Deleted from Lloyd's Register of Shipping 1903**

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YARD No.63  
**“SCOTTISH MAID” (Later “COLOMBO”)**  
Official No. 94529  
Launched 19<sup>th</sup> January 1889

**From list of Ships Registers Opened and Closed 1885-1890. PRO Ref. Bks 387.2 GRR**

May 1889. Opened Steamships  
Name of ship - Scottish Maid  
Ship's no. - 94529  
Port of Registration - Aberdeen  
Built - Kinghorn 1889  
Net tonnage - 51  
Gross tonnage - 122  
Propulsion - 45 horse-power, screw steamer

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**From “Shipping Gazette Weekly Summary” 25th January 1889**

Launches  
On the 19th Jan. there was launched from the shipbuilding yard of Messrs. John Scott and Co., Kinghorn, an iron screw trawler named the Scottish Maid, built to the order of Messrs. Robert Brown and Co., Aberdeen. The following are the dimensions:- Length, 100 feet; breadth, 20 feet; depth, 10.5 feet. She is fitted up with vertical direct acting compound engines of such a kind as to render her one of the most powerful trawlers afloat, and is expected to attain a speed of 15 knots an hour. She was launched with steam up, and sailed to Burntisland without the aid of a tug.

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**From List of Ships Registers Opened and Closed 1885-1890. PRO Ref, Bks 382.2 GRR.**

December 1889. Registers closed, steamers  
Name of ship - Scottish maid  
Ship's no. - 94529  
Port of Registry - Aberdeen  
Built 1889  
Gross tonnage - 122  
Net tonnage - 51  
Horse-power - 45  
Sold Foreign (Portugal)

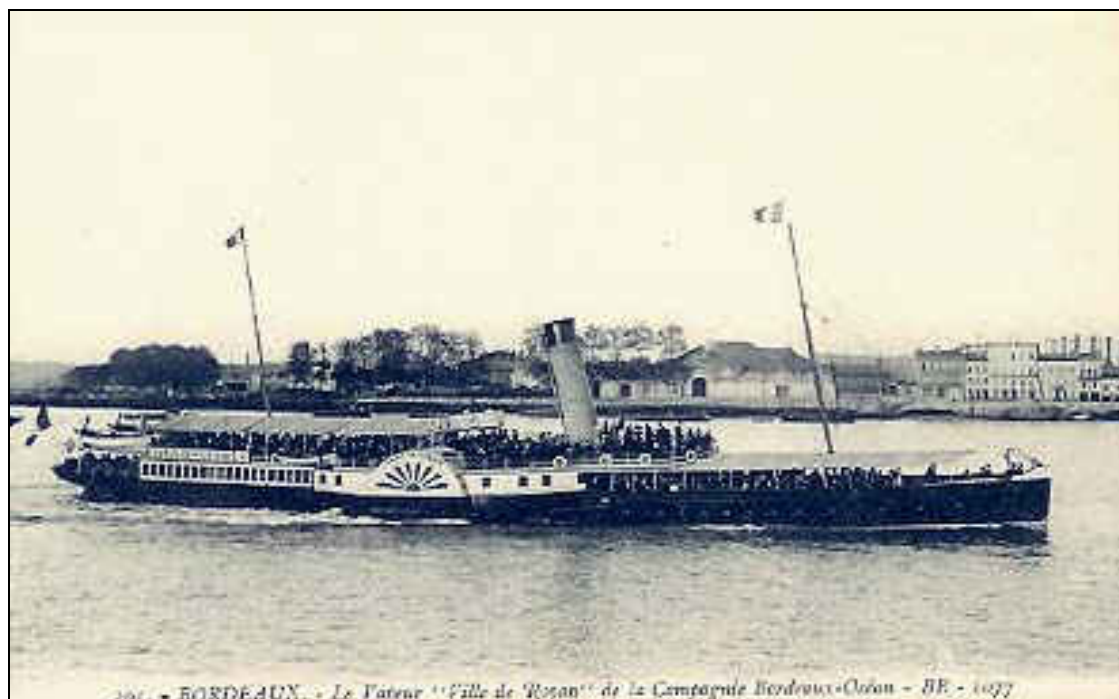
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**From Lloyd's Register of Shipping 1896/97**

Name of ship - Colombo  
International code - HJWQ  
Master - A Franco  
Description - Iron built screw steamer, ketch rigged and with one deck  
Dimensions and tonnage as above  
Built - 1889, completed in January of that year.  
Owners - Bensaude & Co.  
Port belonging to - Lisbon  
Flag - Portuguese  
Engines built by - John Scott, Kirkcaldy

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YARD No.64  
**"LAVEROCK" (Later "VILLE DE ROYAN")**  
 Official No. 96594  
 Launched 30<sup>th</sup> May 1889



#### **From Lloyd's Register of Shipping 1896/97**

Name of ship - Laverock  
Ship's no. - 96594  
Description - Steel paddle steamer, schooner rigged  
Net tonnage - 284  
Gross tonnage - 544  
Length - 120.2 feet  
Breadth - 26.2 feet  
Depth - 9.4 feet  
Engine - Compound diagonal 2 cylinder  
Built by - John Scott, Kirkcaldy  
Master W. Cotton  
Port of registry - London  
Flag - British

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#### **From List of Ships Registers Opened and Closed 1885-1890. PRO Ref. Bks 387.2 GRR.**

July 1889  
Steamers Registers Opened  
Name of ship - Laverock  
Ship's no. 96594  
Material built of - Steel  
Port of Registry - London  
Built - 1889 Kinghorn  
Net tonnage - 284  
Gross tonnage - 544  
Propulsion - 250 horse-power paddle steamer.

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#### **From Shipping Gazette Weekly Summary June 7th 1889 , page 359.**

##### **Launches**

On May 30th there was launched from the shipbuilding yard of Messrs. John Scott and Co. at Kinghorn, a paddle passenger steamer built to the order of the General Steam Navigation Company. Length, 216 feet; breadth, 26 feet; depth, 91.5 feet. The vessel is of steel, and has compound direct-acting diagonal engines, electric bells, and bow rudder. She is to be employed in the passenger traffic in connection with the Paris Exhibition, and is to be placed on the passage between London-bridge and Boulogne. The vessel was launched with steam up, and on leaving the ways was named the Laverock by Miss Sinclair, daughter of the representative of the General Steam Navigation Company in Scotland.

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#### **Extra information from "The Steamship" Journal 1<sup>st</sup> August 1889**

Under heading of "Trial Trip " – Licensed for passenger traffic between London, Yarmouth, Margate, Ramsgate and Boulogne. – Underwent her official trial trip on the Thames on 21st June 1889 – Had a previous trial on the Forth where her engines were tested by the builders.

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The Laverock was one of five paddle steamers built by John Scott between 1887 and 1889 for the Thames and East Coast services of the General Steam Navigation Company and, as was the fashion with the company, was named after a bird. She and the other four, Halcyon, Mavis, Oriole and Philomel were all very similar having one funnel forward of the bridge and two masts one of which, the mainmast, was later removed. The hulls and funnels were originally painted black but were later changed to buff with the funnel having a black band added at a later date.

The ships ran day excursions to the Kent coast and to France and were in great demand in 1889 the year of the Paris Exhibition. During the summer months they also ran excursions which took them from London Bridge and the other landings down to Tilbury to Clacton and Great Yarmouth on the East Coast. Passengers would stay overnight at Yarmouth leaving at 8 o'clock the following day for the trip home.

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**From Lloyd's Register 1908/09**

There is a note alongside the entry for Laverock which reads "Now named VILLE DE ROYAN see no. 13 in the supplement". Extra information from the supplement is as follows:-

Name of ship – Ville de Royan

New owner - Cie Maritime Bordeaux-Ocean

Port of registry - Bordeaux

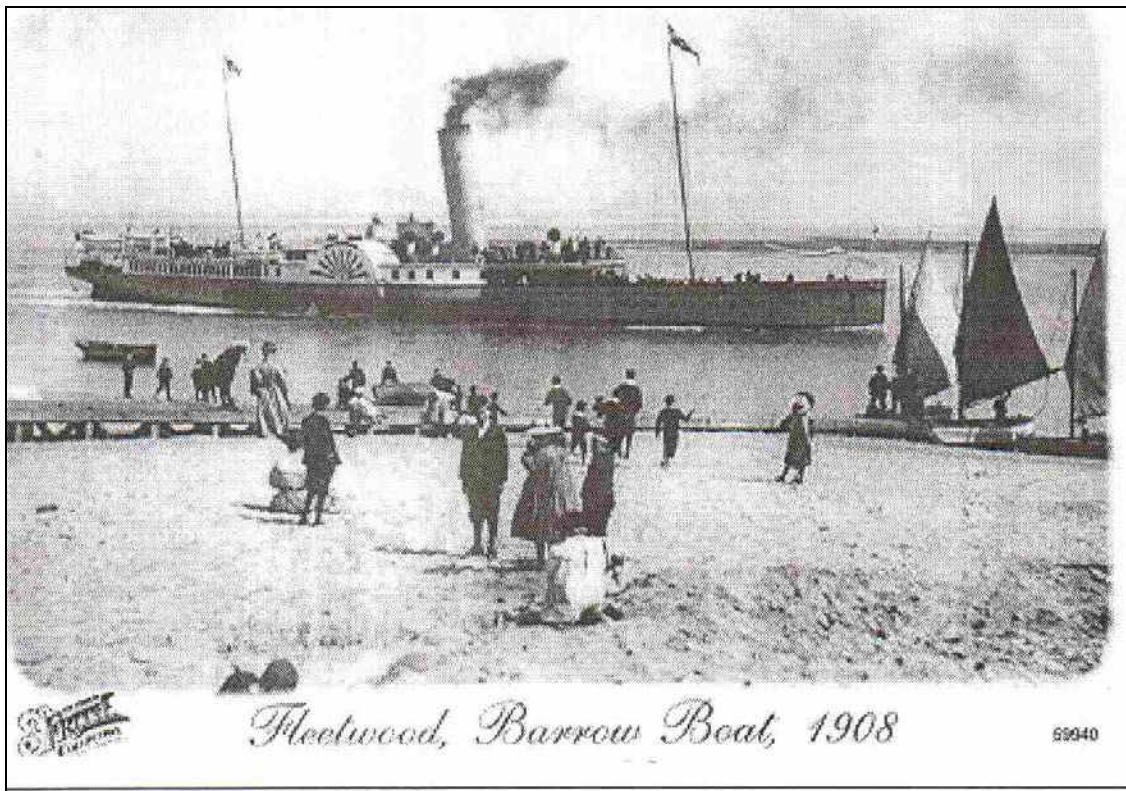
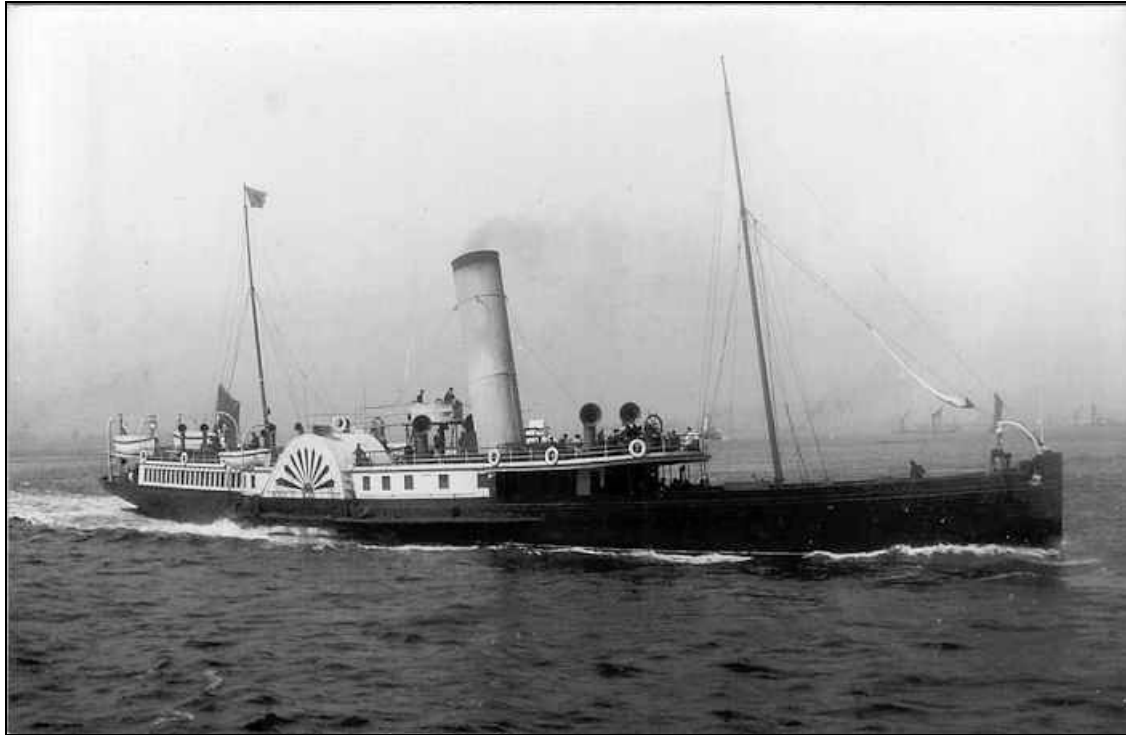
Flag - French

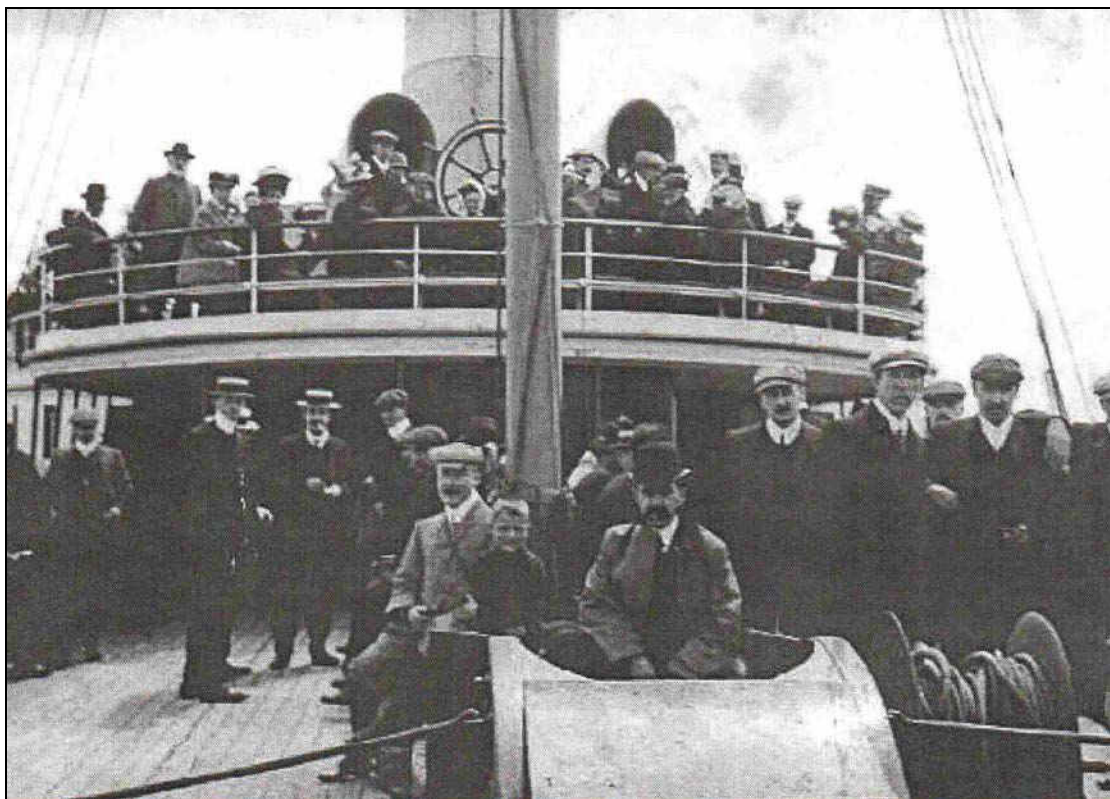
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**The "Ville de Royan" ex "Laverock" was broken up in 1922.**

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YARD No.65  
"PHILOMEL"  
Official No. 96608  
Launched 11<sup>th</sup> July 1889





Passengers on board the "Philomel" 13<sup>th</sup> July 1908 on a trip from Fleetwood to Barrow for the Lakes.  
 (Taken from a souvenir card by Sankey of Barrow)  
 The "Philomel" had been acquired by Furness Railway from G.S.N.C. the previous year.

#### From Lloyd's Register of Shipping 1890/91

Name of ship - Philomel  
 Ship's no. 96608  
 Description - Steel paddle steamer, schooner rigged  
 Built - 1889  
 Built by - John Scott and Company  
 Gross tonnage - 662  
 Underdeck - 422  
 Net tonnage - 320  
 Length - 236 feet  
 Breadth - 27.1 feet  
 Depth - 9.5 feet  
 Engine - Compound diagonal 2 cylinder, 300HP  
 Engine built by - John Scott. Kirkcaldy  
 Port belonging to - London  
 Flag - British  
 Owner - General Steam Navigation Company

#### From Shipping Gazette Weekly Summary 19th July 1889, page 455, col.2

##### Launches

Philomel - On July 11 a fine paddle passenger steamer was launched from the shipbuilding yard of Messrs. John Scott and Co., Abden, Kinghorn. The vessel, which has been built to the order of the General Steam Navigation Company, London, is of the following dimensions:-Length, 242 feet; breadth, 27 feet; depth, 10 feet. She is built of steel throughout, and is fitted up with triple-expansion engines. She is one of five built at Kinghorn within the past few years for the same company, and is in many respects the finest of them all. She is expected to attain a speed of 20 miles an hour. She was launched with steam up, and was conveyed by tug to Granton. On leaving the ways she was named the Philomel by Miss Cumming, daughter of Mr W.C. Cumming, Resident Magistrate, Mount Frere, South Africa.

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The Philomel was one of five paddle steamers built by John Scott between 1887 and 1889 for the Thames and East Coast services of the General Steam Navigation Company and, as was the fashion with the company, was named after a bird. She and the other four, Halcyon, Mavis, Oriole and Laverock were all very similar having one funnel forward of the bridge and two masts one of which, the mainmast, was later removed. They all had saloon decks extending the width of the vessel and carried forward of the paddle boxes. The hulls and funnels were originally painted black but were later changed to buff with the funnel having a black band added at a later date. The ships ran day excursions to the Kent coast and to France and were in great demand in 1889 the year of the Paris Exhibition. During the summer months they also ran excursions which took them from London Bridge and the other landings down to Tilbury to Clacton and Great Yarmouth on the East Coast. Passengers would stay overnight at Yarmouth leaving at 8 o'clock the following day for the trip home.

In 1907 the Philomel was sold to Furness Railway and used on the Barrow - Fleetwood service. Although the railways continued to operate paddle steamers in the twentieth century co-operation was gradually replacing competition. As an example of this for the very modest sum of 5/3, equal to 26p, passengers could leave Manchester at 8.55am, spend 1hr 15mins on either the Philomel or Lady Evelyn on the passage from Fleetwood to Barrow then go by train to Windermere for a 45 minute sail to Bowness before walking back to Windermere to catch the return train to Manchester.

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**From "The Times" Saturday 30th July 1898. Page 12, col. A.**

Accident to Steamer

One of the General Steam Navigation Company's boats, the Philomel, broke her steering gear off Margate yesterday afternoon. She was crowded with passengers, who were anxious to get to land, the weather being rough and the sea choppy. She was taken in tow by the Koh-i-Nor and eventually tugged into Ramsgate by the tug Aid, arriving just before six.

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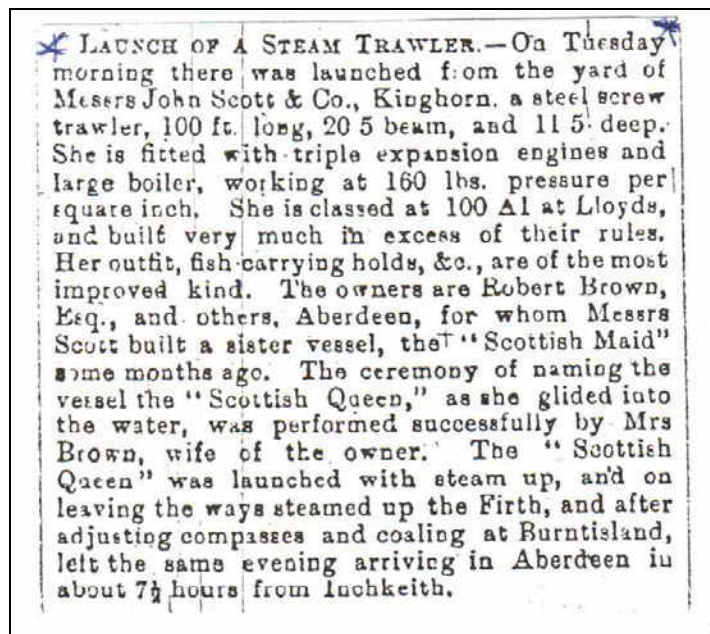
**In 1913 she was sold to T.W.Wards yard at Preston for scrapping and broken up in November of that year**

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YARD No.66  
**"SCOTTISH QUEEN"**  
 Official No. 94539  
 Launched 29<sup>th</sup> October 1889

**From the Fife Free Press 2nd November 1889**



**From Lloyd's Register of Shipping 1890/91**

Name of ship - Scottish Queen  
 Ship's no. - 94539  
 Master - W. Warman  
 Built 1889, completed in October of that year.  
 Built by - J Scott and Co., Kinghorn  
 Material built of - Steel  
 Description - Screw schooner rigged trawler with one deck  
 Length 100.3 feet  
 Breadth - 20.1 feet  
 Depth - 10.7 feet  
 Gross tonnage - 125  
 Net tonnage - 40  
 Owner - R. Brown  
 Port belonging to - Aberdeen  
 Flag - British  
 Engine - Triple expansion three cylinder, 50HP  
 Engine built by - John Scott, Kirkcaldy

**From wreck cases completed during 1915. PRO Ref. BT 165/55**

Name of ship - Scottish Queen, steamer  
 Ship's no. - 94539  
 Lost 3rd May 1915  
 War Loss  
 List received D 17th May 1915

**From British Vessels Lost at Sea 1914-1918 and 1939-1945**  
**National Archives Library Ref 940 45 HOC**

Page 102 - Fishing Vessels Captured or Sunk  
May 1915

Name of ship - Scottish Queen

Gross tonnage - 125

Date of loss - 3rd May 1915

Position - 50 miles ESE Aberdeen

Cause of loss - Submarine

Captured

How sunk - gunfire

No crew lost

No crew member taken prisoner

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**YARD No.67**  
**“BUCCANEER” (Later “AGATHE”, “HERMAN”, ALBERT”, “MALTA”)**  
**Official No. 98088**  
**Launched 6<sup>th</sup> May 1890**

**From Lloyd’s Register of Shipping 1896/97**

Name of ship - Buccaneer  
Ship's no. 98088  
Built 1890. Completed in May of that year  
Built by - John Scott, Kinghorn  
Master - J. Tucker since 1895  
Description - Steel screw three masted schooner rigged steamer with one iron deck.  
Gross tonnage - 939  
Net tonnage - 653  
Length - 217.5 feet  
Breadth - 30.1 feet  
Depth - 14 feet  
Owner - Buccaneer S.S.Co. (Lim) (Tatham Bromage & Co.)  
Engine - T. 3 cylinder  
Engine built by - John Scott, Kirkcaldy  
Port belonging to - London  
Flag - British.

---

**From List of Ships Registers Opened and Closed 1885-1890. PRO Ref. Bks 382.2 GRR.**

May 1890  
Ships Registered  
Name of ship - Buccaneer  
Ship's no. - 98088  
Port of Registry - London  
Built - Kinghorn 1890  
Gross tonnage - 939  
Net tonnage - 653  
Propulsion - 180 horse-power screw steamship.

---

**From Lloyd’s List, Thursday May 3rd 1890, Page 2, Col. 2**

Launches  
Buccaneer - On May 6th a steamer was launched from the shipbuilding yard of Messrs. John Scott and Company, Kinghorn, built to the order of a London company. She is intended for the Mediterranean fruit trade.  
Dimensions - Length 217 feet, breadth 30 feet, depth 16 feet  
The vessel was named Buccaneer.

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**From “The Steamship” journal 2<sup>nd</sup> June 1890, page 519**

Trial Trips  
Buccaneer – This steamer built by Messrs Scott and Co., Kinghorn to the order of Messrs Tatham, Bromage and Co., London, and launched with steam up, had her trial trip on May 6<sup>th</sup>, when she proved herself to be a very fast vessel. Her machinery is of the triple cross type, with cylinders 21.5 in, 35 in and 54 in., by 30in stroke, engines of 180n.h.p.. She has been specially constructed for Mr Bromage's designs for the carrying of unusually large packages, being capable of taking into her holds such cargos as torpedo boats, barges etc up to 85ft long. She has appliance for lifting up to 40 tons.

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**From “The Times” Friday, 15th May 1891. Page 10, col. D.**

### DISASTERS AT SEA.

A Dalziel telegram from Gibraltar, dated yesterday, says :—" The Florio Rubattino line steamer Stura, Captain Valle, bound from Naples for New York, with 865 passengers on board, collided at 11 o'clock last night off Europa Point, just inside the Straits, with the steamer Buccaneer, of London, Captain Avery, in ballast from Las Palmas, Canary Islands, for Skiro. The Stura had her bows stove in, and the Buccaneer had a large hole torn in her starboard side. Both had narrow escapes from sinking. They are now anchored in the bay near the wreck of the Utopia. A steamer has been telegraphed for to transship the Stura's passengers, as that vessel will have to return to Naples for repairs. The question of blame for the collision is the subject of contradictory statements. No official report has yet been made by either captain. The Stura is a fine vessel of 1,738 tons burden. The Buccaneer, the damage to which is all above water, is proceeding into the Government dockyard for temporary repairs. The damage to the Stura also is not so serious as was at first thought."

#### Summary of service career

1890 - Completed for Buccaneer S.S.Co., Ltd., (Managers - Tatham, Bromage and Co.) of London and used as Tyne-London collier.

1902 - Sold to Furness Withy and Co.

1904 - One of two vessels that F.W. subscribed to the Tyne-Tees Shipping Company thus gaining one seventh of the equity.

1924 - Sold to C.H.E. Chase of West Hartlepool and renamed Agathe. Formed the Riga Shipping Company, managed by W Olin.

1926 - Transferred to the Baltic S.S.Co. and renamed Herman

1929 - Sold to Rudolf Stukalis, Riga and renamed Albert

1933 - Name change to Malta

1936 - Broken up when the owner went out of business



**YARD No.68**  
**“ABBOTSHALL” (Later “NORMAN QUEEN”, “HELGOLAND”)**  
**Official No. 62970**  
**Launched 23<sup>rd</sup> December 1889**

**Lloyd's Register of Shipping 1896/97**

Name of ship - Abbotshall  
Ship's no. - 62970  
International code - LNDK  
Master - M. Padge - since 1892  
Built - 1890. Completed in January of that year  
Description - Steel, schooner rigged, screw steamship with one iron deck  
Gross tonnage - 424  
Net tonnage - 234  
Length - 165.2 feet  
Breadth - 25.1 feet  
Depth - 12.1 feet  
Engine T. 3 cylinder  
Engine built by - John Scott, Kinghorn  
Owner - London & Kirkcaldy Shipping Company  
Port belonging to - Kirkcaldy  
Flag - British

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**Information from “The Steamship” Journal 1st Feb 1890, pages 350 & 351**

Under heading “Launches”  
23:December:1889 – Scott and Co., Kinghorn – Abbotshall – Steel – L165 ft x B25 ft x D12'5ft.  
The Abbotshall is intended for trade between London and Kirkcaldy.  
She is fitted with compound surface-condensing engines, and is expected to attain a high rate of speed.  
Owners – Kirkcaldy and London Steam Shipping Company

Under heading “Trial Trips”  
Abbotshall – this steamer built by Messrs Scott and Co, Kinghorn for the Kirkcaldy and London Steam Shipping Company, had her trial trip on December 30<sup>th</sup> (1889) when the speed attained was 13 knots, or a knot more than expected. Steam was got easy and there was no heating up anyway, the engines working smoothly.

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**From List of Ships Registered Opened and Closed 1885-1890. PRO Ref. Bks 382.2 GRR.**

January 1890  
Registers Opened  
Name of ship - Abbotshall  
Ship's no. - 62970  
Port of Registry - Kirkcaldy  
Built - Kinghorn, 1889  
Gross tonnage - 424  
Net tonnage - 234  
Material built of - Steel  
Propulsion - 95 horse-power, screw steamer.

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**Career – Information gleaned from several sources**

1889 – owner on completion John Thomson Stocks, Kirkcaldy, Fife, Manufacturer - 64 shares.

16 Feb 1898 – John T Stocks died leaving a will dated 2nd of July 1895 appointing Robert Stocks, linen manufacturer, and Harris Lawrence Stocks, ship owner, both of Osborn House, Kirkcaldy, executors. Confirmation of the will was completed by Sheriff Clerk of Fife on 7th May 1898.

12 July 1898 - Registered at 10am

On 29<sup>th</sup> January 1911 the Abbotshall collided with another steamer in Half Moon Reach on the River Thames before striking a loaded barge and sinking. Six days later, on the 4<sup>th</sup> February, she was lifted and moved onto the river bank and then floated and docked at Greenwich for repairs the following day.

22 May 1911 Following her repairs she was sold to Goole Shipbuilding and Repairing Co. Ltd. Victoria Shipyard, Goole in part payment for a new steamer being built at that yard.

22 September 1911 sold to London & Channel Islands Steamship Co., St. Dunstons Bldgs, St. Dunstons Hill, London. Kirkcaldy registry closed and transferred to London.

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**From Sea Breezes Volume 11, January to June 1951, page 278**

In an article entitled "From Coasters to Cruising Liners" by A. J. Henderson the author writes that a service was inaugurated between Kirkcaldy and London in 1910. This eventually absorbed its rival, the older line known as the London and Kirkcaldy Shipping Company. The new service went under the title of the Kirkcaldy, Fife and London Shipping Company and used the steamers Kirkcaldy and Abbotshall to carry large quantities of linoleum and general cargo from the north.

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**From Lloyd's Register 1911/1912**

1911/1912 Lloyd's Register - There is a note alongside the entry for Abbotshall which reads "Now named Norman Queen, see no. 23 in the supplement. Extra information from the supplement is as follows:-

Goole Shipbuilding and repairing Co. Ltd.

Name of ship – Norman Queen

New owner - London and Channel Islands S.S. Co. Ltd.

Port of registry - London

Flag - British

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**5<sup>th</sup> October 1912 Sold to Lubeck-Koldinger Dampfschiffahrts G.m.b.H., Lubeck, Germany and re-named Helgoland**

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**8th November 1919 Registration closed on delivery of the vessel to HM Government.**

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**6<sup>th</sup> November 1925 Sold to Reed. K.K. Skriever G.m.b.H., Hamburg, Germany.**

**10 December 1941 Mined and sunk in the Little Belt but later salvaged.**

**May 1945 Taken as prize by Allied Forces at Lubeck but later returned to owners.**

**April 1953 Sold to Interoceana Schiff. G.m.b.H (Lubeck Linie.A.G.) Lubeck.**

**28<sup>th</sup> June 1958 Arrived at Lubeck to be broken up by Alnwick Harmstorf.**

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<b>YARD No.69 and 70</b>
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These were two barges launched in 1889 both with gross tonnage of 36 tons.

**YARD No.71**  
**“DUNDEE”**  
**Official No. 97671**  
**Launched 2<sup>nd</sup> August 1890**

**From Lloyd’s Register of Shipping 1891/92**

Name of ship - Dundee  
Ship's no. - 97671  
International code - LTQW  
Master - A Turnbull who had worked for the owners since 1879 and became master of the Dundee in 1892.  
Built - 1890. Completed in August of that year  
Built by - J. Scott & Company, Kinghorn  
Description - Steel schooner rigged screw steamer with one deck.  
Gross tonnage - 893  
Net tonnage - 441  
Length - 223.8 feet  
Breadth - 29 feet  
Depth - 13.5 feet  
Engine - Triple expansion 3 cylinder  
Engine built by - J. Scott, Kirkcaldy.  
Owner - J. Rankin & Son  
Port belonging to - Glasgow  
Flag - British.

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**From List of Ships Registers Opened and Closed 1885-1890. PRO Ref. Bks 387.2 GRR**

August 1890  
Steel Steamers Registered  
Name of ship - Dundee  
Ship's no. 97671  
Port of Registry - Glasgow  
Built - Kinghorn 1890  
Gross tonnage - 839  
Net tonnage - 441  
Propulsion - 22 horse-power screw steamer

---

**From “Shipping Gazette Weekly Summary” 8th August 1890**

Launches  
Dundee - On Aug 2nd there was launched from the yard of Messrs., John Scott and Co. a large steamer, built to the order of Messrs. James Rankin and Son, Glasgow, and intended for the passenger and fruit trade between the Continent and Grangemouth. The steamer is 80 feet by 29 feet by 19 feet, with inverted triple-expansion engines, indicating 1,000hp, class A1 Lloyd's. She was named the Dundee.

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**From “The Steamship” Journal 1st September 1890, P113**

Trial Trip of the Dundee.  
Ran trial trip on the Forth, the working of the engines and the speed being very satisfactory.

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**From Lloyd's Weekly Shipping Index 31st January 1896, page 2, under Casualties and Misc.**

Dundee - Bridlington, January 26 - The steamer Dundee, of Glasgow, Gentle, from Grangemouth for Rotterdam, with general cargo, stranded this morning during thick fog, at North Sea Landing, Flamborough Head. Crew safe. The vessel went in at full speed, and is lying on the rocks with decks to sea, she must be badly holed in her bottom; sea washing right over her at high water, hatches gone and vessel full of water; sea too heavy to get on board at the moment.

Dundee - Flamborough , Jan 26, 8.44am - steamer Dundee of Glasgow, official no. 97671, Gentle master, from Grangemouth to Rotterdam, general cargo, ashore at North Sea Landing; probably total wreck. Crew safe.

Dundee - Unsigned telegram from Flamborough, dated Jan 26, 9.50 a.m states:- Steamer Dundee, of Glasgow, from Grangemouth for Rotterdam, stranded North Sea; expect total wreck; decks to sea; vessel holed. Crew all landed.

Dundee - London, Jan 28 - The Salvage Association have received the following telegram from their officer, dated Flamborough, Jan 28; Dundee lies same position as yesterday with strong list seaward port side; deck awash with water low tide; water rises and falls with tide in holds and engine room. Have wired for diver to examine bottom.

Dundee - Hull Jan 28 - The Glasgow steamer Dundee remains on the rocks at Flamborough. The silver plate and other valuables have been secured. The cargo is difficult to get at, on account of the vessel having heeled a little over to seaward. Should the sea remain calm the fishermen will be able to land a large quantity of goods, the vessel being in such close proximity to the Landing.

Dundee - London Jan 29 - The Salvage Association have received the following telegram from their officer, dated Flamborough Jan 29th, re Dundee:- Armit considers case next to hopeless, and will not undertake floating on any terms. Think if you cannot obtain "No cure, no pay" offer vessel should be sold without delay. My own opinion is that the chances of floating the vessel are so doubtful they will not warrant any further expenditure.

**As above but page 6.**

Dundee - London Jan 30 - The Salvage Association have received the following telegram from their special officer dated Flamborough, Jan 30, 3.17pm - re Dundee:- Diver reports vessel bearing hard on rocks on both bilges; cannot get under her; only found one stone bulging bottom. Formation of rocks flat ledges in steps, centre step about middle of ship. I find principal disturbance under engines, boilers and after end forehold.

**As above but 7th February 1896, page 1.**

Dundee - London Feb 4 - The Salvage Association have received the following telegram from their Officer, dated Flamborough, Feb 3:- Dundee:-arrived with Alert this morning. Ready for working. Sea too strong to get alongside.

**As above but 14th February 1896, page 2.**

Dundee - London, February 7 - Ashore at Flamborough:- The Salvage Association report that on the recommendation of their surveyor the attempts to float this vessel have been abandoned and arrangements are being made for saving ships materials etc.

**As above but page 4.**

Dundee - Flamborough Head, Feb 13, 4.33pm - Steamer Dundee, ashore at Flamborough Head, has gone to pieces this tide.

**YARD No.72**  
**“WILLIAM YULE”**  
**Official No. 97931**  
**Launched 1890**

**From the Mercantile Navy List 1896**

Name of ship - William Yule  
Ship's no. - 97931  
Port and year of registry - Kirkcaldy 1890  
Built - 1889  
Built where - Kinghorn  
Material built of - Steel  
Length - 65.5 feet  
Breadth - 17.9 feet  
Depth - 7.7 feet  
Net tonnage - 45  
Gross tonnage - 75  
Propulsion - 22 horse-power screw steamship  
Managing owner - Thomas Saunders. 40 Glebe Park Street, Kirkcaldy, Fife.

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**From List of Ship's Registers Opened and Closed. PRO Ref. Bks 387.2 GRR**

January 1890  
Register Opened  
Name of ship - William Yule  
Ship's no. - 97931  
Port of Registry - Kirkcaldy  
Built - Kinghorn 1889  
Gross tonnage - 74  
Net tonnage - 45  
Propulsion - 22 horse-power screw steamship

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**Extra information from Ships Registered at Kirkcaldy 1855-1903 (SRO Ref. CE 63/11/12)**

Dated 14th January 1890  
Port no. - 2 in 1890  
Flag - British  
No. of decks - One  
No. of masts - One  
Rig - Sloop  
Stern - Sharp  
No gallery or head  
Frame - Steel  
Bulkheads - Three  
Engines - Two compound surface condensing. British made in 1889 by John Scott and Company of Kinghorn and Kirkcaldy. Two cylinders.  
Master - James Goodsir - No certificate.  
Name, description and residence of owners and no. of 64 shares held by each - John Strachan, Merchant - William Yule, Merchant - James Hamilton, Commission Agent - Thomas Saunders, Shipping Manager - all of Kirkcaldy, Fife - Joint owners, 64 shares.  
Strachan died 1 Feb 1904; Yule died 25 Sep 1912, Hamilton died 15 Feb 1892. Ship sold 20 May 1916 to John Donald Sutherland, 29 St. Andrew Square, Edinburgh.

8<sup>th</sup> November 1919 Registry closed when sold to HM Government  
4<sup>th</sup> May 1920 Register transferred to Port of London Authority  
6th March 1930 Register transferred to Thomas John Metcalf, 370 Commercial Road, Stepney

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**YARD No.73**  
**“SCOTTISH BELLE”**  
**Official No. 98547**  
**Launched 26<sup>th</sup> November 1890**

**From Lloyd's Register of Shipping 1896/97**

Name of ship - Scottish Belle  
Ship's no. - 98547  
Master - W. Warman who began working for the owners in 1883 and became master of the Scottish Belle in 1890.  
Built - 1890. Completed in January of that year.  
Built by - John Scott, Kinghorn  
Description - Steel, schooner rigged screw steamboat with one deck.  
Gross tonnage - 145  
Net tonnage - 47  
Length - 101.8 feet  
Breadth - 20.1 feet  
Depth - 11.5 feet  
Engine - Triple expansion 3 cylinder  
Engine built by - John Scott, Kirkcaldy  
Owner - R. Brown & Company  
Port belonging to - Aberdeen  
Flag - British

---

**From Lloyd's List Saturday November 29th 1890, Page 14, Col.1**

Launches  
Scottish Belle - On November 26th a steam trawler, named the Scottish Belle, was launched from the yard of Messrs John Scott and Company, Abden, Kinghorn. She was launched with steam up and at once steamed on a trial trip up the Firth. The vessel, which is built of steel throughout, is for Messrs Brown and Company, Aberdeen.

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**From List of Ships Registers Opened and Closed 1885-1890. PRO Ref. Bks 382.2 GRR.**

December 1890  
Steamers Registers Opened  
Name of ship - Scottish Belle  
Ship's no. 98547  
Port of Registry - Aberdeen  
Built - Kinghorn 1890  
Gross tonnage - 145  
Net tonnage - 47  
Propulsion - 50 horse-power screw steamship

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**Information obtained from The Miramar Ship Index**

The Scottish Bell was on War Service from June 1915-1919. She served as a boom defence vessel.

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**Information obtained from the “Shipwreck Index of the British Isles” by Richard and Bridget Lord**

On the 4<sup>th</sup> September 1924 on a fishing voyage out from Aberdeen the Scottish Belle became stranded and lost in fog near Roan Rocks, Peterhead. The crew managed to reach the shore without loss of life. The ship was owned by J.W.Johnstone of Aberdeen.

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**YARD No.74**  
**“BALMORAL CASTLE”**  
**Official No. 98548**  
**Launched 29<sup>th</sup> November 1890**

**From Lloyd’s Register of Shipping 1896/97**

Name of ship - Balmoral Castle  
Ship’s no. - 98548  
Built - 1890. Completed in November of that year  
Built by - J. Scott, Kinghorn  
Description - Steel schooner rigged screw steamer with one deck  
Gross tonnage - 145  
Net tonnage - 47  
Length - 101.8 feet  
Breadth - 20.8 feet  
Depth - 11.5 feet  
Engine - Triple expansion 3 cylinder  
Engine built by - J.Scott, Kirkcaldy  
Port of registry - Aberdeen  
Owner - J. Barclay and Company  
Master - J. Bond since 1890 when he joined the company  
Flag - British

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**From “The Steamship” Journal, January 1891**

P273  
Launches, Steam Ships, Scott and Co., Kinghorn  
“Balmoral Castle” Screw steam trawler, built to order by Messrs John Barclay & Co., Aberdeen.  
Launched with steam up, and the vessel required no tug to attend her, but steamed up the Forth to Burntisland where she is to be completed and take in coal. She is expected to attain a high rate of speed – 29 November

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**From “The Steamship” Journal, October 1908**

P126  
Boiler Explosions  
Maritime report number 1728 deals with a mishap to the boiler of the trawler “Balmoral Castle”. The vessel was engaged in trawling from Aberdeen, and on the 17 December last she proceeded to the fishing grounds of that coast. The following day the fishermen were mending their nets for shooting the trawl, the engines being stopped, and the boiler steam pressure being maintained at 14 lbs, when about 1 pm, a crack appeared at the knuckle of the front flange of the port furnace. It measured nine inches long by about 1/32 inch in width, and the escape of steam and water was sufficient to force the attendant to return on deck. Repairs out of the question the vessel was towed back to Aberdeen. When the defective part was cut out it was found the crack extended for twenty-seven inches. Cause probably due to rigidity of the furnace not being adapted to stresses caused by considerable fluctuations of temperature, consequently the continued expansion and contraction gradually developed the crack.

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**From Kinghorn 1910 Almanac**

Owner 1910 – G. Fyfe – Aberdeen  
Owner 1920 – G .F, Paul - Aberdeen

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**YARD No.75**  
**“STRATHDEE”**  
**(Later “ALKMAAR”, “JAQUES RAMET” “AMAND DUMON”)**  
**Official No. 98545**  
**Launched 14<sup>th</sup> October 1890**

**From Lloyd’s Register of Shipping - 1896/97**

Name of ship - Strathdee  
Ship’s no. - 98545  
Master - R. Wimbles since 1895  
Built - 1890. Completed in October of that year  
Built by - J. Scott, Kinghorn  
Description - Steel schooner rigged screw steamer with one deck  
Gross tonnage - 132  
Net tonnage - 45  
Length - 100 feet  
Breadth - 20.1 feet  
Depth - 10.6 feet  
Engine - Triple expansion 3 cylinder  
Engine built by - J. Scott, Kirkcaldy  
Owner - Aberdeen Steam Trawling and Fishing Company (Lim)  
Port belonging to - Aberdeen  
Flag - British

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**From List of Ships Registers Opened and Closed 1885 - 1890. PRO Ref. Bks 387.2 GRR.**

October 1890  
Registers Opened, Steamers  
Name of ship - Strathdee  
Ship’s no. - 98545  
Port of Registry - Aberdeen  
Built - Kinghorn 1890  
Gross tonnage - 132  
Net tonnage - 45  
Propulsion - 30 horse-power screw steamer

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**From “Shipping Gazette Weekly Summary” 24th October 1890, page 682, col 5**

Launches  
Strathdee - On October 14th there was launched from the shipbuilding yard of Messrs. John Scott and Co., Kinghorn, a steel screw steam trawler built to the order of a firm in Aberdeen. She was launched with steam up, and was named the Strathdee.

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**From Lloyd’s Register 1919/20**

In the 1919/20 edition of Lloyd’s Register a change of ownership is recorded from N.V.Algemeene Viss Maats to Scheeps Bouwwert de Merwede. The ship’s port of registry is given as Ymuiden and she was sailing under the Dutch flag.

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Information from [www.belgium-ships.be/a-q.htm](http://www.belgium-ships.be/a-q.htm)

When sold in 1920 this trawler was converted into a coastal cargo ship by her new owner NV Scheepsb. “De Merwede” (Van Vliet) and re-named “Alkmaar”. In 1923 she was sold to Maurice Alexandre Ramet & Co., Ostend and re-named “Jaques Ramet”. Sold 24<sup>th</sup> June 1924 to Alphonse Dumon of Nieuport she was re-named “Amand Dumon” and in May 1928 sold to Wessel Sam and used as a floating office at Rotterdam. She was eventually stripped in 1931 and broken-up in 1932 in Holland.

<p><b>YARD No.76</b> <b>“THISTLE”</b> <b>Official No. 97858</b> <b>Launched 1891</b></p>
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**From Lloyd’s Register of Shipping 1896/97**

Name of ship - Thistle  
Ship's No. - 97858  
Master - J. Potter  
Built - 1891  
Built by - J. Scott, Kinghorn  
Description - Steel paddle steamer with one deck  
Gross tonnage - 301  
Net tonnage - 77  
Length - 150 feet  
Breadth - 26.2 feet  
Depth - 10.5 feet  
Engine - Compound diagonal 2 cylinder  
Engine built by - John Scott, Kinghorn  
Owners - Wallasey Local Board, Liverpool  
Flag - British

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**From “The Steamship” Journal, 1 May 1891,Page 434**

Launches Steam Ships  
“Thistle” a steel paddle steamer built to the order of Liverpool owners and intended for passenger use on the Mersey. She is 150 feet long, 26 feet wide, and 10 feet deep. Her engines are of 150hp. The vessel was launched with steam up. – 9 April

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The Thistle was a single-funnelled saloon paddle steamer which could accommodate up to 1200 passengers. She was withdrawn from service in June 1911 and broken up at Preston..

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YARD No.77  
**"SEA BELLE"**  
 (Later "GUTENBERG", "SAN MIGUEL", WELSH TRADER",  
 "WARLINGHAM", "WIIRLAID", "ERIKA",  
 "PERCY", "ALBIN", "LIEPAJA")  
 Official No. 98943  
 Launched 21<sup>st</sup> May 1891

(No. 4642.)  
**"WILLIAM AND ISABELLA"**  
 AND  
**"SEA BELLE" (S.S.)**  
 The Merchant Shipping Acts, 1854 to 1887.

In the matter of a formal investigation held at Westminster Town Hall, on the 16th and 23rd days, and at the Lecture Hall, Greenwich, on the 19th day of January 1893, before R. H. B. MARSHAM, Esquire, assisted by Captains CASTLE, DYER, R.N., and BROOKS, into the circumstances attending the damage sustained by the British sailing ship, "WILLIAM AND ISABELLA," of Rochester, through collision with the British steamship "SEA BELLE," in the River Thames, off Woolwich, on the 18th December 1892, whereby loss of life ensued.

*Report of Court.*

The Court, having carefully inquired into the circumstances attending the above-mentioned shipping casualty, finds, for the reasons stated in the annex hereto, that the cause of the said casualty was that the "Sea Belle" did not stop and reverse her engines in sufficient time to clear the barge "William and Isabella."

The Court finds the master, Mr. William Lumley, in default, but, under the circumstances, does not deal with his certificate. The Court also finds the pilot, Mr. Thomas Parkinson, to blame.

Dated this 26th day of January 1893.

(Signed) R. H. B. MARSHAM, Judge.

We concur in the above report.

(Signed) JOHN S. CASTLE, } Assessors.  
 RICHD. C. DYER, }  
 EDWARD BROOKS, }

*Annex to the Report.*

This inquiry was held at the Town Hall, Westminster, on the 16th of January instant, at the Lecture Hall, Greenwich, on the 19th instant, and at the Town Hall, Westminster, on the 23rd instant. Mr. Russell representing the Board of Trade, Mr. Laing appearing for the representatives of the "William and Isabella," and Mr. James Aspinall for the master and officers of the "Sea Belle."

The "William and Isabella" was a sprit-sail sailing barge, built at Strood, in the County of Kent, in 1858, and was registered at Rochester, her official number being 18,080. Her dimensions were as follows:—Length 73.1 ft., breadth 14.5 ft., and depth of hold 4.95 ft., her registered tonnage being 39.48 tons. She was owned by Mr. William Knight, of Rainham, in the County of Kent, who was also the managing owner.

The "William and Isabella" left Rainham on the 17th day of December 1892 at noon, bound for Chelsea. She had no cargo on board and had a crew of two hands, viz., John Saunders, the master, and Frederick Drummond, mate. All went well until midnight of the same date. The vessel had then arrived off Woolwich, a little below the Free Ferry Pier, the tide being at the last of the flood, and there was a fresh breeze from the W.S.W. She was under all sail and beating up the river, and was, at the time mentioned above, on the starboard tack, standing over for the south shore.

At this time the masthead and red lights of an approaching steamer were observed on the starboard bow, at an estimated distance of about a quarter of a mile, and shortly after this, the steamer's lights still being on the barge's starboard bow, she was put round on to the port tack for the north shore, and immediately the green light of the steamer opened out and she came stem on for the barge, showing all three lights.

Those in the barge then seeing that a collision was almost inevitable, jammed their helm hard up, in the hopes of getting across the steamer's bows, but she came on, striking her about two feet before the main bows, cutting right into her and knocking her round on to the starboard tack; she then passed astern and sunk a little south of mid-channel.

The mate, Drummond, succeeded in climbing over the steamer's bows and thus saved himself, but the master, John Saunders, was unfortunately knocked overboard by the tiller, which probably injured his legs, and drowned, although he was a good swimmer, and although every effort appears to have been made by those on board the "Sea Belle" to save him.

The "Sea Belle," official number 98,943, is a British screw steamship, built of steel by John Scott and Company at Kinghorn in 1891, and she is registered at the port of London. She is of the following dimensions:—Length, 200.5 ft.; breadth, 29.2 ft.; and depth of hold, 12.9 ft.; her gross tonnage being 760.64 tons, and net register 425.49 tons. She is schooner-rigged, and is fitted with three triple expansion condensing engines of 155 nominal horsepower. She is owned by Mr. Charles Frederick Leach and Mr. Thomas W. Tamplin, the former being the managing owner.

The "Sea Belle" left Mark Brown's Wharf, which is situated a short distance above the Tower Bridge, at 11 p.m. of the 17th of December 1892, bound for Ghent, with a general cargo of about 500 tons, her draught of water being about 10 ft. forward and 14 ft. aft. She was commanded by Mr. William Lumley, who holds a certificate as master for the Home Trade Passenger Service, number 100,365, and had a crew of 14 hands all told. There was also a licensed waterman on board, Mr. Thomas Parkinson, to assist in navigating the ship down the river. The ship appears to have been properly equipped for the voyage, and had life buoys and life belts on board, in compliance with the regulations.

After passing the Tower Bridge the vessel proceeded down the Pool, the engines going slow and at half-speed when it was found to be necessary, and about midnight they had arrived as far as Woolwich Reach.

The master, the licensed waterman, and the second officer were on the bridge, the latter being at the wheel, which was worked by steam, whilst the chief mate was on the forecabin keeping a look-out. When the vessel was a little above the Free Ferry Pier, the green light of a sailing barge was observed on the port bow, standing over to the south shore. The helm of the steamer was then starboarded, which brought the green light a little on their starboard bow, but very shortly the barge was observed to have gone round on to the port tack, standing across to the northward.

On seeing this manoeuvre, the engines were at once stopped and reversed full-speed, whilst the helm was put over to hard-a-starboard, but it was too late, and the vessels came into collision. A life-buoy was immediately thrown overboard, a boat lowered, and the chief mate, with a boat's crew, proceeded to search for anyone that might have been in the water.

The steamer had in the interval been brought to an anchor, and, on the return of the boat with the mate, the master himself took charge of the boat, and proceeded to make a further search, but nothing more was seen of the unfortunate man.

In this case there is very little discrepancy in the evidence.

Those on board the steamer saw the lights of the barge, and the survivor of the "William and Isabella" saw the steamer's lights.

The master of the steamer was probably embarrassed by seeing the barge tack after having crossed her bows, but the Court considers that he must have been, or he ought to have been, aware that the barge would be compelled to tack when approaching the south shore; and is of opinion that he should have stopped and reversed his engines much sooner.

These were the facts of the case, and on the conclusion of the evidence Mr. A. Russell, on behalf of the Board of Trade, put to the Court the following questions:—

1. Whether both vessels complied with the Rules and Bye-laws for the Navigation of the River Thames?
2. Whether a good and proper look-out was kept on board both vessels?

3. Whether every possible effort was made by those on board the "Sea Belle" to save life?  
 4. Whether the master and officers of the "Sea Belle" are, or any of them is, in default, and whether blame attaches to Thomas Parkinson?

Mr. LAING, Mr. JAMES ASPINALL, and Mr. ARTHUR RUSSELL having respectively addressed the Court, judgment was given as follows:—

1. The "William and Isabella" did comply with the Rules and Bye-laws for the Navigation of the River Thames.

The "Sea Belle" did not comply with Article 21, inasmuch as she failed to keep out of the way of the "William and Isabella."

2. A good and proper look-out was kept on board both vessels.

3. Every possible effort was made by those on board the "Sea Belle" to save life.

4. The Court is of opinion that the master and the pilot of the "Sea Belle" were placed in a very difficult position owing to the action of the "William and

Isabella." When first seen by the steamer the barge was standing over to the southward on the starboard tack. The "Sea Belle" then starboarded, bringing the barge on to the starboard bow, but almost immediately after this was done, the barge tacked and stood across to the north shore.

On this being observed, the engines of the steamer were immediately stopped and reversed full speed, the helm being still kept hard-a-starboard; but it was now too late to avoid the collision.

The Court finds the master in default but, under the circumstances, does not deal with his certificate.

The Court also finds the pilot to blame.

The chief officer is not in default.

(Signed) R. H. B. MARSHAM, Judge.

We concur.

(Signed) JOHN S. CASTLE,  
 RICH. C. DYER, } Assessors.  
 EDWARD BROOKS, }

### Report of accident on the River Thmaes off Woolwich, 18<sup>th</sup> December 1892 between "William and Isabella" and "Sea Belle"

#### From Lloyd's Register of Shipping 1896/97

Name of ship - Sea Belle  
 Ship's no. - 98943  
 Master - W. Lumley since 1891 having joined the company in 1884  
 Built - 1891. Completed in June of that year  
 Built by - J. Scott, Kinghorn  
 Description - Steel schooner rigger screw steamer with one deck (part iron)  
 Gross tonnage - 761  
 Net tonnage - 425  
 Length - 200.5 feet  
 Breadth - 29.2 feet  
 Depth - 12.9 feet  
 Engine - Triple expansion 3 cylinder  
 Engine built by - J. Scott, Kirkcaldy  
 Owner - C.F. Leach & Company, London  
 Port belonging to - London  
 Flag - British

#### Extra information from Lloyd's Register of Shipping 1902/03

There is a note alongside the entry for Sea Belle which reads "Now named GUTENBERG, see no. 47 in the supplement. Extra information from the supplement is as follows:-

Name of ship - Gutenberg  
 Previous name - Sea Belle  
 Port of registry - Hamburg  
 Flag - German

#### Extra information from Lloyd's Register of Shipping 1914/1915

Name of ship - Welsh Trader  
 Previous names - San Miguel, Gutenberg, Sea Belle  
 Port of registry - London  
 Flag - British  
 Owner - London/Welsh Steamship Company Limited



#### **Extra information from Lloyd's Register of Shipping 1915/16**

There is a note alongside the entry for "Welsh Trader" which reads "Now "Warlingham", see no. 25 in the supplement". Extra information from the supplement is as follows:-

Name of ship - "Warlingham"

Previous names - Welsh Trader, San Miguel, Gutenberg, Sea Belle

Ship's no. 98943

Signal code - NMNT

Port of registry - London

Flag - British

Owner - Warlingham Steamship Company Limited

Manager - H. Harrison

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#### **Extra information from Lloyd's Register 1924/25**

There is a note alongside the entry for "Warlingham" which reads "Now "Wiirlaid" see No. 9123 in the supplement". Extra information from the supplement is as follows:-

No. in supplement 9123

Change of owner - from McNabb, Pougier and Co. (Italy) to Ganlobis LD

Manager - S H. Biscoe

Port of registry - London

Flag - British

Not saying - Change of name to "Erika" - see no. 88696 in supplement

No. 88696 in supplement

Name of ship - "Erika"

New owner - Baltic Salvage Association

Port of registry - Tallin

Flag - Estonian

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#### **Extra information from Lloyd's Register 1925/26**

There is a note alongside the entry for "Erika" which reads "Now "Percy" see no. 40470 in the supplement". Extra information from the supplement is as follows:-

No. 40470 in supplement

Name of ship - "Percy"

New owner - Baltische Dampfschiffreederei. A.G.

Manager - P. Baumann

Port of registry - Riga

Flag - Latvian

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#### **Extra information from Lloyd's Register 1929/30**

Name of ship - "Percy"

New owner - Baltic Steam Ship Company Ltd

Manager - P. Baumann

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#### **Extra information from Lloyd's Register 1930/31**

There is a note alongside the entry for "Percy" which reads "Now "Albin" see no. 89482 in the supplement". Extra information from the supplement is as follows:-

No. 89482 in supplement

Name of ship - "Albin"

New owner - R. Stukalis

Port of registry - Riga

Flag - Latvian

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**Extra information obtained from Lloyd's Register 1932/33**

Name of ship - "Liepaja"

Ex - "Albin"

New owner - Latvijas Hipoteku Banka

Port of registry and flag - unchanged

Damaged by ice - now in port.

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**Damaged by ice on the 2<sup>nd</sup> March 1933 and subsequently broken up**

**Extra information from Lloyd's Register 1933/34 and 1934/35**

In the 1933/34 Lloyd's Register the "Liepaje" is recorded as having been damaged by ice in March 1933 and as remaining in port. She was subsequently broken up and did not appear in the following edition in 1934/35

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**YARD No.78**  
**“FAITH”**  
**Official No. 97934**  
**Launched 11<sup>th</sup> July 1891**

**From Lloyd’s Register of Shipping 1896/97**

Name of ship - Faith  
Ship’s no. 97934  
Master - M. Doig. Joined the ship and the company in 1891  
Built - 1891. Completed in July of that year  
Built by - J. Scott, Kinghorn  
Description - Steel ketch rigged screw steamer  
Gross tonnage - 135  
Net tonnage - 46  
Length - 100.3 feet  
Breadth - 20.1 feet  
Depth - 10.3 feet  
Engine - Triple expansion 3 cylinder  
Engine built by - J. Scott, Kinghorn  
Owner - S. Williamson, Aberdeen  
Manager - D. Murray  
Port belonging to - Kirkcaldy  
Flag - British

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**From “The Steamship” Journal, 1 August 1891,Page 73**

**Launches Steam Ships**

“Faith”, steel screw trawler. She has been subscribed for chiefly by shareholders in Anstruther and district, and has been built at the instance of Mr. S. Williamson, M.P. On the trawler entering the water the anchor was not dropped in time, and she ran up onto a rock to the east of the yard and stuck fast. Two hours afterwards a tug arrived, but by this she had heeled over. When the tide receded she was resting on a rock two feet above the sand. Fortunately the sea was calm, and on the following morning she was got off. Slight damage being done to her propeller and shaft. The “Faith” is 100 feet long, and her engine 50hp, and she was launched with steam up. The cost of the vessel is £5,700 – 11 July.

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**Extra information from Ships Registered at Kirkcaldy 1855-1903 SRO Ref. CE63/11/12**

Registered as a sea fishing vessel  
Port no. - 2 in 1891  
No. of decks - One  
No. of masts - Two  
Stern - Elliptical  
Build - Clinker  
No gallery or head  
Frame - Steel  
No. of bulkheads - Four  
No. of engines - Three  
Type of engines - Triple expansion  
Speed - 10 knots  
Name, description and residence of owners and no. of 64 shares held by each - John Black, 19 James Street. Liverpool, Lancashire, Merchant - 64 - shares. David Murray of Anstruther, Fife designated manager 28th July 1891.  
Master - Michael Day (No cert)  
25th April 1899 - Registry transferred to Aberdeen

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**From The quinquennial list of ships registered in 1905 (Scotland) P.R.O Ref. BT 163/2**  
**This is an account of the no. and tonnage of the vessels appearing on the night of the 31st December 1905, on the register of vessels kept at ports in Scotland in accordance with the Merchant Shipping Acts.**

Port - Aberdeen  
Ship's name - Faith  
Year of registry - 1898  
Port no. - 14  
Ship's no. - 97934  
Steam vessel  
Gross tonnage - 135  
Net tonnage - 46

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**From Kinghorn Almanc:-**

Owner 1910 – Black and Williamson, Liverpool  
Owner 1920 – J R Ditchburn, Whitby and Others



**YARD No.79**  
**"TRITON"**  
**Official No. 98380**  
**Launched 13<sup>th</sup> April 1892**

**From Lloyd's Register of Shipping 1899/1900**

Name of ship - Triton  
Ship's no. 98380  
Master T. J. Wales  
Built - 1892. Completed in April of that year.  
Built By - J.Scott and Co., Kinghorn  
Description - Steel ketch rigged screw trawler with one deck  
Gross tonnage - 170  
Net tonnage - 56  
Length - 103 feet  
Breadth - 21.1 feet  
Depth - 12 feet  
Engine - Triple expansion 3 cylinder  
Engine built by - Scott and Co., Kirkcaldy  
Owners - Blethyn, Cole and Wales Jnr.  
Port of Registry - Milford  
Flag - British

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**From the "Fifeshire Advertiser" Saturday 16th April 1892 page 5, Col. D**

"Launch - Messrs John Scott and Co., on Wednesday launched the "Triton" one of the finest steam trawlers yet set afloat. The "Triton" is for a Milford Haven firm, (John White) and at once steamed for Burntisland. She will proceed to Wales, where she is sure to do credit to her builders.

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**From "The Times" 22nd January 1910: p12, col F**

**Shipping Accidents**

A large steam trawler, Triton, owned by a Mr. White, and managed by Messrs. Sellick, Morley and Price (Ltd), of Milford Haven, while trawling on Thursday afternoon suddenly sprang a leak which the crew were powerless to overcome and which ultimately resulted in the trawler's foundering about 20 miles S.S.W. off Blackball Head. The crew were 25 hours in an open boat in mid-ocean. The second engineer of the trawler arrived at Berehaven yesterday. He stated that when the leak was discovered the men were put instantly to the pumps, but after working for some hours they found that the leak had grown worse and that no amount of pumping would lessen the amount of water, which, by that time, was breast-deep in the engine room and cabins. suddenly the ship began to settle down and Captain Joyce ordered the men to take to the lifeboat. The half-dressed and almost famished men kept at the oars, pulling for Berehaven in the teeth of a strong north-easterly wind. On reaching the harbour several of the crew collapsed from exhaustion and were conveyed to the River Dart, where restoratives were applied and the men were supplied with warm clothing.

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**From PRO Ref. BT165/55. Vessels reported as having been Wrecked, sold foreign or broken up in 1910.**

Name of ship - Triton  
Ship's No. - 98380  
Propulsion - Steamer  
Net tonnage - 56  
LOST 30th JANUARY 1910

YARD No.80  
**“PRINCESS MELITA”**  
Official No. 101546  
Launched 28<sup>th</sup> August 1893

**From Lloyd’s Register of Shipping 1899/1900**

Name of ship - Princess Melita  
Ship’s No. 101546  
International Code - RLBF  
Master - E Sacco from 1893  
Built - 1893  
Built by J. Scott and Co., Kinghorn  
Description - Steel, ketch rigged screw steamer with one deck  
Gross tonnage - 120  
Net tonnage - 51  
Length - 112.8 feet  
Breadth - 18.1 feet  
Depth 8.3 feet  
Engine - Compound 2 cylinder  
Engine built by J.Scott and Company, Kinghorn  
Owner - G. P. Sammut & Co.  
Port of Registry - Malta  
Flag - British.

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**From “The Steamship” journal October 1893, P152**

Launches  
Scott & Co., Kinghorn  
“Princess Melita” a steam yacht luxuriously fitted up and built to the order of a firm in Malta. The vessel was launched fully equipped and with steam-up and at once proceeded on her trial trip – 28 August

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**YARD No.81**  
**“EXPRESS”**  
**Official No. 84967**  
**Launched 12<sup>th</sup> May 1892**

**From Lloyd’s Register of Shipping 1896/97**

Name of ship - Express  
Ship’s No. - 84967  
International code - MQGF  
Built - 1892  
Built by - J.Scott and Company, Kinghorn  
Description - Steel paddle steamer  
Gross tonnage - 428  
Net tonnage - 321  
Length - 202.5 feet  
Breadth - 24.2 feet  
Depth - 10.2 feet  
Engine - Compound diagonal 4 cylinder. 248 nominal horse-power.  
Engine built by - J. Scott and Company, Kirkcaldy  
Owner - Morecombe Steamboat Company (Lim)  
Master - G. R. Thompson since 1893  
Port of Registry - Lancaster  
Flag - British

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**From “Fifeshire Advertiser” Saturday 14th May 1892, page 4, col D**

Launch at Kinghorn - On Thursday afternoon, Messrs John Scott & Co., Kinghorn, launched a paddle-steamer from their yard at Abden. The dimensions of the vessel are - length, 208ft; breadth , 24ft.; and depth 11ft. She is built of Scottish mild steel. It is expected that the steamer will attain a speed of 15 knots an hour. Her saloons are luxuriously furnished. The vessel has been built to the order of the Morecombe Steamboat Co. Ltd., and will be placed on the Isle of Man service. The vessel was christened the “Express” by Mrs Birkett, Morecombe.

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**From the “Steamship” 1<sup>st</sup> June 1892**

Extra information given in the magazine regarding the ships engines when reporting her launch. The Express was fitted with compound surface condensing oscillating engines, especially designed by the builders, and she was the first steamer built at Kinghorn to be so engined.

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The company which was later to become the Morecombe Steamboat Company, Limited originated under the partnership of R. Wilson, Robert Birkett and J. Brown. The “Express” had accommodation for a thousand passengers and was remarkably comfortable. She was one of the fastest ships on that coast, her trial speed reaching 16 knots, and remained in the ownership of the company until 1897.

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**“The Register”, a newspaper from Nova Scotia, Canada dated 26th Jan 1898 gives the following information:-**

“The Yarmouth Steamship Company has just added another flyer to it’s fleet, having purchased the new steel paddle steamer, Express, in England. The Express was launched in May last and has proved herself a sea-boat. The steamer was built by John Scott and Co., Kirkcaldy and Kinghorn, for the Morecombe Steamboat Co., for their passenger service between Morecombe, Isle of Man and North Wales. She will be placed on the route between Halifax and Yarmouth, and when the Coast Railway is completed to Barrington, will connect with that route there”.

N.B. Presumably the launch referred to in the previous article is the Express’s Canadian launch.

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**Wrecked near Barrington, Nova Scotia, Canada 16<sup>th</sup> September 1898**

YARD No.82  
**“LEVEN” (Later “CARLO”)**  
Official No. 97938  
Launched 5<sup>th</sup> September 1892

From “Fifeshire Advertiser” Saturday 10th Sept 1892, Page 4.



**From Lloyd's Register of Shipping 1896/97**

Name of ship - Leven  
Ship's no. 97938  
Built - 1892. Completed in September of that year  
Built by - J.Scott and Company, Kinghorn  
Description - Steel, schooner rigged, three masted screw steamer with one iron deck  
Gross tonnage - 390  
Net tonnage - 202  
Length - 153.6 feet  
Breadth - 23.3 feet  
Depth - 10.7 feet  
Engine - Triple expansion 3 cylinder  
Engine built by - J. Scott and Company, Kirkcaldy  
Port of Registry - Kirkcaldy, flag British  
Owner - Methil S. S. Company (Lim)  
Manager - C. R. MacTaggart  
Master - W. Kennedy - joined company and ship in 1892

**Extra information from Ships Registered at Kirkcaldy 1855-1903**

Port no. 4 in 1892  
Flag - British  
Stern - Elliptic  
Build - Clinker  
No gallery or head  
Frame - Steel  
No. of bulkheads - Three  
No. of engines - Three  
Type of engines - Triple expansion, three cylinder  
Engines built - 1892 by John Scott and Co.  
Speed - 9 knots  
Name, description and residence of owner and no. of 64 shares held by each - The Methil S.S. Co.,  
Methil, Fife - 64 shares.  
Charles Rowatt MacHaggart of Methil, Manager of Company  
Registration closed 24th December 1897 - Sold to Brunner of Trieste, Austria.



**Information from Lloyd's Register of Shipping 1897/98**

There is a note alongside the entry for Leven which states "Now named "CARLO", see supplement". The information that the supplement gives is basically the same as that in the previous entry apart from the following:-

Port of registry - Trieste  
Owner - F and R Brunner  
Managers - E. Weiss and Company  
Master - G. Gladulich - from 1898  
Flag - Austro Hungarian

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**Wrecked near Zlarin 14<sup>th</sup> September 1903**

**YARD No.83**  
**“JEAN GUITON”**  
**Official No.**  
**Launched 23<sup>rd</sup> June 1894**

**From Lloyd's Register of Shipping 1896/97**

Name of ship - Jean Guiton  
Master - Usereau - joined the company in 1891 and master of this ship since 1894.  
Built - 1894  
Built by - J. Scott and Company, Kinghorn  
Description - Steel paddle steamer with one deck  
Gross tonnage - 199  
Net tonnage - 75  
Length - 134 feet  
Breadth - 20 feet  
Depth - 8.5 feet  
Engine - Compound 2 cylinder  
Engine built by - J. Scott and Company, Kinghorn  
Owner - Delmas Freres  
Port of Registry - La Rochelle  
Flag - French.

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**From “Fifeshire Advertiser” Saturday 30th June 1894, page 5, col. C.**

Kinghorn  
Launch of Another Vessel.  
On Saturday evening the firm of Messrs. John Scott & Co., shipbuilders, Kinghorn, launched from their yard here a paddle steamer for the firm of Dalmas Freres, La Rochelle, France. The vessel is principally intended for passenger traffic; but accommodation has been left for fruit traffic, and the hold is registered for 100 tons nett, which is equal to about 189 tons gross. The length of the vessel is 40 feet, 20 feet in breadth, and the depth is 9 feet 6 inches.

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**From “The Steamship” July 1894,P31**

Extra information on the launch of the “Jean Guiton” not given above.  
“Jean Guiton” Paddle steamer 180 tons gross. 140 feet by 20 feet x 9 feet. Built for the firm of Dalman Freres, La Rochelle, France. Intended principally for passenger traffic, but accommodation has also been provided for fruit traffic. The vessel has been engineered by the builders, and was launched steam-up. – 13 June

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**YARD No.84**  
**“SATURNUS”**  
**Official No.**  
**Launched 4<sup>th</sup> June 1893**

**From Lloyd's Register of Shipping 1896/97**

Name of ship - Saturnus  
Master - M. Gartiez - joined the company in 1890 and master of this ship since 1893  
Built - 1893. Completed in June of that year  
Built by - J. Scott and Company, Kinghorn  
Description - Steel schooner rigged steamer with one deck, one awning deck and electric light.  
Gross tonnage - 913  
Net tonnage - 566  
Length - 198 feet  
Breadth - 29.2 feet  
Depth - 11.8 feet  
Engine - Triple expansion 3 cylinder, 180 NHP  
Engine built by - J. Scott, Kinghorn  
Owner - Cia Maritima  
Port of Registry - Manila  
Flag - Spanish

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**From the “The Steamship”, July 1893**

P32  
Launches  
Scott & Co., Kinghorn  
“Saturnus” a steel screw steamer 205 feet long x 29 feet wide and 21.4 feet wide. Intended for passage of cargo trade on the Manilla coast. The steamer has been built to the order of McLeod Brothers & Co., London and has engines of 1250 i.h.p She has accommodation for 32 First Class passengers, and 16 second class passengers. – 4 June

P74  
Trials  
“Saturnus” This vessel built and engineered by Scott & Co., of Kinghorn, for Messrs McLeod Brothers & Co., London & Manilla, was on 29 June taken from Burntisland for her official six hour trial in the Firth of Forth. The vessel is 200 feet long and 29 feet wide and 21 feet deep to the upper deck, and is built of the awning-deck type, with cellular double-bottomed throughout. She has splendid accommodation for a large number of first and second class passengers. The engines are of the usual triple type, and worked throughout the trial without a hitch of any kind. The vessel attained a speed of over 13 knots an hour, to the entire satisfaction of the owner and his consulting engineer Mr. A. C. Hay of Liverpool, who were both on board. She was built expressly for the Manilla trade.

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**Beached and burnt San Fernando, Philippine Islands 5<sup>th</sup> August 1899**

YARD No.85  
**“PRO PATRIA” (Later “CANADA”, “PERCESIEN”)**  
Official No. 117146  
Launched 31<sup>st</sup> August 1893

**From Lloyd’s Register of Shipping 1896/97**

Name of ship - Pro Patria  
Description - Steel schooner rigged screw steamer with one deck, one awning deck and two trailing buttresses.  
Built - 1893  
Built by - J. Scott, Kinghorn  
Gross tonnage - 759  
Net tonnage - 380  
Length - 185.5 feet  
Breadth - 27.2 feet  
Depth - 19.5 feet  
Engine - Triple expansion 3 cylinder  
Engine built by - J. Scott, Kinghorn  
Port of Registry - St. Piere  
Flag - French  
Owner - Th. Clement, J. Cecconi and Co.  
Master - Denis

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**From “The Shipping Gazette Weekly Summary” 22<sup>nd</sup> September 1893, page 606:-**

Under “Launches”  
“Pro Patria” Steamer, steel, schooner rigged of about 673 tons was launched at Kinghorn on August 31<sup>st</sup>. Owned by Messrs T Clement y Ceccone & Co. of St Pierre.

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In 1903 the Pro Patria was sold to S.M Leggasse, Neven & Cie, also of St. Pierre, Miquelon, who then sold it on the same year to W.W Lewis of Halifax, Nova Scotia who renamed her Canada. Three years later, in 1906, she was bought by the Canada and Cape Breton S.S Co. also based at Halifax.

**From Lloyd’s Register of Shipping 1905/06**

Name of ship - Canada  
Previous name of ship – Pro Patria  
Ship’s no. - 117146  
Port of registry - Halifax, Nova Scotia  
Flag - British  
Owner - W. W. Lewis  
Master - Hickey

**This is the first time the Canada appears in Lloyd’s Register. The ship was intended for coasting purposes around Halifax, Nova Scotia and Cape Breton.**

Over the next five years she was to have five more owners:-  
1909 - Fraserville Nav. Co., Halifax  
1911 - G.A. Binet, Quebec  
1912 - Campbellton and Gaspe S.S.Co., Quebec  
1911 - P Blouin, Quebec  
1915 Gaspe and Baie de Chaleurs S.S.Co. Quebec who renamed her PERCESIEN

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**On the 9th Feb 1918, on a voyage carrying timber from Quebec via Halifax to Preston, she was abandoned in a sinking condition at 51.26N/32.12W.**

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YARD No.86  
**“SEVILLANO” (Later “CABO ESPARTEL”, “CABO”)**  
Official No.  
Launched 22<sup>nd</sup> February 1894

**From Lloyd’s Register of Shipping 1895/96**

Name of ship - Sevillano  
Description - Steel screw steamer with one steel deck and one awning deck and three trailing buttresses  
Built - 1894. Completed in February of that year  
Built by - J. Scott and Company, Kinghorn  
Gross tonnage - 1233  
Net tonnage - 1217  
Under deck tonnage - 779  
Length - 211 feet  
Breadth - 32.1 feet  
Depth - 15.9 feet  
Engine - Triple expansion 3 cylinder, 127 HP  
Engine built by - J. Scott and Company, Kinghorn  
Port of Registry - Seville  
Owner - Cia Sevillana de Navigacion a Vapore  
Master - J.Garcia - Joined company in 1879 and this particular ship in 1894  
Flag - Spanish

There is a note alongside this entry in Lloyd’s Register which says that the ship had been re-named Cabo Espartel and to refer to the supplement. The supplement states the following:-

Name of ship - Cabo Espartel  
Master - D.J.Garqoit  
Owner - Ybarra & Co,

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**From “The Steamship” journal, March 1894, P359**

Launches  
Scott & Co., Kinghorn  
“Sevillano”, steel, to carry 1700 tons on light draught, 220 ft by 32 ft by 24 ft. She has been built for a Spanish firm in Seville, and is intended for the wine and fruit trade at that port. She takes Lloyds highest class, has been fitted with triple expansion engines by the builders, and her boilers are so arranged that ample steam power will always be available. Being launched with steam up, the vessel proceeded up the Firth on a preliminary trial run – 22 February

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**From “The Steamship” journal, April 1894, P395**

Trials  
Sevillano. The new steamer Sevillano built by Messrs John Scott & Co., of Kinghorn, went on her official trial on the 28 February off Burntisland. The steamer which was built to the order of the Sevillano Steamship Co., Seville, and intended for the wine and fruit trade at that port, is built of mild steel, and fitted with triple expansion engine and classed 100 A1 at Lloyds. All the latest improvements and fittings for the working of the cargo have been introduced, and the vessel has been constructed under the immediate superintendence of Mr. J. Wilkie, of Liverpool. For the official trial the vessel was loaded, having 1650 tons dead weight on board, and the means of the runs made both with and against wind and tide was 10.45 knots. The results gave the utmost satisfaction to the owners, and the builders were complemented on the satisfactory test which was made. The Sevillano which is commanded by Captain Garcia proceeded to Seville direct with a full cargo of coal.

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**Extra information from Lloyd's Register of Shipping 1896/97**

Name of ship – Cabo Espartel ex. Sevillano

Description - Steel schooner rig screw steamer

Gross tonnage - 1249

Net tonnage - 801

Owner - Ybarra & Co.

Master - Perez - joined the company in 1893 and master of this ship since 1895

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**From The “Dictionary of Disasters at Sea during the age of steam 1824-1962” by Charles Hockin**

1916 Renamed “Cabo” and then on the 17<sup>th</sup> February of the following year she was sunk by a German submarine in the Bay of Biscay at a position of 45.00N/5.09W

Owners - Bjellard and Hanson

Built 1894 by Scott and Company

Norwegian Steamship Cabo was sunk by a German submarine on February 17<sup>th</sup> 1917 in the Bay of Biscay,

YARD No.87  
**“BIRKENHEAD” (Later “Gallic”)**  
Official No. 102164  
Launched 7<sup>th</sup> June 1894



### **From Lloyd's Register of Shipping 1896/97**

Name of ship - Birkenhead  
Ship's No. - 102164  
Master - I. Hunt - from 1894  
Description - Steel paddle steamer with one deck  
Built - 1894. Completed in June of that year  
Built by - J. Scott and Company, Kinghorn  
Gross tonnage - 311  
Length - 150 feet  
Breadth - 28.2 feet  
Depth - 10.2 feet  
Engine - Compound diagonal 4 cylinder  
Engine built by J. Scott, and Company, Kinghorn  
Owner - Corporation of Birkenhead  
Port of Registry - Liverpool  
Flag - British  
Additional notes - Used for ferry purposes. Electric light

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### **From "The Steamship" journal , July 1894**

P31

#### **Launches**

Scott & Co. of Kinghorn launched the "Birkenhead" a steel paddle ferry steamer for the Corporation of Birkenhead specially designed for the Woodside and Liverpool stations. Her dimensions are:- length 150 ft, breadth of hull 28 feet and over the sponsons 48 feet and 11 feet deep. She is fitted with a spacious saloon, nearly the whole length of the ship 16 feet wide and 8 feet high. This saloon is divided into three compartments, viz smokers (forward), general saloon (in midships) and ladies compartment (aft). In the construction of these saloons lighting and through ventilation have had special attention and passengers will no doubt find this the most comfortable boat in ferry service. The hull and machinery have been constructed in excess of the latest requirements of Lloyds and the Board of Trade. The hull is divided into twelve watertight compartments by longitudinal and transverse bulkheads, making her practically unsinkable, as she would float safely with any three compartments full of water and a full complement of passengers on board. The sponsons run nearly right round the vessel and are plated on the underside of the girders and riveted to the hull proper, thus forming another four watertight compartments. On the top of the deck saloon is the spacious promenade deck, twenty-one feet wide and the whole length of the ship. This is fitted with deck chairs fitted as life rafts on Captain Pinkeys patent. Parts of the main deck are fitted in the same way. The machinery consists of two sets of compound surface condensing engines, one set to each wheel, working independently of each other, and capable of indicating 900 h.p. which will give a good speed of 12 ½ knots/ The boilers are two in number, of the navy type, each having three furnaces and large heating surface, and working at a pressure of 110 lbs p.s.i. A complete installation of electric lighting is provided of the most improved type, by Messrs J. H. Holmes & Co., of Newcastle. The vessel has been designed and constructed under the personal supervision of Captain McQueen, the ferry manager, assisted by Mr. Blair, the ferry engineer, both of whom have had large experience in this class of steamers. The vessel had steam-up and immediately went for a preliminary trial time and had her compasses adjusted. – 7 June

P32

#### **Trials**

The trial of "Birkenhead" a steel paddle ferry steamer took place on the Mersey 15 June, the "Birkenhead" left the Morpeth dock and proceeded to the measured mile, over which she ran several times. On the first two runs her speed was 11.2 knots. On the third and with the tide slightly behind her, she made 12 knots, and on another run she attained a speed of 12.9 knots with the tide. This result was considered very satisfactory on a new vessel.

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### **From the "Shipping Gazette Weekly Summary" March 11th 1887**

Information regarding a collision between the Birkenhead and the tug Gipsy King

Page 147, col. 5

Birkenhead (s) - See Gipsy King (tug)

Page 147, col. 7

Gipsy King (tug) - Liverpool, March 4, 11.49am - The Gipsy King tug, and Birkenhead, Woodside ferry steamer, were in collision in river this morning, and former had starboard sponson cut through and paddle-wheel damaged.

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**Information obtained from red-duster.co.uk**

Birkenhead was the last paddle steamer built for the Corporation of Birkenhead for use as a ferry. Her first service was the Woodside-Liverpool route and was later followed by the one from Rock Ferry to Liverpool..

In March 1907 she was acquired by the White Star, renamed Gallic. She was stationed at Cherbourg when calls were made there after the ships were transferred to Southampton.

In 1911 she was replaced by the Nomadic and Traffic.

In 1912 she returned to Liverpool where she was used as the occasional baggage boat.

In 1913 she was broken up at Garston in the River Mersey.

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**YARD No.88**  
**“QUEENSLAND”**  
**Official No. 99249**  
**Launched 11<sup>th</sup> July 1894**

**From Lloyd’s Register of Shipping 1896/97**

Name of ship - Queensland  
Ship’s no. - 99249  
Master - W. McKinnon - since 1895  
Built - 1894. Completed in July of the year  
Built by - J. Scott and Company, Kinghorn  
Description - Steel schooner rig screw steamer with one iron deck  
Gross tonnage - 461  
Net tonnage - 232  
Length - 160 feet  
Breadth - 25.6 feet  
Depth - 11.2 feet  
Engine - Triple expansion 3 cylinder  
Engine built by - J. Scott and Company, Kinghorn  
Owner R. Hart  
Port of Registry - Leith  
Flag - British

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**From “The Steamship” Journal, August 1894, P72**

Launches  
Scott & Co., Kinghorn  
“Queensland” a steel ship 165 feet long x 25.6 feet wide and 11.9 feet deep. The vessel has been built for the special trade to Messrs Wilson Hart & Co., Ltd., of Maryborough, Queensland and has a raised quarter-deck. Quarter-deck, bridge-house and top-gallant forecastle. She is built to 100 A1 at Lloyds special survey and has triple engines to indicate about 500 h.p. with an extra long boiler, working at 170 p.s.i. The Vessel was launched steam-up, and after leaving the ways proceeded to adjust compasses and run the trial trip. – 18 July

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**From the Australian Government Department of Environment and Heritage “Scuttled and Abandoned Ships in Australian Waters”**

Queensland  
S ss - (steel steam ship)  
461t - (gross tonnage 461)  
Official number 99249  
160.0 x 25.6 x 11.2  
Built 1894 (7) - (completed July)  
By J. Scott and Co., Kinghorn  
3 x EB owners  
Built for R Hart  
c1917 bought by Cleghorn, Hopkins Ltd, Brisbane and converted into a gravel lighter and eventually abandoned on Bishop Island.  
(Other sources say scuttled off Cape Moreton)

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YARD No.89  
"BENSHAW"  
Official No. 102197  
Launched 27<sup>th</sup> February 1895

From "Fifeshire Advertised" Saturday 2nd March 1895, page 5, Col. F

**LAUNCH AT KINGHORN.**

On Wednesday there was launched from the yard of Messrs John Scott & Co., Kinghorn, a steel screw steamer, which has been built to the order of Joseph Roulton, Esq., of Liverpool. The dimensions of the vessel are—250 by 38 ft. by 21 ft 8 in., and is designed to carry 2700 tons on a light draft of water. The engines are 200 horse power, with a working pressure of 200 lbs. per square inch. The vessel was named "Benshaw," by Miss Chalmers, of Liverpool. On leaving the ways, she steamed up the Firth for a preliminary trial of her engines. She is the first of two sister ships the builders have in hand for the same owner.

On Thursday the "Benshaw" went on her trial trip, and proved very satisfactory, her speed being above the specified rate. A very large concourse of spectators witnessed the launch, which was one of the best of nearly ninety from Abdon shipyard.

It may be noted that Messrs John Scott & Co. is the only Company on the East Coast who launch their vessels with steam up.

From Lloyd's Register of Shipping 1896/97

Name of ship - Benshaw  
Ship's no. 102197  
International signal code - NRTQ  
Master - J. M. Jones - joined the company in 1891, master of this ship from 1895  
Built - 1895. Completed in March of that year  
Built by - J. Scott and Company, Kinghorn  
Description - Steel, schooner rig screw steamer with one deck  
Gross tonnage - 1724  
Net tonnage - 1077  
Length - 250 feet  
Breadth - 38.1 feet  
Depth - 19.5 feet  
Engine - Triple expansion 3 cylinder, 189 horse-power  
Engine built by - J. Scott and Company, Kinghorn  
Owner - S. S. Benshaw Co. (lim) (J. Hoult)  
Port of Registry - Liverpool  
Flag - British

**Information from "Dictionary of Disasters at Sea During the Age of Steam. 1824-1962" by Charles Hocking F.L.A.**

Name of ship - Benshaw  
Line - Town Line  
Built - 1895  
Built by - J.Scott and Company  
Gross tonnage - 1724  
Length - 250 feet  
Breadth - 38.1 feet  
Depth - 19.5 feet  
Engine - Triple expansion. 189 horse-power.

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**On 18th December 1916 on a voyage from Bilbao to Ayr the Benshaw was wrecked on South Rock, County Down. She was carrying a cargo of iron ore from Bilbao to Ayr.**

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**Fom Lloyd's Weekly Index, 28th December 1915, page16**

Benshaw - British Flag - 1077 tons From Bilbao December 12th for Ayr.

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**From a List of Merchant Ships Wrecked, Broken Up or Sold Foreign 1908-1918  
PRO Ref BT167/55**

1917 - Benshaw - Official no. 102197 – Steamship lost 18th Dec 1916 - List received England 13th April 1917

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YARD No.90  
**“BENHEAD” (Later “CAMARGO”)**  
 Official No. 105320  
 Launched 27<sup>th</sup> June 1895

**From Lloyd’s Register of Shipping 1896/97**

Name of ship - Benhead  
 Ship’s no. - 105320  
 International Signal Code - NWCM  
 Master - J. Denver - since 1896  
 Built - 1895. Completed in July of that year  
 Built by - J. Scott and Company, Kinghorn  
 Description - Steel schooner rig screw steamer  
 Gross tonnage - 1725  
 Net tonnage - 1081  
 Length - 250 feet  
 Breadth - 38.1 feet  
 Depth - 19.5 feet  
 Engine - Triple expansion 3 cylinder. 189 horse-power  
 Engine built by - J. Scott and Company, Kinghorn  
 Owner - S. S. Benhead Co. (Lim) (J. Hoult)  
 Port of Registry - Liverpool  
 Flag - British

**From “The Steamship”, August 1895, P72**

Launches  
 Scott & Co., Kinghorn  
 “Benhead” a steel 2850 ton carrying capacity on light draught, 250 feet long, 38 feet wide and 21.9 feet deep. She is fitted with powerful engines, the boilers having a working pressure of 200 p.s.i. The vessel is the second from the same order built by Messrs Scott & Co., to the design and order of Joseph Hoult of Liverpool, for the general cargo trade. – 27 June .

**From Transcripts and Transactions P.R.O ref BT110/10**

Certificate of British Registry 11:July:1895  
 Benhead  
 Ship’s no. - 105320  
 No., date and port of registry - 65, 1895, Liverpool, new vessel  
 Where built - Kinghorn 1895 - British  
 Built by - J. Scott and Co.  
 Steam screw  
 One deck  
 Two masts  
 Schooner rigged  
 Clinker built  
 Framework - Steel  
 Four bulkheads  
 Engines - One set of direct acting vertical inverted, three cylinders, built 1895 by J Scott and Co.  
 Speed - 8.5 knots  
 Owner - Joseph Hoult (Steamship “Benhead” Co. Ltd), 3 Wellington Buildings, South Castle St.  
 Liverpool, Lancashire  
 Number of shares - 64  
 Manager - Arthur C. Hay - address as above  
 Masters  
 12:July:1895 - Custom House, Leith - Edward Arthur Ogg is now master  
 11:September:1895 - Cardiff - As above, certificate of competency no. 05317  
 7:March:1896 - Barry Dock - James Denver, 011733  
 6 :January: 1899 - Liverpool - Ivor Yorath Acraman, 021849  
 28:February:1899 - Cardiff - James Denver, 011733

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**Registration closed 8<sup>th</sup> July 1899 – Sold to Spain and renamed “Camargo”**

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**From Lloyds Weekly Shipping Index 24th October 1912**

Under “Casualties and Misc. Reports.

**Camargo**

Hartlepool, October 18th - Camargo, of Santander, sank after collision 16 miles E.N.E. of Hartlepool. Five men missing, one dead: remainder of crew landed by trawler Loch Garry. Reported Etona, colliding vessel proceeded.

West Hartlepool, October 18th, 4.31p.m., October 18th - Reported collision 15 miles N.E of Hartlepool Etona, of London and Camargo, of Santander. Camargo sank. 18 survivors landed at Hartlepool by trawler Loch Gary. One man dead.

Hartlepool, October 18th, 5.01p.m. - Steam trawler Loch Garry brought into Hartlepool 18 of crew, 17 living, one dead, of Spanish steamer Camargo, of Santander, which was run down and sunk by British steamer Etona, of London, 16 miles E.N.E of Hartlepool to-day. Five of crew of Spanish ship still missing.

South Shields, October 18th, 7.01p.m. - This afternoon London steamer Etona, Burntisland for Savona, coal laden, put into Tyne with stem and bows below and above waterline extensively damaged, forepeak full of water, as result of collision this morning 20 miles East Tyne piers during slight haze, supposed with Santander steamer Camargo, Rotterdam for Tyne, light, which foundered immediately. Five hands drowned; remaining 18 rescued by steamers own boat and Hartlepool steam trawler Loch Garry. Subsequently landed Hartlepool. Etona now at 13 pier North Shields.

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**YARD No.91**  
**“PLYMOUTH BELLE” (Later “WILLKOMEN”, CUXHAVEN”)**  
**Official No. 105264**  
**Launched 8<sup>th</sup> June 1895**

**From Lloyd’s Register of Shipping 1896/97**

Name of ship - Plymouth Belle  
Ship’s no. - 105264  
Master - J. Trenance - since 1895  
Built - 1895  
Built by - J. Scott and Company, Kinghorn  
Description - Steel paddle steamer with one deck  
Gross tonnage - 645  
Net tonnage - 376  
Length - 220.5 feet  
Breadth - 26.3 feet  
Depth - 9.1 feet  
Engine - Compound 2 cylinder  
Engine built by - J. Scott and Company, Kinghorn  
Owner - “Plymouth Belle” S. S. Co. (Ltd)  
Port of Registration - Plymouth  
Flag - British

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**From “The Steamship”**

July 1895, P32

Launches

Scott & Co., Kinghorn

“Plymouth Belle” a steel paddle steamer 220 feet long x 26 feet wide and 10 feet deep. The vessel has been built to the requirements of the Board of Trade for home trade passenger certificate, under the supervision of George Walker, London and has been specially constructed for cross-channel service between Plymouth the Channel Islands and the coast of France, She will be under the management of Mr Disting, Saltash, Plymouth, who has extensive knowledge in the management of steamers of this class. The vessel was launched with her machinery on board and with steam-up, and immediately started for a preliminary trial – 8 June

August 1895, P75

Trials

“Plymouth Belle” This paddle steamer built by Messrs Scott & Co., Kinghorn went on her official trial on 29 June when everything worked to the entire satisfaction of Mr. Disting of Plymouth managing owner and Mr. Walker of London, the consulting engineer. The speed obtained was just over 17 knots on a six hour trial and on four consecutive runs on the measured mile, this being a knot over the guaranteed speed. The vessel has been very strongly constructed for a home trade passenger certificate, and is intended to run from Plymouth to the Channel Islands and the coast of France, and is certificated to carry 660 passengers on these runs.

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In 1895 a Plymouth businessman W.Dusting formed the Plymouth Belle Steamship Co. and, as can be seen by the above information from Lloyd’s Register of Shipping, took delivery of the paddle steamer Plymouth Belle which had been launched on the 8th of June of that year. Apart from the Windsor Castle ( 1892) she was not only the largest vessel hitherto seen on the South Coast but also the fastest. She was immediately placed on long-distance trips which included three day excursions to Guernsey and Jersey or the two day journey to the Isles of Scilly. The public however did not take to this “in-between” type of expedition, preferring either the shorter excursions or the other extreme of short distance cruising. And so it was that after just one season she was chartered to Collard of Newhaven and commenced cross-channel trips to Boulogne from all of the principal Sussex resorts. However, with The Lorna Doone and the Brighton Queen vying for the same customers as the Plymouth Belle, Collard decided against renewing her charter and in 1898 she was sold to South Coast and Continental Steamers. Again she was unsuccessful and before the following season was sold to the Hanburg-Amerika Line. She was renamed Willkommen and operated between Hamburg and Helligoland until 1925.

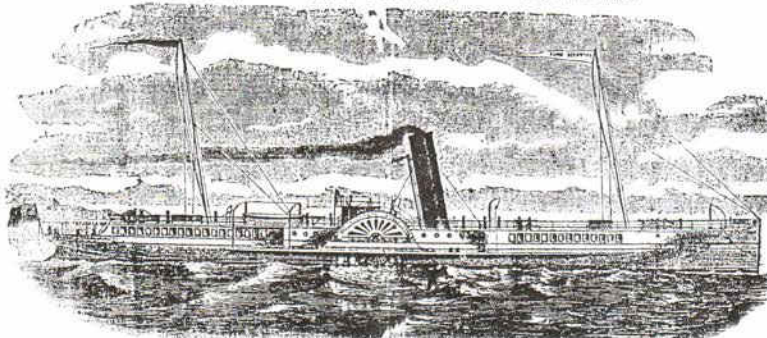
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# SOUTH COAST & CONTINENTAL STEAMERS.

Daily Pleasure Sailings from BRIGHTON WEST PIER (weather and other circumstances permitting)  
by the Splendid Cross-Channel Saloon Steamers.

# PLYMOUTH BELLE

654 Tons. CAPT. DEFRATES. 1,800 Horse Power.



One of the Fastest and Most Powerful Excursion Steamers on the South Coast, and also acknowledged to be the Steadiest and Best Sea Bont.  
Handsome Saloons and Fitted with Electric Light throughout, and the favourite Cross-Channel Steamer.

## RUBY

CAPT. COLLINGS.

Passengers pay no Pier Tolls on Landing at either Hastings, St. Leonards, Eastbourne or Brighton.

**'PLYMOUTH BELLE' Sailings—**  
**SATURDAY, SEPTEMBER 24th.**  
3 p.m.—Cheap Afternoon Trip to  
**Eastbourne and Hastings.**  
Arrive Eastbourne 4.30, Hastings 5.30; leave Hastings 6.30, Eastbourne 7.30;  
arrive Brighton 9 p.m.  
Special Return Fares: Eastbourne 1/-, Hastings 1/6.

**SUNDAY, SEPTEMBER 25th.**  
8.45 a.m.—Cheap Long Day Excursion to  
**EASTBOURNE, HASTINGS, & DOVER.**  
Leave Brighton 8.45 a.m. punctually; arrive Eastbourne 10.15, Hastings  
11.15, Dover 12 p.m.; leave Dover 1 p.m., Hastings 4.30, Eastbourne  
5.30; arrive Brighton 7 p.m.  
Special Return Fares: Eastbourne 1/6, Hastings 2/6.  
Return to DOVER 4/- If taken before the day. On the day 5/-.  
Passengers for Dover having Season Tickets to take Landing Tickets 3d each  
at the Office on Board. Complimentary Tickets available as far as  
Hastings only; beyond that ordinary fare charged.  
First Dinner may be had of Messrs. THOS. COOK & SON, 50, King's Road, at 10/-; Messrs.  
R. & C. CHILL, 10, Cross Street, at 10/-; or at 10/-; Messrs. R. & C. CHILL, 10, Cross Street, at 10/-.  
To DOVER—One of the most interesting Trips made by the comfortable Plymouth  
Belle, affording views of the delightful coast scenery and the old town of  
Dover, before passing through the narrowest of every description.

**MONDAY, SEPTEMBER 26th.**  
11.0—Two Hours Cruise into the Channel. Fare One Shilling.  
3.15—Cheap Afternoon Trip to  
**Eastbourne.**  
**FARE 6d. EACH WAY.**  
Leave Brighton 3.15, arrive Eastbourne 4.45. Leave Eastbourne 6.0, arrive  
Brighton 7.30.

**TUESDAY, SEPTEMBER 27th.**  
3 p.m.—Two Hours Cruise INTO THE CHANNEL, back at 5 p.m.  
Fare One Shilling.  
5.15 p.m.—Single Journey to Eastbourne (1/-) and Hastings (1/6).

**WEDNESDAY, SEPTEMBER 28th.**  
9 a.m.—Special Long Day Excursion to Eastbourne, Hastings, and  
**BOULOGNE.**  
Leave Brighton at 9 a.m. punctually.  
Arrive Eastbourne 10.30, Hastings 11.30; arrive Boulogne 2.15  
p.m.; leave Boulogne 4.15; arrive Hastings 7; Eastbourne 8;  
Brighton 9.30.  
Special Return Fares: To Eastbourne 1/6, Hastings 2/-.  
Return to BOULOGNE 7/6 If taken before the day. On the day 8/6.  
Inclusive of Fresh Tea.  
Cheap Ticket and the usual Agents as above. Season Ticket Holders to take  
a 3/- Ticket on Board.

TRIPLET for Long Day Trips can always be obtained of Messrs. THOS. COOK & SON, 50, King's Road, Brighton, at the advertised reduction prior to the day of sailing, subject  
to Messrs. R. & C. CHILL, 10, Cross Street, Brighton, at the advertised reduction prior to the day of sailing, subject  
to Messrs. R. & C. CHILL, 10, Cross Street, Brighton, at the advertised reduction prior to the day of sailing, subject

**IMPORTANT NOTICE.**—These Trips are advertised and Tickets issued subject to the condition that the Manager reserves to himself the right to make any  
alteration or omission of the same from whatever cause arising. In the event of the Boat not making the return trip of any journey for which Tickets have  
been issued the difference between single and return fares will be refunded, except in the case of fog or other causes arising from unfavourable weather; but  
this condition will not apply to season, complimentary, or any special tickets. Season Ticket Holders not producing their Tickets on demand by any Officer  
of the Company will be charged full fare, which will not be refunded.

**DOGS CHARGED FULL PRICE. BICYCLES 6d. OWNERS RISK. CHILDREN UNDER 12 HALF FARE.**  
**Tickets to include all Trips for the remainder of the Season, 15/-**

Available on any of the Company's Steamers; and may be obtained on board, or of Messrs. THOS. COOK & SON, 50, King's Road, Brighton.

**THURSDAY, SEPTEMBER 29th.**  
11 a.m.—To **Southsea.**  
Landing at Clarence Pier giving passengers an opportunity of attending the  
Military Band Concert in the Pier Pavilion, visiting the Dockyard, Portsmouth,  
Harbour, Nelson's Ship the "Victory," &c.  
Leave Brighton 11 a.m.; arrive Southsea 1 p.m.; leave Southsea 3.30; arrive  
Brighton 7.30.  
Return Fare, 3/- Single Fare, 2/6.

**FRIDAY, SEPTEMBER 30th.—Off Service.**  
**SATURDAY, OCTOBER 1st.**  
11 a.m.—To Newhaven allowing about one hour ashore. Return Fare  
One Shilling.  
3 p.m.—Cheap Afternoon Trip to **SHANKLIN.**  
Returning by Moonlight at 7 p.m. sharp. Back at Brighton before 10.  
Return Fare, 2/6. Single Fare, 2/-.

**SUNDAY, OCTOBER 2nd.**  
Special Cheap Excursion to  
**RYDE**  
**SOUTHAMPTON.**  
Leaving Brighton 10 a.m.; arrive Ryde 1.15 p.m.; Southampton 2.45.  
Leave Southampton 4.30; arrive Brighton 8.45.  
Return Fare to either place 2/6 If taken before the Day.  
On the Day - - - 3/-

Cheap Tickets may be had of Messrs. THOS. COOK & SON, 50, King's Road, at 10/-; Messrs.  
R. & C. CHILL, 10, Cross Street, at 10/-; or at 10/-; Messrs. R. & C. CHILL, 10, Cross Street, at 10/-.  
Complimentary Tickets not available this Trip.

**CLOSING TRIPS BY THE FAVOURITE STEAMER**  
**'RUBY'**

WHICH WILL SAIL DAILY AT UNDER UNTIL SEPTEMBER 30th.  
11 a.m.—For Two Hours Pleasure Cruise into Mid Channel,  
back at 1 p.m. Fare: 1/- all parts of the Boat.  
3 p.m.—Trip to off Beachy Head, Worthing, or Newhaven, back  
about 5 p.m. Fare: 1/- all parts of the Boat.

The Cross-Channel Steamship is by far the largest, swiftest, and best sea-borne machine built  
right from Brighton. She has a powerful deck, 1st class and Dining Saloon.  
Kitchens, Bar and every comfort for passengers, with ample accommodation and every  
facility for the most comfortable and enjoyable of modern steamships.

Photocopy of a poster advertising excursions on the "Plymouth Belle" captained by Henry Francis Defrates master of the ship from 9th August 1898 until 17th July 1899.





Captain H. F. Defrates 1895-1984 Master of the "Plymouth Belle" 1898-1899

**Information from a document recording the changes of master of the Plymouth Belle. PRO Ref. 336/007.**

Name of vessel - Plymouth Belle  
 Official No. - 105264  
 Plymouth - 16:7:1895 - George D Turpitt 95873  
 Plymouth - 27:7:1895 - Joseph May 102788  
 Plymouth - 21:9:1895 - John Trenance 103503  
 Newhaven - 26:7:1896 - William Mason 103416  
 Shoreham - 14:6:1898 - William Kerr 102801  
 Newhaven - 9:8:1898 - Henry F Defrates 021721  
 Rye - 17:7:1899 - William Kerr 102801  
 Plymouth - 27:10:1899 - James Nicholson 01495?

**From Lloyd's Register of Shipping 1899/1900**

The original entry for the Plymouth Belle had been crossed out and the new entry was under the name Willkommen. The captain on the entry for the Plymouth Belle was H.F.Defrates (coincidentally an ancestor of mine).

The new entry reads as follows:-

Name of ship – Willkommen - Ex Plymouth Belle  
 Master - H. Faje - from 1899  
 Owner - Hamburg Amerk Packet F act Ges (Ham - Amr Linie)  
 Port of Registry - Hamburg  
 Flag - German

**Name change to "Cuxhaven" 1924 and was finally broken up in June 1929**

**YARD No.92**  
**“RAITH”**  
**Official No. 102204**  
**Launched 18<sup>th</sup> July 1895**

**From Lloyd's Register of Shipping 1896/97**

Name of ship - Raith  
Ship's no. - 102204  
Master - J. Goodsir - Joined the company in 1886 and became master of the Raith in 1895  
Built - 1895  
Built by - J. Scott and Company, Kinghorn  
Description - Steel screw lighter with one steel deck  
Gross tonnage - 92  
Net tonnage - 49  
Length - 66 feet  
Breadth - 18.2 feet  
Depth - 8.7 feet  
Engine - 2 cylinder  
Engine - built by J. Scott, Kinghorn  
Owner - Kirkcaldy, Leith and Glasgow Steam Packet Co. (Lim)  
Port of Registry - Kirkcaldy  
Flag - British

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**Extra information from Ships Registered at Kirkcaldy 1855-1903    SRO Ref. CE63/11/12**

Dated 1st August 1895  
Port no. - 2 in 1895  
No. of masts - One  
Rig - Sloop  
Stern - Elliptic  
Build - Clinker  
No gallery or head  
Frame - Steel  
No. of bulkheads - Two  
Engines - One simple direct acting vertical  
Speed - 8 knots  
Name, description and residence of owners and no. of 64 shares held by each - The Kirkcaldy, Leith and Glasgow Steam Packet Co. Ltd of Mid Pier, Kirkcaldy, Fife - 64 shares.  
Designated manager - Thomas Saunders of 60 Glebe Park Street, Kirkcaldy  
16<sup>th</sup> May 1916 John Muir Paton 68 Gordan Street, Glasgow (Shipowner) died 12 Nov 1917.  
22<sup>nd</sup> May 1918 Then to Theresa Stafford or Paton of Stafford Busby, Lanark. David Paton 72 Great Clyde Street, Glasgow (Stationer) joint owners and Thomas Thornby, The Elms, Falkirk (Commercial Manager).  
15 June 1918 Earl John Leslie 59 Dock Street, Dundee (Shipowner) and John Stewart 82 Gordon Street, Glasgow (Shipowner).  
Ship totally lost 9 November 1919.  
Registry closed 17 November 1919.

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**Loss of the Raith**

On 8<sup>th</sup> November 1919 the Raith was making her way from St Davids-on-Forth to Aberdeen with a cargo of coal and had reached four miles south west by south of Girdleness near Aberdeen when she was struck by heavy sea. The following day, with five feet of water in the engine room and hold, the crew were taken off by a trawler and the Raith finally foundered a quarter of a mile east of Cove, Aberdeenshire.

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**From PRO Ref. BT 165/55 - Wreck cases completed during 1919**

Name of ship - Raith  
Ship's no. - 102204  
Propulsion - Steam  
Lost 9<sup>th</sup> November 1919 - List received C&D 1st December 1919.

YARD No.93  
**“CLIO” (Later “CHIENG MAI”, SARIE BANDJER”, “SHAW HSING”)**  
Official No. 195751  
Launched 17<sup>th</sup> October 1895

From “Fifeshire Advertiser” Saturday 19th October 1895, page 4, col. F

LAUNCH AT KINGHORN. — On Thursday, there was launched from the shipbuilding yard of Messrs John Scott & Co., Kinghorn, a steel screw steamer of the following dimensions :—230 feet long, 32 feet of beam, and 21 feet in depth to the top of awning deck. The steamer has been built to the order of the Straits Steamship Company, Singapore, and has been specially designed for their trade between Singapore and Bangkok. The decks are completely constructed of teak, and accommodation is provided for first-class passengers. Having been built to Lloyd's highest class, the Board of Trade have granted her a full certificate. The vessel has been designed to carry 1200 tons on a draught of 13 feet of water, and her boilers and engines are expected to propel her at the rate of ten knots per hour when fully loaded. The christening ceremony was performed by Miss Blair, of Cupar. The vessel was launched with steam up, and immediately left to load at Burntisland.

From “Fifeshire Advertiser” Saturday 19th October 1895, page 5, col. D

Burntisland

Steamers are now launched from the building yards in such an advanced state as to excite surprise. The new steamer “Klio” (sic) took the water for the first time on Thursday afternoon, from Messrs Scott & Co.'s yard, and reached the dock here the same tide. She was immediately berthed, and commenced taking in cargo. The vessel necessarily requires some finishing touches, but the foresight requisite to bring about such a rapid change says a lot for the efficiency of the builders.

From Lloyd's Register of Shipping 1896/97

Name of ship - Clio  
Ships' no. 195751  
International signal code - PCMJ  
Master - J. B. White - Joined the company in 1894 and became Master of the Clio in 1895  
Built - 1895. Completed in October of that year  
Built by - J. Scott and Company, Kinghorn  
Description - Steel screw steamer with one steel deck and a teak awning deck  
Gross tonnage - 1237  
Net tonnage - 767  
Length - 229.8 feet  
Breadth - 32 feet  
Depth 13.1 feet  
Engine - Triple expansion 3 cylinder, 130 horse power  
Engine built by - J. Scott and Company, Kinghorn  
Owner - Straits S. S. Company (Ltd)  
Port of Registry - Singapore  
Flag - British

#### **From "The Steamship" Journal, November 1895**

P193

Launches

Messrs Scott & Co., Kinghorn

"Clio" 230 feet long, 32 feet wide and 21 feet deep. The vessel has been constructed for the Straits Steamship Co., of Singapore, and has been specially built for the trade between Singapore and Bangkok. She has teak decks, and accommodation for a small number of first class passengers. She has been built to Lloyd's highest class, and has a Board of Trade certificate for passengers. The vessel has been designed to carry 1200 tons on 13 foot draught of water and has engines and boilers to propel her at the rate of 10 knots loaded. She has been constructed under the superintendence of Mr. Robertson of Singapore and Mr. Darling of Union Steamship Company of New Zealand, Glasgow. The steamer was launched with steam-up and immediately left for Burntisland where she will load a full cargo of coal. – 17 October

P193

Trials

"Clio". This cargo steamer built by Scot & Co., Kinghorn went on her trial trip on the Forth on the 19 October. The guaranteed speed of 10 knots per hour was exceeded, the average being 10 1/3 knots. The steamer was put on a four hour run to test the efficiency of her engines, and the results gave the utmost satisfaction to owners and builders. The "Clio", which has been built to the order of a London firm, is intended for the China trade and is of the highest class.

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#### **From Lloyd's Register of Shipping 1905/6**

Name of ship – Chieng Mai - ex Clio

International signal code - QGTK

Master - C.Ehlert

Built - 1895

Built by - J Scott and Co., Kinghorn

Description - Steel screw steamer with one deck and one awning deck

Gross tonnage - 1237

Net tonnage - 767

Length - 229.8 feet

Breadth - 32.0 feet

Depth - 13.1 feet

Engine - Triple expansion 3 cylinder

Engine built by - J Scott and Co., Kinghorn

Owner - Nord Deutscher Lloyd

Port of Registry - Bremen

Flag - German

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#### **Information obtained from the section dedicated to the North German Lloyd Company fleet of ships on "The Ships List" website <http://www.theshipslist.com/ships/lines/nglloyd.html>**

The Clio, built in 1895 was purchased from her original owners, the Straits SS Co., Singapore, by the North German Lloyd Company in 1899 and renamed the Chieng Mai. She sailed with North German Lloyd until 1906 when she was sold to Handels and Schhep Mart and renamed Sarie Bandjer.

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In 1910 she had another change of name to "Shaw Hsing".

She was finally broken up following a collision at Hunt's Wharf, Shanghai on the 5<sup>th</sup> March 1934.



**YARD No.94**  
**“EMILY”**  
**Official No. 105376**  
**Launched 18<sup>th</sup> December 1895**

**From Lloyd’s Register of Shipping 1896/97**

Name of ship - Emily  
Ship’s no. 105376  
Master - T. Anson - since 1895  
Built - 1895  
Built by - J. Scott and Company, Kinghorn  
Description - Steel screw steamer with one deck  
Gross tonnage - 154  
Net tonnage - 99  
Length - 97.4 feet  
Breadth - 19 feet  
Depth - 9.3 feet  
Engine - Compound 2 cylinder  
Engine built by - J. Scott and Company, Kinghorn  
Owner - Wallasey Local Board  
Port of Registry - Liverpool  
Flag – British

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**From “The Steamship” Journal January 1896, P273**

Scott and Co., Kinghorn – Launch  
Emily – built to the order of Wallasey Urban District Council of Egremont, and is specially designed as a tender for Wallasey Ferry Steamers – December 18th

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Wallasey Local Board bought the “Emily” to replace their “Maggie” and act as a coal-barge. She was withdrawn from service in 1934.

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**YARD No.95**  
**“GIANG SENG”**  
**Official No. 105821**  
**Launched 18<sup>th</sup> April 1896**

**From Lloyd's Register of Shipping 1896/97**

Name of ship - Giang Seng  
Ship's no. - 105821  
Master - G. G. Follett - became master of the Giang Seng in 1896  
Built - 1896. Completed in April of that year  
Built by - J. Scott and Company, Kinghorn  
Description - Steel screw steamer with one part steel, part teak deck, two trailing buttresses and a shade deck of teak - a deck of light construction and with openings in the sides.  
Gross tonnage - 1183  
Net tonnage - 722  
Length - 235.3 feet  
Breadth - 34.1 feet  
Depth - 16.6 feet  
Engine - Triple expansion 3 cylinder  
Engine built by - J. Scott and Company, Kinghorn  
Port of Registry - London  
Flag - British

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**Extra information from Lloyd's Register of Shipping 1899/1900**

International signal code - PGSN  
Master - G.G.Follett  
Owner - Tan Kim Tian S. S. Co. Ltd.  
Port of Registry - Singapore  
Flag - British

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**From Lloyd's Weekly Shipping Index 24th April 1896, page, under launches.**

Giang Seng - On April 18th Messrs John Scott and Co., launched on the Clyde the screw steamer Giang Seng which they have built for a Chinese Gentleman in Singapore. The dimensions are:- length 24ft, breadth 34ft; and depth to main deck 17ft 6in. The builders have also supplied and fitted the triple expansion engines of 160 N.H.P, with two large boilers, having a working pressure of 170lb. The vessel has been built for the coasting trade round Singapore. She is designed to carry 1500 tons of cargo and steam 11-12 knots per hour.

(N.B. The ship was built and launched at Kinghorn, not on the Clyde)

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Broken up in China July/Sept quarter 1931

YARD No.96  
**“JOHN HERRON” (Later “SATELLITE”)**  
Official No. 106796  
Launched 12<sup>th</sup> June 1896



**From Lloyd's Register of Shipping 1899/1900**

Name of ship - John Herron  
Ship's no. - 106796  
Description - Steel , sloop rig paddle steamer with one deck  
Built - 1896  
Built by - J.Scott and Company, Kinghorn  
Gross tonnage - 333  
Net tonnage - 60  
Length - 160 feet  
Breadth - 27.1 feet  
Depth - 9.9 feet  
Engine - Compound 2 cylinder  
Engine built by - J.Scott and Company, Kinghorn  
Owner - Wallasey Local Board  
Master - J. Potter - since 1896  
Port of Registry - Liverpool  
Flag - British

---

**From Lloyd's Weekly Shipping Index, 10th June 1896, page 10, under Launches.**

John Herron - On June 12th Messrs John Scott and Co. of Kinghorn, launched the first of two paddle steamers they are building to the order of the Wallasey Urban District Council under the superintendence of Messrs. Flannery and Triton, consulting engineers of Liverpool and London. These vessels are 160 ft long by 27 feet beam by 10ft 10in depth moulded. They have been built with all the latest improvements, and have been so arranged that the funnels stand amidships and give two long unbroken saloons fore and aft, and there is no obstruction to the funnel in the gangways. The vessels are constructed to carry about 1500 passengers on a very light draught of water, and to maintain a

higher rate of speed than the present vessels engaged in the same service. The comfort and the convenience of the passengers have been specially considered, the saloons being thoroughly heated and ventilated, and tastefully decorated. As the vessel left the ways she was named John Herron, in honour of the respected chairman of the Ferry Committee, by Mrs Finch, the wife of Mr Finch, of the firm of A. Billbrough and Co., of Lloyd's.

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**From "The Steamship" Journal, July 1896, P34, under heading Trial Trips.**

John Heron – 16<sup>th</sup> June this paddle steamer proceeded on her trial trip on the Firth of Forth. The results were very satisfactory, the vessel being well within her specific draught and attaining a maximum speed upwards of 13 knots and the machinery working without the slightest trouble. The vessel was also put to a severe test as to her steering capability and proved to be exceptionally handy.

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Was requisitioned during World War 1. She did not return to the Mersey at the end of the hostilities but was sold to Societe Marine de Transbordement, Cherbourg, renamed "Satellite" in 1902 and worked as a tender at the port.

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**From Lloyd's Register of Shipping 1921/22**

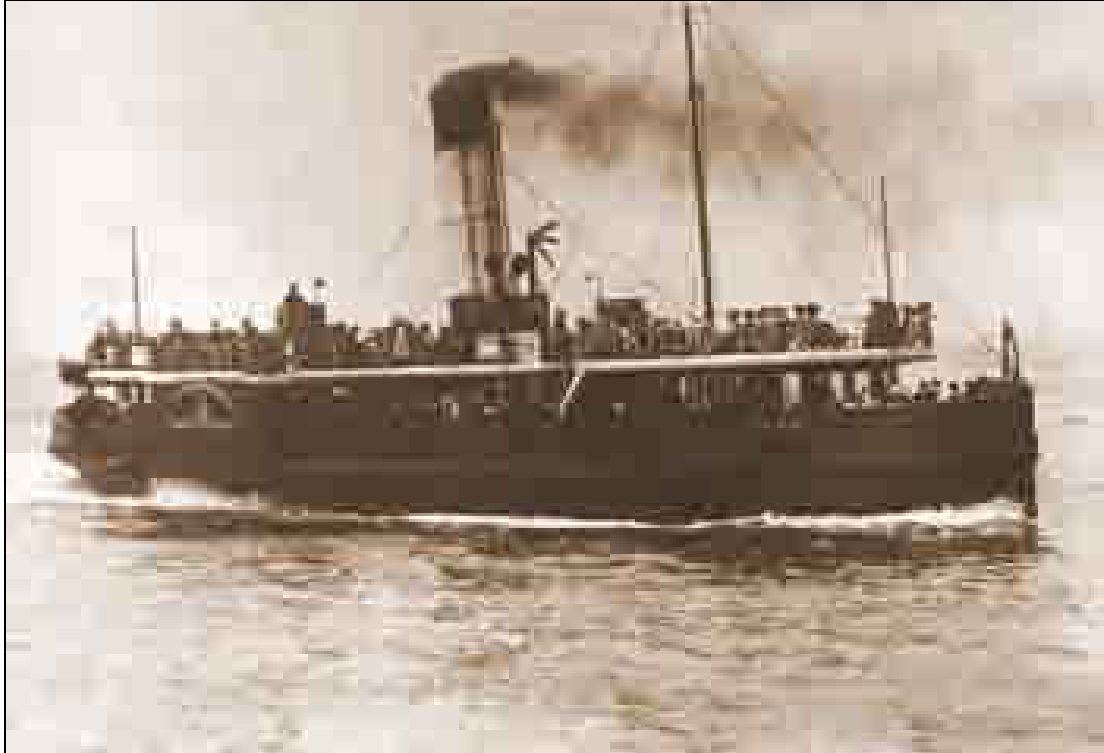
Name of ship - Satellite  
Previous name - John Herron  
Owner - Owner Soc. Mar. de Transbordement  
Port of registry - Cherbourg  
Flag - French

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Sold to the Compagnie Nord Atlantique at a later date.  
Broken up October/ November/ December quarter 1925 at Cherbourg.



YARD No.97  
**"PANSY"**  
Official No. 106830  
Launched 2<sup>nd</sup> October 1896



**From Lloyd's Register of Shipping 1899/1900**

Name of ship - Pansy  
Ship's no. - 106830  
Description - Steel sloop rig paddle steamer  
Built - 1896  
Built by - J Scott and Company, Kinghorn  
Gross tonnage - 333  
Net tonnage - 60  
Length - 160 feet  
Breadth - 27.1 feet  
Depth - 9.9 feet  
Owner - Wallasey Local Board  
Master - T. Maxwell - since 1896  
Port of Registry - Liverpool  
Flag - British

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**From Lloyd's Weekly Shipping Index 16th October 1896, page 11, under launches.**

Pansy - On October 2nd Messrs J Scott and Co., of Kinghorn, launched the new paddle steamer Pansy which is a sister vessel to the John Herron, both of which steamers have been built by Messrs Scott and Co. to the order of the Wallasey Urban District Council, under the superintendence of Messrs Flannery and Triton, of Liverpool and London. The dimensions of the steamer are:- 160ft by 27ft by 10ft 6in. She has two spacious saloons on the main deck, as well as an exceptionally large promenade deck. She is constructed for a very light draught of water on account of the special service for which she is intended. She also presents several novel features as compared to the usual type of ferry boats on the Mersey. The vessel was launched in a complete state and with steam up, and immediately proceeded for a preliminary run on the Forth, on which the machinery ran smoothly and without any trouble. As the vessel left the ways she was christened the Pansy. The Wallasey Council were

represented by Mr J. Herron, J.P., the chairman of the Ferry Committee, and Mr Danger, clerk to the council, and the consulting engineers by Mr S. B. Tritton. The vessel will shortly proceed on her official trial trip, and then take up her station in the Mersey.

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#### **Information from “West Coast Steamers” - Duckworth and Lanmuir 1953 & 1966**

Pansy was launched in 1896 and sold, together with her sister ship the John Herron launched earlier that year, to the Wallasey Local Board. Their design had been based on that of the Thistle, another Kinghorn built ship, but with raked funnel and mast. Both the John Herron and Pansy were requisitioned during World War 1. The John Heron survived the ordeal but the Pansy was lost off Anglesey whilst en route to London.

---

#### **From wreck cases completed during 1917 PRO Ref. BT165/55.**

Name of ship - Pansy  
Ship's no. - 106830  
Propulsion - Steam  
Lost 20th January 1917 - O.H.M.S.

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#### **From “Shipwrecks Around Britain “- a diver's guide by Leo Zanelli.**

Wreck of Paddle Steamer Pansy - Page 76, Wreck no. 271

Length - 160ft

Breadth - 27.1ft

Depth - 9.9ft

Gross tonnage - 333

Built - 1896

Location - Latitude - 53 degrees, 25 - 24 North

Longitude - 04 degrees, 21 - 54 West

Depth - Bottom 50ft - 60ft

Surveys - Sub aqua

This wreck was first located by divers in 1968. The ship is fairly well broken up on sea bed and the findings include parts of huge paddle wheels and isolated sections 15 feet high. The sea bed in the area of the wreck is steep and shelving.

Unconfirmed reports suggest Pansy sank in a N.E. gale in 1915, on route to the south coast.

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#### **Information obtained from “Dive” magazine website.**

The “Pansy” had been requisitioned for war duty by the Admiralty in 1917 and was on her way to London when she ran ashore at the western side of Bull Bay during a north-easterly gale. (Bull Bay is situated off the north coast of Anglesey close to the town of Amlwch) The wreck is very close to the shore so it comes as no surprise that part of it had been salvaged and the team from “Dive” Magazine only found a few badly corroded parts of the hull, with two pairs of bitts and what could be part of a paddle-wheel nearby.

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YARD No.98  
**“TETUAN” (Later “DANIA”, “ALGOL”)**  
Official No. 106818  
Launched 5<sup>th</sup> November 1896

**From Lloyd’s Register of Shipping 1899/1900**

Name of ship - Tetuan  
Ship’s no. - 106818  
International Signal Code - PMNF  
Master - E. A. Sibbick - since 1899  
Built - 1896  
Built by - J. Scott and Company, Kinghorn  
Gross tonnage - 1394  
Net tonnage - 888  
Length - 230.7 feet  
Breadth - 33 feet  
Depth - 23 feet  
Engine - Triple expansion 3 cylinder  
Engine built by - John Scott and Company, Kinghorn  
Owner - G.S.N.C  
Port of Registry - London  
Flag - British

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**From Lloyd’s Weekly Shipping Index 20th November 1896, under launches.**

Tetuan - On November 5th there was launched by Messrs John Scott and Co., at Kinghorn, the steel screw steamer Tetuan, built to the order of the Mersey Steamship Co. (Messrs Leach, Harrison and Forwood, managers). The dimension state:-235ft by 32ft by 25ft to the awning deck. The vessel has been constructed under the supervision of Messrs William Esplen and Son of Liverpool, and is classed in the British Corporation’s highest grade. As the vessel left the ways she was christened by Miss Crawford, and immediately left for her trial trip.

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1898 - G.S.N.C. purchased Tetuan from the Mersey Steamship Co.  
1900 – Renamed “Dania”.  
1914/15 she is recorded as being owned by Fornyade Angf. Aktieb. Svenska, Gothenburg and sailing under the Swedish flag.  
1915 – Renamed “Algol”. New Owner Det Bergenske. Port sailing from Bergen, Norway.  
March 10<sup>th</sup> 1917 - Sunk as a result of gunfire from a submarine 60.17N/42E.

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**YARD No.99**  
**“JAFFA”**  
**Official No. 106749**  
**Launched 2<sup>nd</sup> June 1897**

**From Lloyd's Register of Shipping 1899/1900**

Name of ship - Jaffa  
Ship's no. - 106749  
International Signal Code - PTVM  
Master - J. W. Taylor - joined the company in 1877 and became master of the Jaffa in 1897  
Built - 1897. Completed in June of that year  
Built by - J. Scott and Company, Kinghorn  
Description - Steel screw steamer with one deck and two trailing buttresses  
Gross tonnage - 1594  
Net tonnage - 1025  
Length - 260.1 feet  
Breadth - 35.2 feet  
Depth - 16.4 feet  
Engine - Triple expansion 3 cylinder  
Engine built by - J. Scott and Company, Kinghorn.  
Owner - Bailey & Leetham Ltd.  
Port of Registry - Hull  
Flag - British

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**From Lloyd's Weekly Shipping Index 11th June 1897, page 10, under launches.**

Jaffa - On June 2nd there was launched from the yard of Messrs John Scott and Company, the steel screw steamer Jaffa, built for a special trade for Messrs Bailey and Leetham (Ltd), Hull. The vessel is of the long full poop type, with topgallant forecastle, and is of the following dimensions:- 260ft by 39ft by 19ft, with triple engines; cylinders, 22in, 36in and 60in by 39in stroke; and two extra large boilers for a working pressure of 180lb per square inch. She has accommodation for a large number of 1st class passengers in a large deckhouse amidships, and has the usual Board of Trade certificate. The vessel was named by Miss Crawford, and had steam up, and immediately proceeded on her trial trip.

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**In 1903 Jaffa was transferred to the Wilson Line**

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**From wreck cases completed during 1918 PRO Ref. BT165/55**

Name of ship - Jaffa  
Ship's no. - 106749  
Propulsion - Steam  
Lost 2nd FEBRUARY 1918  
War Loss. List received 16th February 1918

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**From British Vessels Lost at Sea 1914-1918, 1939-1945**  
**National Archives Library Ref 940 45 HOC**

Page 79 - Merchant vessels lost or sunk  
Name of ship - Jaffa  
Ship was armed  
Gross tonnage - 1383  
Date of loss - 2nd Feb 1918  
Position - 3 miles E by S from Owers L.V.  
Cause of loss - Submarine  
No warning  
How sunk - Torpedo  
10 lives lost

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**Information from “A Dictionary of Disasters at Sea during the Age of Steam 1824-1962” by Charles Hocking F.L.A, and “Shipwreck Index of the British Isles” by Richard and Bridget Lord.**

Name of ship - Jaffa  
Owner - Ellermans Wilson Line  
Port of Registry - Hull  
Flag - British  
Voyage - Boulogne - Southampton  
Built - 1897  
Built by - J Scott and Company, Kinghorn, Fife  
Type of ship - Steel screw steamship  
Armament - 1x12 pounder.  
Gross tonnage - 1383  
Dimensions - as above  
Engine - 251HP triple expansion 3 cylinder  
Speed - 11 knots  
Cargo - ballast  
Crew - 27  
Crew lost - 10  
Lives lost - 10  
Captain - D. H. Casson (survivor)

2nd February 1918

At 12.10am the steamship Jaffa was torpedoed below the bridge on the port side by the German submarine UB30 three miles east by south of the Owers lightship and sank by the head in three minutes. The second mate and three other men got away in the starboard boat and were able to rescue the remaining survivors from the water but unfortunately ten men were found to be missing. Ten minutes after the ship sank the U-Boat surfaced, closed in on the lifeboat and questioned the master before sailing off.

After spending time searching and calling for the missing crew members the survivors made for shore landing at Littlehampton at 8am the same morning.

The ship's papers went down with the wreck which lies in a general depth of 22 metres with the bow orientated towards the south, intact and inclined at 45 degrees to the east. The stern is inverted and the midship section destroyed from the boilers to the foredeck.

The wreck was identified from a china plate which bore the insignia “Wilson Line”, the ship's owners.

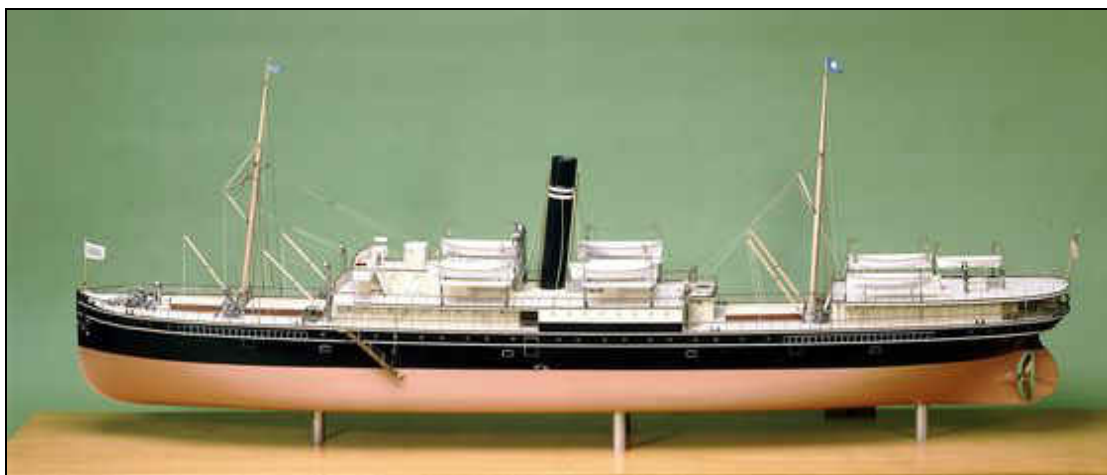
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A little extra information was found on “**Vernon's Shipping and Diving**” website under his list of Littlehampton's popular wreck sites. This states that in 2002 the Jaffa, which was torpedoed on February 2nd 1918, was lying in 28 metres of water. She was lying on her port side with her boilers standing proud by 6 metres. She was armed with a 4.7 inch gun and shell cases had been found.

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**Lloyd's War Losses 1914–1918** also confirms that the Jaffa was en route from Boulogne for Southampton carrying ballast when she was sunk by a submarine when three miles east by south of Owers lightship.

YARD No.100  
**“KARRAKUTTA”**  
 Official No. 102212  
 Launched 11<sup>th</sup> December 1897



From the “Fifeshire Advertiser”, 18th December 1897.

Kinghorn— On Saturday, Messrs John Scott & Co., engineers and shipbuilders, Kinghorn, launched from their yard a beautifully modelled cargo and passenger steamer of the following dimensions:—Length, 310'; breadth, 42'; depth, 18' 9"; gross tonnage, 2,091—for the West Australian Steamship Company. There is accommodation for 38 first-class passengers, with ladies' rooms, dining rooms, pantry, bars, etc. Also accommodation for 38 second-class passengers. She was gracefully named “Karrakatta” by Miss Roberts, daughter of Captain Roberts, marine superintendent of the company.

**From Lloyd's Register of Shipping 1899/1900**

Name of ship - Karrakutta  
 Ship's no. - 102212  
 International Signal Code - VSKH  
 Built - 1897. Completed in December of that year  
 Built by - J. Scott and Company, Kinghorn  
 Description - Steel screw steamer with two steel decks the upper one being sheathed or covered with wood.  
 Gross tonnage - 2091  
 Net tonnage - 1271  
 Length - 300 feet  
 Breadth - 42.2 feet  
 Depth - 17.6 feet  
 Engine - Triple expansion 3 cylinder  
 Engine built by - J. Scott and Company, Kinghorn  
 Owner - West Australian Steam Navigation Co., Ltd.  
 Port of Registry - Fremantle  
 Flag - British

**From Lloyd's Weekly Register, 1st April 1901 (Collection of messages re. sinking of vessel)**

Broome, West Australia April 1st, 10am, Karrakutta (s) official number 102212 wrecked and totally lost ship and cargo at Swan Point Island. All aboard saved. The Captain remains by the wreck, the only visible parts of the wreck are masts and funnels.

She struck on a rock about a mile from shore lying in 6 fathoms of water. She is lying in the tideway and her position for salvage is very difficult. Shall we appoint a surveyor and may we charter a vessel and proceed to wreck?

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**From Lloyd's Weekly Shipping Index, 4th April 1901, page 6.**

London, April 3rd - "Karrakutta" (sic) ashore Swan Point W.A.. This vessel was bound for Singapore from Fremantle, and was calling at Derby.

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**Lloyd's Weekly Shipping Index, 19th April 1901, page 4**

Broome, April 12th, 3.40pm - "Karrakutta" (sic): surveyor reports cannot be floated. Salvage of cargo impracticable owing to expense. Wreck abandoned by master.

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**Information from "A Dictionary of Disasters at Sea During the Age of Steam 1824-1962" by Charles Hicking F.L.A. and "Australian Shipwrecks" , volume three, by Jack Loney.**

Name of ship - Karrakutta  
Owner -  
Built - 1897  
Built by - J Scott and Company  
Dimensions as above

The British steamship Karrakutta, owned by C Bethell and Company, was Wrecked on March 26<sup>th</sup> 1901 on a voyage from Fremantle, via Derby (W. Aust) to Singapore carrying passengers and a General Cargo. After striking an uncharted rock near Cape Leveque, Western Australia she started to settle very quickly forcing all hands, 129 of them, to the boats. They stayed alongside the ship for several hours until the tide subsided when they were able to land safely on a small sandy island off Swan Point. Unfortunately they had little food or water with them and so a party set out overland in the hope of securing help but was forced to return. Eventually they were rescued by the schooner Alto and were put ashore at Broome.

The Karrakutta was registered at Fremantle in 1897. Her master at the time of her loss was Captain Tabboys.

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YARD No.101  
**"KWANG PING" (Later "HSING SHIH")**  
 Official No.  
 Launched 6<sup>th</sup> April 1898

From the "Fife Advertiser" dated 9th April 1898

<p><b>CHINESE VESSEL LAUNCHED.</b></p> <p>On Wednesday there was a rather impressive launch from the yard of Messrs John Scott and Company, Abden Works, Kinghorn. Some special interest was attached to the event in that the new vessel is intended for the development of the mining industry in China, and has been built to the order of the Chinese Engineering and Mining Coy. of Tein Tein. The vessel is a steel screw steamer 270 feet in length by 40 feet with a gross tonnage of 1,967 tons and carries 2,000 tons deadweight on a 14 feet draught. Fitted up with every comfort for accommodation of 208 passengers, European and native, the steamer is furnished with electric light, and has all the latest improvements for the speedy loading and discharging of cargo. A large crowd gathered at the yard to witness the launch which was in</p>	<p>all respects satisfactory. So complete was the preparations that the vessel left the way without the slightest hitch and took the water in a graceful fashion. As she moved off she was christened the "Kwang Ping" by Mrs Calder, the wife of the superintendent, and a hearty cheer was raised as she glided into the Firth. As is usual with vessels built at Kinghorn, she was launched with steam up, and she immediately sped on her trial trip, her movements being watched with much interest by those on shore. After her preliminary trial trip the "Kwang Ping" went to Burntisland to coal after which she will proceed to Middlesborough to take in a general cargo for Shanghai and Taku, for which she sails in charge of Captain Calder.</p> <p>Note.—"Kwang Ping" is a Chinese word meaning "boundless peace."</p> <p style="text-align: right;">9/4/98</p>
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From Lloyd's Register of Shipping 1899/1900

Name of ship - Kwang Ping  
 Description - Steel screw steamer  
 Built - 1898  
 Built by - J Scott and Co., Kinghorn  
 Gross tonnage - 1966  
 Net tonnage - 1263  
 Length - 265 feet  
 Breadth - 40.2 feet  
 Depth - 20.6 feet  
 Engines - Triple expansion 3 cylinder  
 Engines built by - J Scott and Co., Kinghorn  
 Port of Registry - Tientsin  
 Flag - British  
 Owner - Chinese Engineering and Mining Co.  
 Master - J Calder - joined the company and became master of the Kwang Ping in 1898

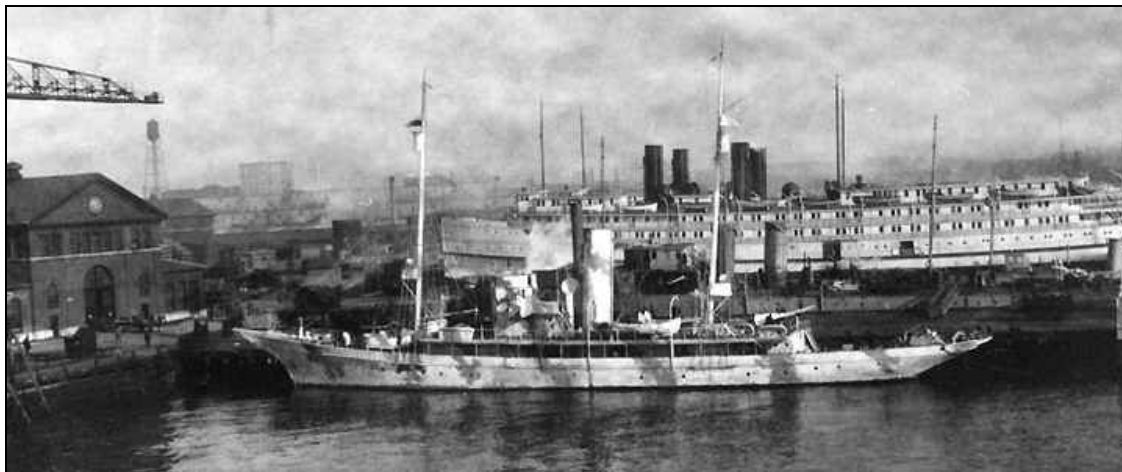
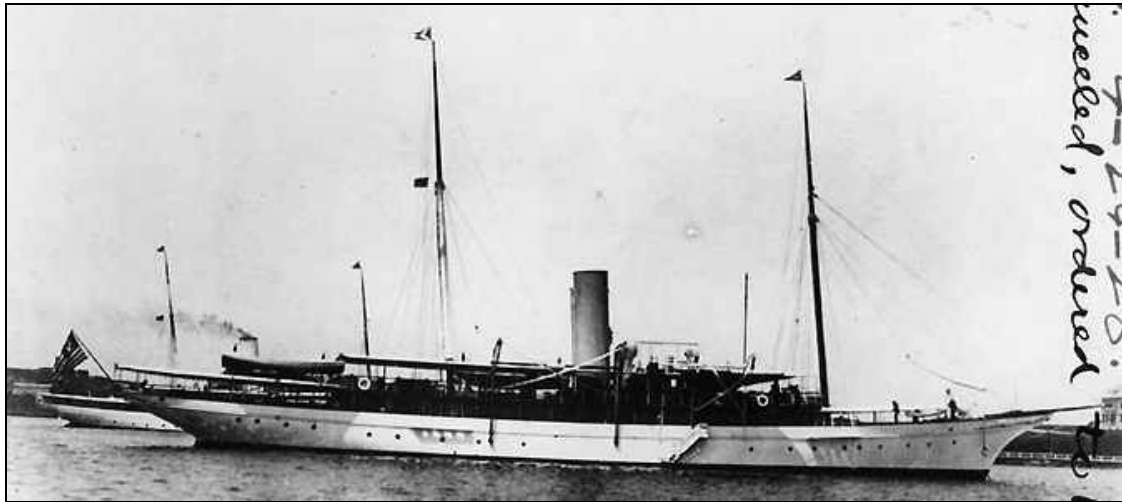
From Lloyd's Register of Shipping 1925/26 Supplement entry no.39341

Name of ship - Hsing Shih  
 Previous name - Kwang Ping  
 Owner - San Peh Steam Navigation Co. Ltd.  
 Port - Shanghai  
 Flag - Chinese

August 1937 – Scuttled Kiangying Boom, Yangtse



YARD No.102  
"YACONA" (Later "AMELIA" reverted back to "YACONA")  
Official No.  
Launched 18<sup>th</sup> July 1898



Top photograph of "Yacona" before being acquired by the U.S. Navy in 1917  
Bottom photograph shows "Yacona" at Boston Navy Yard, Massachusetts in 1917  
painted in pattern camouflage

### **From Lloyd's Register of Shipping Yacht Index 1899/1900**

Name of ship - Yacona  
Description - Steel steam steamer with two decks and electric light.  
Built - 1898 - completed in July of that year  
Built by - J. Scott, Kinghorn  
Gross tonnage - 527.35  
Net tonnage - 156.98  
Length - 188ft 6in  
Breadth - 27ft 2in  
Depth - 13.85ft moulded  
Engines - T3 Cy, 6in, 29in, and 48in - 33in - 150 HP  
Engines built by - J. Scott, Kinghorn  
Port of survey - Leith  
Port of registry - Lisbon  
Owner - H.M. the King of Portugal\*

\*Also owned yachts Amelia and Lia

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### **From Lloyd's Weekly Shipping Index 22 July 1898**

Launches (Page 14)

Messrs John Scott and Co. have launched at Kinghorn the steam yacht YACONA, 188ft 6in x 27ft 2in x 13ft 85 depth moulded, and 635 tons Thames measurement, built to the order of Mr. Walter S Bailey, Commodore of Yorkshire Yacht Club. The Propelling machinery is supplied by the builders. She was christened Yacona.

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### **From "The Steamship" Journal Sept 1898**

P115, Trial Trip

Yacona went on a trial trip from Burntisland Roads. Results highly satisfactory, 14knots on the measured mile. The party included the owners and Messrs Crawford of John Scott and Co., the builders.

The propelling machinery supplied by builders sufficiently powerful to drive the Yacona from Burntisland to Hull in 17hours.

Electric light supplied by Messrs. Holmes and Co. , Newcastle and Glasgow.

Steam Windlass supplied by Messrs Harfield and Co.

Steering engine supplied by Messrs Alley and McLellan

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### **Summary of Service Career**

1898 - Built to the order of Walter S Bailey, Commodore of Yorkshire Yacht Club, and launched of the 18th July.

1899/1900 - Now owned by the King of Portugal and renamed "Amelia"

(Information from here on obtained from "Dictionary of American Naval Fighting Ships ", Department of the Navy)

1891 – Reverted to the name "Yacona"

c1906 - sold to H. Clay Pierce, a financier and oil industry pioneer of New York City

1917 - 29th September acquired for the American Navy for service during W.W.1. Fitted out at Boston Navy Yard and assigned the designation SP-617. Commissioned 10th December. Commanded by Comdr. John Wilcox, Jr..

1918 - Operated in coastal waters as far south as New York . 24th February departed Newport under command of Lt. Comdr. George A. Alexander for Bermuda. 26th February the starboard ports of the deck house smashed by heavy seas causing some flooding and taking away part of the starboard bow bulwarks. Later the same day she developed a leak which caused more flooding in her bunker spaces and fireroom. Arrived Bermuda 1st March and remained there to have damage repaired. Left Bermuda on the 8th April to escort a convoy to Ponta Delgada, in the Azores. Arrived 22nd April. Left on the 4th May and arrived at Hamilton 14th May. Repeated this trip, but with another convoy, returning on 20th June to Bermuda. Had engine repairs and hull painted at the British Dockyard, Bermuda. Departed Bermuda 9th July for New London, Connecticut with the American vice consul to Switzerland, Louis Lombard, and his son as passengers. Arrived 12th July. Spent almost two months on the east coast of the U.S.A. before departing on her next escort mission from Charleston, S.C. to Bermuda. Escorted one more convoy to the Azores between 15th and 27th September. Fouled her port anchor on the mooring gear when leaving Ponta Delgada on 2nd October and, in order to join the next convoy on time, she slipped her anchor together with 15 fathoms of chain. Another problem arose on 2nd October when she

spotted a suspicious object on the surface and went to general quarters and opened fire on what turned out to be a drifting buoy. Arrived Bermuda on the 12th of October and left for New York on the 5th December arriving at the N.Y. Navy Yard on Armistice Day, November 11th. Attached to Division 3, Battleship Force 1, United States Atlantic Fleet. Sailed within the immediate area before arriving at New London on the 16th.

1919 - January, placed in reserve. 13th June left New London. 16th June, arrived New York Navy Yard to unload her ammunition and have her ordnance removed. 26th June, decommissioned and placed in reserve.

1920 - 22nd April, the Navy decided to sell her. 14th September, Navy cancelled the sale order. 11th October Yacona was taken out of reserve and recommissioned. Rest of year being prepared for a long voyage to the Far East.

1921 - 1st March, travelled via Bermuda, Hamilton, Ponta Delgada and across the Atlantic to Gibraltar where she arrived on 3rd April. Whilst there Yacona full-dressed ship in honour of the anniversary of the accession of King George V to the throne of England and fired a 21 gun salute together with all of the other ships in the harbour. Left Gibraltar 8th May and arrived at Bombay, India on 1st June. 3rd June, again dressed ship this time for the King's birthday. 4th June, sailed via Colombo and Singapore to Manila Bay where they arrived on 14th July. 27th July, decommissioned and turned over to representatives of the Insular Government. Records of her service for the Philippines apparently have not survived.

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YARD No.103  
**“MAY” (Later “SOONGARI”)**  
Official No. 109065  
Launched 28<sup>th</sup> September 1898

**From Lloyd's Register of Shipping 1898/99**

Name of ship - May  
Ship's no. - 109065  
Description - Steel screw steamer with one steel deck, a well deck and two trailing buttresses.  
Built under special survey.  
Built - 1898. Completed in September of that year  
Built by - J Scott and Company, Kinghorn  
Gross tonnage - 1415  
Net tonnage - 814  
Under deck tonnage - 939  
Length - 237.5 feet  
Breadth - 34.1 feet  
Depth - 16.7 feet  
Engine - Triple expansion 3 cylinder. 214 NHP  
Engine built by - J Scott and Sons, Kinghorn  
Port of survey - Leith  
Port of registry - Hull  
Flag - British  
Owner - Bailey and Leatham Ltd.  
Master - J. Grant - Joined the company in 1880 and the May in 1898

**This entry was followed by a note - “Now named Soongari, see no.92 in supplement”. The extra information contained in the said supplement was as follows:-**

Name of ship - “Soongari”  
Ex “May”  
Port of survey - Antwerp  
Port of Registry - Vladivostok  
Flag - Russian  
Master - Datema - Joined the ship in 1899

In the following Lloyd's Register of Shipping 1899-1900 the master has once again changed and is now P Kaschkin. All other details are as above.

(The new owners were the Chinese Eastern Railway Company)

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**From Lloyd's Weekly shipping Index 7th October 1898**

**LAUNCHES (page 10)**

On September 28th there was launched by Messrs John Scott and Co., at Kinghorn, a screw steamer for passenger and cargo traffic to the Mediterranean, built to the order of Messrs Bailey and Leatham of Hull. The vessel is 237ft long by 34ft wide and 17ft 9in moulded depth. She is fitted with triple expansion engines, and her speed is designed to be about 10.5 knots per hour.

**TRIAL TRIPS (page 11)**

On October 1st the steel screw steamer MAY, 237.5feet x 34.15 ft x 16.7ft depth moulded, with a registered tonnage of 1415 tons and classed 100A1 at Lloyds, which was launched on 28th Ult. from the shipyard of Messrs John Scott and Co, Kinghorn went out on her official trial trip, and made a successful run, attaining a speed of 13 knots per hour, the test being made on the measured mile at Aberlady Bay. The engines which are of the triple expansion type, also made by Scott and Co, worked with smoothness, steam being plentifully supplied by 2 large marine boilers. The owners, Messrs Bailey and Leatham of Hull and London, were represented on this occasion by Mr. L.S.Stephenson, engineer superintendent, and Captain John Grant, who will sail the vessel; the builders by Mr Crawford and his two sons. This vessel has been specially built for Messrs Bailey and Leatham's passenger and cargo trade between London and St. Petersburg.

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YARD No.104  
**“LANCASHIRE” (Later “CATHAIR NA GAILLIMHE”)**  
Official No. 110549  
Launched 8<sup>th</sup> February 1899



**From Lloyd's Register of Shipping 1899/1900**

Name of ship - Lancashire  
Ship's number - 110549  
Master - W. Williams - joined the ship and became master of her in 1899  
Built - 1899. Completed in February of that year.  
Built by - J. Scott and Co., Kinghorn  
Description - Steel, twin screw sloop with one part steel teak sheathed deck and electric light.  
Gross tonnage - 469  
Net tonnage - 77  
Length - 150.5 feet  
Breadth - 41 feet  
Depth - 11.4 feet  
Engine - Triple expansion 3 cylinder  
Engine built by - J. Scott and Co., Kinghorn  
Owner - Municipal Corp. of Birkenhead  
Port of Registry - Liverpool  
Flag - British  
Use - For ferry purposes

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**From “The Steamship” Journal, March 1899, P353**

Launches  
Scott and Co., Kinghorn.  
Lancashire – steel twin-screw ferry passenger steamer for the cross-river service of the Mersey, 574 tons register, 58x42x12.6 feet, and has a carrying capacity of 1614 passengers. Classed 100A1 at Lloyds and built to the order of the Birkenhead Corporation, the vessel has been specially designed to meet all the latest arrangements of the ferry service that experience and practise have suggested to the able and energetic manager of the ferries, Captain McQueen.

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1929 - Bought by Galway Harbour Commissioners and re-named "Cathair na Gaillimhe" for use as a tender.

1948 - Broken up at Cork, Ireland.

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**Information from a letter written to me in September 1999 from A. K. McKerrow, maternal grandson of Captain Peter McQueen.**

"As General Manager of the Birkenhead Corporation Ferries, Captain Peter McQueen was able to give his wife Ada the unusual experience of naming a ship at her launching, and to do so at an unusual shipyard. Owing to local circumstances at Kinghorn, Fife, John Scott and Co., launched vessels built by them with a full head of steam so that they could at once "sail" away, for there was no associated wet dock or fitting-out basin because of nearby rocks.

So, in 1899, my maternal grandparents, Peter and Ada McQueen, travelled from Merseyside to Kinghorn for the launching of the twin-screw steamer " Lancashire", as must have done the crew required to man the vessel.

Ada was presented with a silver card case (or box) which included an ivory sheet for notes plus a stylus. The case was engraved with the words:

As a souvenir of the launch  
of the  
T.S.S. LANCASHIRE  
(for) MRS. ADA McQUEEN  
8th Feb. 1899  
John Scott & Co., builders.  
(here is engraved a profile of the vessel)  
T.S.S LANCASHIRE.

This inscription is surrounded by a formal floral design of leaves.

At about this time it was becoming customary for Ferry "Boats" such as the Lancashire, to be fitted with electric lighting. The Lancashire was probably used for cross - river working between Birkenhead and Liverpool between the various terminals on the Birkenhead side."

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YARD No.105  
**“CLAUGHTON” (Later “OLD CLAUGHTON”)**  
Official No. 110580  
Launched 30<sup>th</sup> May 1899



From Lloyd's Register of Shipping 1899/1900

Name of ship - Claughton  
Ship's no. - 110580  
Master - W. Williams - joined the company and became master in 1899  
Built - 1899. Completed in July of that year  
Built by - J. Scott and Co., Kinghorn  
Description - Steel screw sloop rig steamer with 1 part steel deck with teak sheathing  
Gross tonnage - 393  
Net tonnage - 79  
Length - 210 feet  
Breadth - 25.1 feet  
Depth - 8.4 feet  
Engine - Triple expansion  
Engine built by - J. Scott and Co., Kinghorn  
Owner - Municipal Corp. of Birkenhead  
Port of Registration - Liverpool  
Flag - British  
Use - For ferry purposes

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#### **From Lloyd's Weekly Register of Shipping 9th June 1899**

##### **Launches**

On May 30th there was launched by Messrs John Scott and Co., at Kinghorn, a steel twin-screw passenger ferry steamer for the County Borough of Birkenhead Corporation Ferries. The vessel's dimensions are as follows:-

Length 150ft

Breadth on waterline - 38ft

Breadth on main deck - 41ft

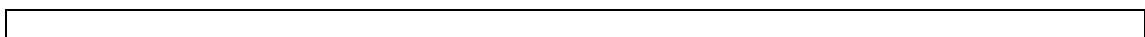
Depth moulded 11ft 9in.

The engines are of the twin quadruple expansion type of the Yarrow-Tweedie Patent, and are capable of driving the vessel at 12.5 knots. The vessel was named CLAUGHTON. She was launched with steam up, and immediately steamed off to Burntisland Dock.

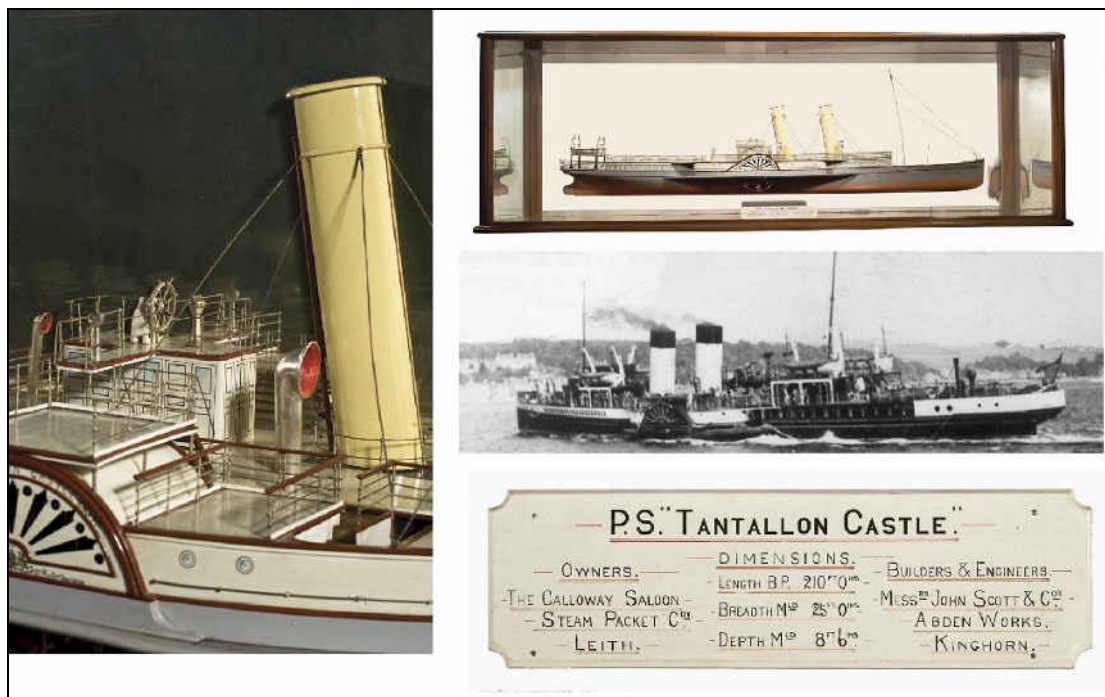
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#### **1930 - Renamed "Old Claughton" - Sold for scrap - Broken up at Preston third quarter 1930**

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YARD No.106  
**"TANTALLON CASTLE" (Later "SUSSEX BELLE", "RHOS COLWYN",  
 "WESTONIA", "TINTERN", "ALENTEJO")**  
 Official No. 109595  
 Launched 6<sup>th</sup> May 1899

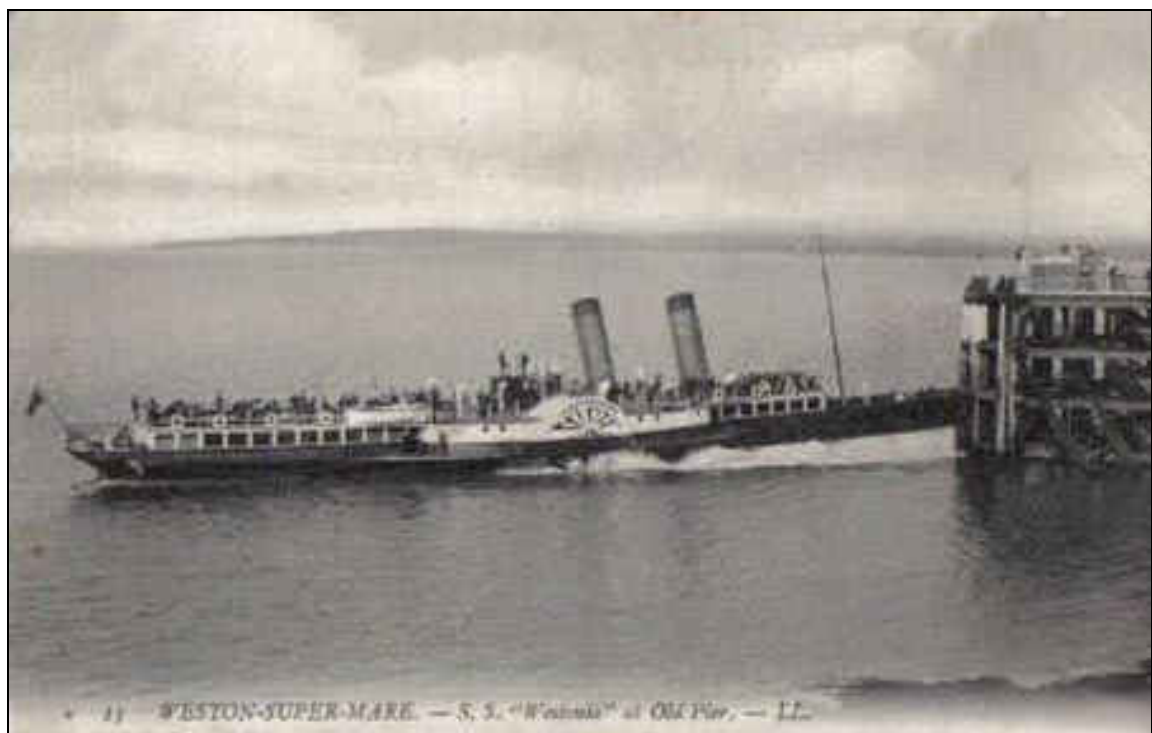


Above is an extremely rare and fine builder's mirror-backed half model of the passenger paddle steamer Tantallon Castle (ex-Westonia, ex-Rhos Colwyn, ex-Sussex Belle, ex-Tintern), built for the Galloway Saloon Steam Packet Company by J Scott at Kinghorn, Fife, 1889 with carved hull painted pink below the waterline and lavender grey over, decorated paddle box with feathering wheel, lined deck and superstructure complete with silvered fittings and twin raked stayed funnels in company livery, mounted on a front-silvered mirror with angled end mirrors and builder's plate within mahogany display case for wall hanging 23 x 68½ x 11in. (58.5 x 174 x 28cm.)

#### From Lloyd's Register of Shipping 1899/1900

Name of ship - Tantallon Castle  
 Ship's no. - 109595  
 Built - 1899  
 Built by - J Scott and Co., Kinghorn  
 Description - Steel sloop rig steamer with one deck  
 Gross tonnage - 393  
 Net tonnage - 97  
 Length - 210.1 feet  
 Breadth - 25.1 feet  
 Depth - 8.4 feet  
 Engine - Compound 2 cylinder  
 Engine built by - J Scott and Co., Kinghorn  
 Owner - Galloway Saloon Steam Packet Co.  
 Port of Registry - Leith  
 Flag - British







There is a possibility that this vessel may be the "Alentejo" at Constantinople. Alister Deayton identified the ship as either "Ferah" or "Halep" and goes on to say that was ex."Tantallon Castle". However as "Alentejo" ended up in Portugal it seems unlikely this ship is "Tantallon Castle", especially as no record of a name change to "Ferah" or "Halep" can be found. If it is the "Alentejo", then the photograph is after 1912 when the vessel had an extensive re-fit and given just one funnel instead of two.

#### From "The Steamship" Journal June 1899, page 464

The official Trial Trip of the Tantallon Castle took place on the 15th May on the Forth. A six hour run was arranged for, and the trip extended from Leith to within a short distance of St Abbs Head. During the voyage the vessel proved herself a splendid sea boat, and gave every satisfaction to all on board. At the measured mile going out the guaranteed speed of 16.5 knots was reached and, coming back with the tide, the Tantallon Castle steamed the 17.5 knots from the Bass Rock to the Herriot Buoy in 59 minutes and to Leith Pier Head, 20 knots, in 1 hour 9 minutes - a meritorious performance.

#### A description of the Tantallon Castle with information obtained from "The Steamship" Journal June 1899

The Tantallon Castle was launched from the Kinghorn Shipbuilding yard on the 6<sup>th</sup> May 1899, the first of two paddle steamers for the Galloway Saloon Steam Packet Company. She was a beautifully modelled vessel with a graceful and symmetrical appearance, and was a credit to both builders and owners. She had been specifically designed and constructed to obtain a No.3 Board of Trade Certificate which would enable her to sail between Leith and Dundee, and on to Berwick and Newcastle. Her promenade deck extended 145 ft. fore and aft and by the full width of the ship. Every part of it was available for passengers except for a portion taken up by two funnels and a ticket office. There were no openings from end to end of this deck, the sponsons having been taken advantage of to contain the stairs leading between the main and promenade deck. The galley, lavatories, store-room, lamp rooms etc were also accommodated by the sponsons whilst the landing platforms, of which there were three on either side, were situated on top of them and the paddle-boxes. The whole aim had been to keep the deck clear of encumbrances so as to afford the passengers a promenade the full length of the deck. The first class main saloon, which extends the full width of the vessel, takes up the portion of the main deck behind the machinery and a well appointed smoke room is forward of the engine and boiler space. The dining accommodation has been well thought out with the first class under the main saloon and the second under the smoke room, each of them fitted out with a large bar and pantry. Covered alleyways have

been provided running alongside the boiler casing on either side and extending from the front of the main saloon to the front of the smoke room. These should prove a boon to passengers in case of stormy weather.

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#### **Extra information from “Steamers of the Forth” by Ian Brodie**

After the sale of two of their ships it became necessary in 1898 for the Galloway Saloon Steam Packet Co. to order a replacement. The replacement, the Tantallan Castle was by far the largest Cont vessel the company had owned. She was a handsome ship with twin funnels and paddles set well aft and was capable of reaching a speed of 16.5 knots. The furnishings on board were lavish and there was ample accommodation for 787 passengers. The first class main saloon was divided on each side into three alcoves which were separated by Greek carved pilasters inlaid with gold and with walnut capitals. The walls were oak panelled and the egg and dart cornice was also of oak. The ceilings were white and gold with the gold echoed in the velvet of the couches and as a final touch the windows at the after end were of stained glass.

However, all was not completely well with the ship. She had turned out to be very lively and extremely slow to answer the helm being stern heavy due to the fact that her designers had gone too far in the opposite direction when trying to ensure that she would not be bow heavy.

#### **Service Career**

1899- Launched 6th May for the Galloway Saloon Steam Packet Co., the largest ship in the company's fleet. She was not only pleasant on the eye with her two oval cowl-funnels set forward of her paddle boxes but also proved herself to be capable of a speed of 16,5 knots. Ran excursions from Leith on the Firth of Forth.

1900 - Had a forecastle deck added

1901 - Sold to Captain Lee for service off the Sussex coast. According to a contemporary edition of the “Brighton Gazette” he had intended to change her name to “Brighton Belle” but as a result of a court order she was registered instead as the “Sussex Belle”. Inaugural trip 25th May to Eastbourne. Made longer trips to the Isle of Wight and Southampton. Due to problems Mr Lee turned his business into a limited company - “Lee Ltd.” and the “Sussex Belle”, as the “Tantallan Castle” was now known, came under the ownership of the “Sussex Steam Packet Co.” of W Hawthorn. Continued to work the Brighton, Eastbourne, Isle of Wight, Southampton.

1903 - sold to the Colwyn Bay and Liverpool S. S. Company and renamed “Rhos Colywn”

1905 - Sold to the Barry and Bristol Channel S.S. Company and renamed “Westonia”. Overhauled at Dublin before entering the Cardiff -Weston service on the 10th June.

1907 - Transferred to the newly incorporated Red Funnel Line Ltd.

1908 - February, registered in the name of the Barry Railway Company. Had her forecastle removed.

1910 - April, sold to “Bristol Channel Passenger Boats”

1911 - December, became part of the P and A Campbell fleet after it absorbed the B.C.P.B.

1912 - Extensive re-fit. Was re-boilered and given just one funnel instead of two. She was also given round portholes in her saloon and had her bridge repositioned forward of her paddle boxes. re-named “Tintern”.

1913 - May, sold to “South and West Railways” of Portugal for use as a ferry across the River Tagus. Re-named “Alentejo” after a province in southern Portugal. (Caminhos de Ferra du Sueste, Lisbon)

1927 - Deleted from register

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#### **From a List of Merchant Ships Wrecked, Broken Up or Sold Foreign 1908-1918 PRO Ref . BT167/55**

1913 - Tintern - Official No. 109595 - Steamship - 119 tons net - Sold Foreign.

1924 – Broken up

**YARD No.107**  
**“UNO” (Later “VICENTE LA RODA”, “JUAN ILLUECA”)**  
**Official No. 110735**  
**Launched 5<sup>th</sup> September 1899**

**From Lloyd’s Register of Shipping 1899/1900**

Name of ship - Una  
Ship’s no. - 110735  
Master - J Grant - Joined the company in 1880 and became master of the Una in 1899  
Built - 1899 Completed in September of that year  
Built by - J. Scott and Company, Kinghorn  
Description - Steel screw steamer with a well deck, a steel deck partly wood sheathed, two trailing buttresses and electric light.  
Gross tonnage - 1407  
Net tonnage - 742  
Length - 237.2 feet  
Breadth - 34.2 feet  
Depth - 16.8 feet  
Engine - Triple expansion 3 cylinder  
Engine built by - J. Scott and Company, Kinghorn  
Owner - Bailey and Leetham Ltd.  
Port of Registry - Hull  
Flag - British

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**From Lloyd’s Weekly Shipping Index 15th September 1899**

Launches  
On September 5th there was launched by Messrs. John Scott and Co., at Kinghorn, a steel screw steamer, built to the order of Messrs Bailey and Leetham (Ltd), Hull and London. The vessel has been built to Lloyd’s highest class for well-deck steamers. Her dimensions are:-  
Length - 37ft between perpendiculars  
Breadth moulded - 34ft  
Depth moulded 17ft 9in  
Gross tonnage - 1444 tons  
The vessel has accommodation for fifty-eight first class passengers in state rooms on main deck amidships, and large saloon and ladies boudoir in a deckhouse on bridge. The machinery is also by Messrs John Scott and Co.. The engines are 20in x 32in, and 54in by 39in stroke and two boilers 14ft 6in and 11ft long and 180lb pressure, fitted with forced draught. The vessel was named UNA.

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**From “The Steamship” Journal October 1899, P155**

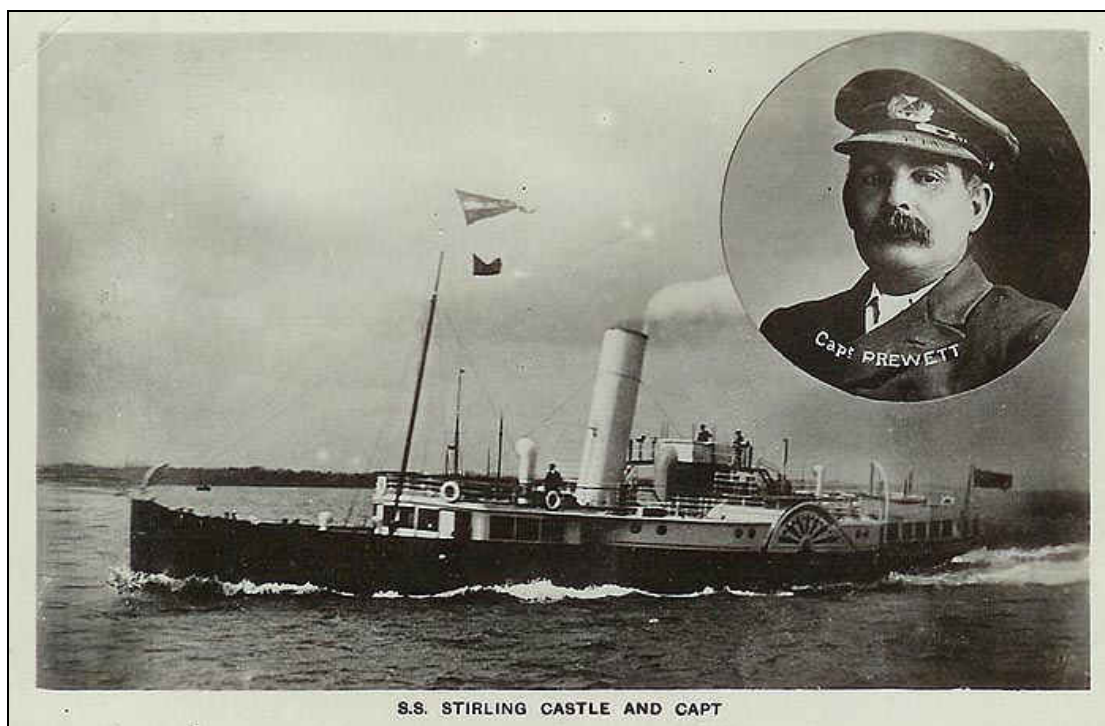
Trial trip of Una. This steamer, built by Messrs John Scott and Co., Kinghorn went on her official trial trip on 9<sup>th</sup> Sept. The engines worked smoothly during her trial and the vessel attained a mean speed of about 14 knots over the measured mile.

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In 1903 the business of Messrs Bailey and Leetham (Ltd), Hull and their entire fleet of 23 vessels, including Una, was transferred to the Wilson Line  
1909 - Sold to Cia Transmediterranea, Vallencia, Spain and renamed “Vincent La Roda”  
1945 - Sucesor de Enrique Illueca - renamed “Juan Illueca”  
1960 – June 3rd Wrecked at Cape Peñas



YARD No.108  
**"STIRLING CASTLE"**  
Official No. 109600  
Launched 7<sup>th</sup> October 1899



Above – "Stirling Castle" running for Galloway Saloon Steam Packet Company 1899-1907  
Below - "Stirling Castle" 1909-1911 running for Bournemouth and South Coast Steam Packet Company







Photograph after 1911 when "Stirling Castle" had her bridge moved forward of the funnel



Passengers aboard "Stirling Castle" 21 September 1913  
She was requisitioned by the Admiralty 1914

#### **From Lloyd's Register of Shipping 1899-1900**

Name of ship - Stirling Castle  
Ship's no. - 109600  
International Signal Code - RLWF  
Built - 1899  
Built by - J Scott and Company, Kinghorn  
Description - Steel sloop rigged paddle steamer with one deck  
Gross tonnage - 271  
Net tonnage - 47  
Length - 178 feet  
Breadth - 24.2 feet  
Depth - 7.6 feet  
Engine - CD 2 cylinder  
Engine built by - J Scott and Company, Kinghorn  
Owner - Galloway Saloon Steam Packet Co.  
Port of Registry - Leith  
Flag - British

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#### **From Lloyd's Weekly Register of Shipping 13 October 1899**

Launches (page 11)

On October 7th there was launched, at Kinghorn, by Messrs J.Scott and Co., a paddle-steamer to the order of The Galloway Saloon Steam Packet Co., Leith. The vessel is 170ft long by 24 ft broad by 7ft 9in deep moulded to the main deck, and has been built under the superintendence of Mr. Harris. The vessel is provided with compound disconnecting engines, also by the builders, and boilers of the single-ended marine type, with forced draught. The steamer was named STIRLING CASTLE by Miss Galloway, daughter of Mr. M.P. Galloway.

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#### **From "The Steamship" Journal Nov 1899, P195**

Trial Trip – Stirling Castle – This paddle-steamer, built by Messrs John Scott and Co., Kinghorn for the Galloway Steam Packet Co., Leith, had her trial trip on 10<sup>th</sup> October. The steamer left Burntisland Docks and underwent a six hour trial during which a mean speed of 15 knots was maintained. Thereafter turning trials were undergone, with engines disconnected, when one engine was put full speed ahead, and the other full speed astern, the vessel turned in her own length. Trials ran satisfactorily in every way.

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#### **From the quinquennial list of ships registered in 1905 (Scotland) P.R.O Ref. Bt 163/2**

This is an account of the no. and tonnage of the vessels appearing on the night of the 31st December 1905, on the register of vessels kept at ports in Scotland in accordance with the Merchant Shipping Acts.

Port - Leith  
Ship's name - Stirling Castle  
Year of registry - 1900  
Port no. - 1  
Ship's no. - 109600  
Steam ship  
Gross tonnage - 271  
Net tonnage - 47

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### **Summary of Service Career**

1899 - Launched 7th October. Owners Galloway Saloon Steam Packet Company. On her trials she reached a speed of 15 knots and showed how she could turn in her own length. She also had a telescopic funnel. Employed on cruises from Leith to Alloa and Stirling.

1907 - Purchased by the Southampton, Isle of Wight and South of England Royal Mail Steam Packet Co.Ltd in May . During the winter she had her telescopic funnel removed and replaced with a conventional one but the bridge was still behind it, between the paddle boxes.

1908 - Monday 6th April, stationed at Bournemouth for service on the Swanage run. In July the Bournemouth Queen took over that route and the Stirling Castle returned to Southampton for service there.

1909 - The 33rd season of the Bournemouth and South Coast Steam Packet's Red Funnel Boats. Stirling Castle had her funnel painted red with a black top as did her companion ships the Lord Elgin and the Bournemouth Queen.

1911 -Had her bridge moved forward of the funnel. Operated on the Bournemouth to Swanage service until the end of the 1914 season. Several afternoons a week she would make the said run into a triangular trip by the addition of a cruise into Poole Harbour on her return from Swanage before returning to Bournemouth.

1914 - Requisitioned by the Admiralty during W.W.1 and saw war service in the Mediterranean. 1916 - On 23rd September whilst performing minesweeping duties off the west coast of Malta she struck a mine and sank. She was the first war loss for the company.

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### **Information from P.R.O Ref. BT 165/55 - Wreck cases completed during 1916**

Stirling Castle No. 109600 - Lost 23:9:1916. War loss. O.H.M.S

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### **From Lloyd's War Losses 1914-1918**

Entry 26<sup>th</sup> September 1916

Stirling Castle (Trawler)

Flag – British

Gross tonnage – 271

Sunk by a mine off the west coast of Malta

On Admiralty Service

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YARD No.109  
**“DELTA” (Later “ANNIE HOUGH”, “LANCASHIRE COAST”, “ARWYCO”,  
“CORISCO”, “CORINTO”)**  
Official No. 110785  
Launched 14<sup>th</sup> March 1900

**From Lloyd’s Register 1899/1900**

Name of ship - Delta  
Ship’s no. 110785  
Description - Steel steamer with one steel deck, one well deck and two trailing buttresses  
Built - 1900. Completed in March of that year  
Built by - J. Scott and Company  
Gross tonnage - 1109  
Net tonnage - 552  
Length - 225.4 feet  
Breadth - 34.2 feet  
Depth - 15.2 feet  
Engine - Triple expansion 3 cylinder  
Engine built by - J. Scott and Company, Kinghorn  
Owner - Bailey and Leatham Ltd.  
Master - J. W. Truman - joined the company in 1898 and became master of the Delta in 1900  
Port of Registry - Hull  
Flag - British

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**From “Fifeshire Advertiser” Saturday 17th March 1900, page 5, col. F**

Launch at Kinghorn  
There was launched on Wednesday from the shipbuilding yard of Messrs. John Scott & Co., Kinghorn, a large cargo steamer built to the order of Messrs. Bailey and Letham, Hull. The steamer on leaving the ways was christened the Delta, and being launched with steam up, she at once proceeded on a preliminary trial trip. Her engines were also built by Messrs. Scott & Co. and are of the triple expansion type.

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**In 1903 she was transferred to the Wilson Line  
Extra information from Mercantile Navy List 1904**

International signal code - RQDL  
Owner - Thomas Wilson, Sons and Company Ltd., Hull  
Manager - Charles J. Newbold, Hull

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**In 1904 she was sold to Hough, Liverpool and re-named “Annie Hough”  
From the Mercantile Navy List 1908**

Name of ship – Annie Hough, Ex - Delta  
Ship’ no. - 110785  
Built - Kinghorn 1900  
Owner - Samuel Hough Ltd., 25 Water Street, Liverpool.  
Manager - Richard G. Hough. Address as above.  
All other details as before.  
(Mercantile Navy List 1913 same as above)

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### **From Lloyd's weekly Shipping Index, 24th August 1905**

Maritime Losses and Casualties, August 16th - August 23rd 1905.

"Annie Hough" - 522 tons, British flag, built 1900, voyage Hull to Gefle - Aground

#### **Casualties and Misc Reports**

"Annie Hough" - Copenhagen, August 19th, 2am - British steamer "Annie Hough", Crossett Master, Hull for Gefle (coal), aground on Saltholm. Contact has been made with Svitzer, salvage to be determined by arbitration.

Copenhagen August 19th 12.50pm - "Annie Hough", previously reported, got off with assistance from a Svitzer steamer. Will be brought here. Divers will be engaged.

Copenhagen, August 19th - The steamer "Annie Hough" (before reported) jettisoned some 5 tons coal.

London, August 21st - The salvage Association have received the following telegram from Lloyd's agent at Copenhagen, dated August 19th, re "Annie Hough":-

Has been examined by divers. Has sustained no apparent damage. Certificate of seaworthiness will be granted. Small portion of cargo discharged by lighter.

London, August 22nd - The Salvage Association have received the following telegram from Lloyd's agent at Copenhagen, dated August 21st, Re "Annie Hough" - Sailed.

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### **From Mercantile Navy List 1925**

Name of ship Arwyco

Formally - Lancashire Coast

Annie Hough

Ship's no. - 110785

Built - 1900, Kinghorn

International signal code - RQDL

Tonnage and dimensions - as above

Owner - Steamship Arwyco Ltd., Old Castle Buildings, Preesons way, Liverpool

Managers - Edward G. Roberts and Christopher M. Bradman and Samuel Pearce - address as above

Port and year of Registry - Liverpool 1904

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### **From Lloyd's Register of Shipping 1936/37**

Name of ship - Corisco

Ex - Arwyco

Ex - Lancashire Coast

Ex - Annie Hough

Ex - Delta

Ship's no. - 73524

Built - Kinghorn 1900. Completed March that year.

Owner - A. Garcia

Port of Registry - Puerto Cortes

Flag - Honduran

All other details as before.

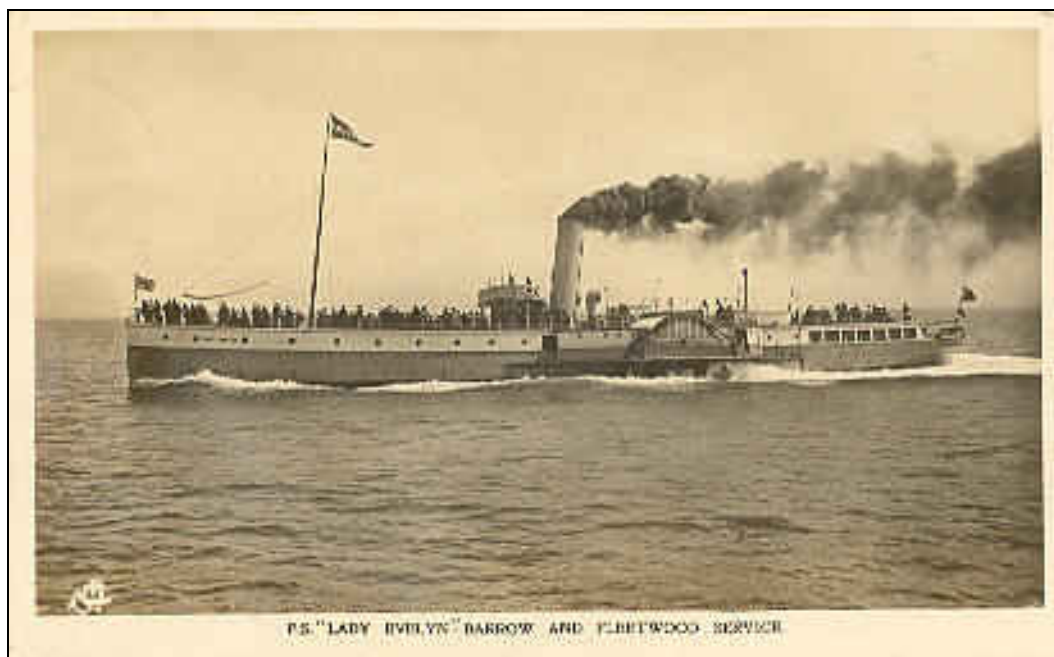
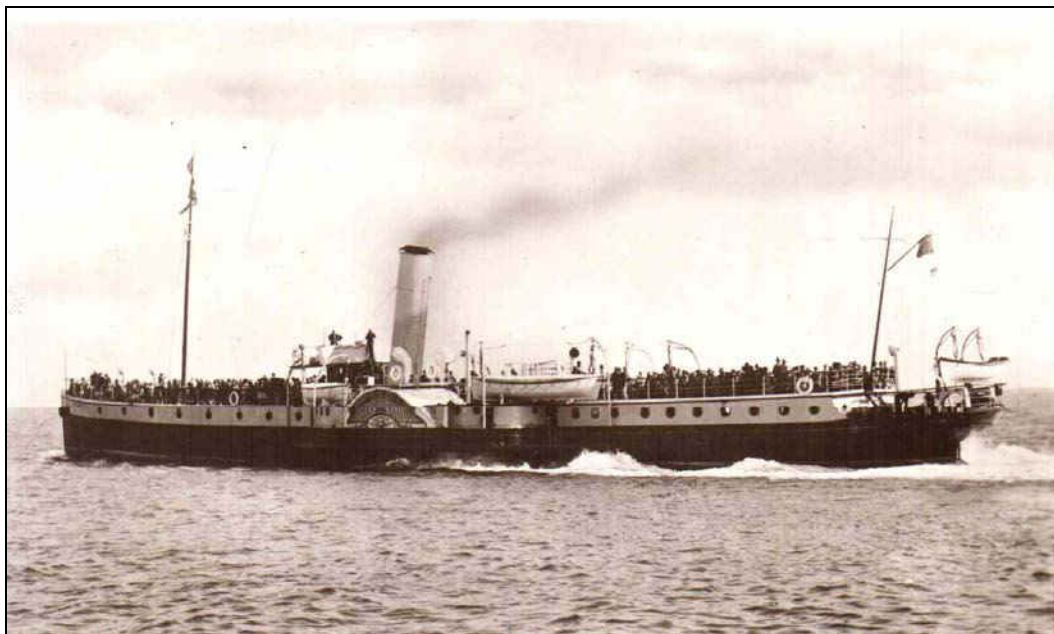
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### **First quarter 1950 broken up at Fieldsbro', New Jersey, U.S.A**

Now named "Corinto" and the breakers were North American Smelting Company.



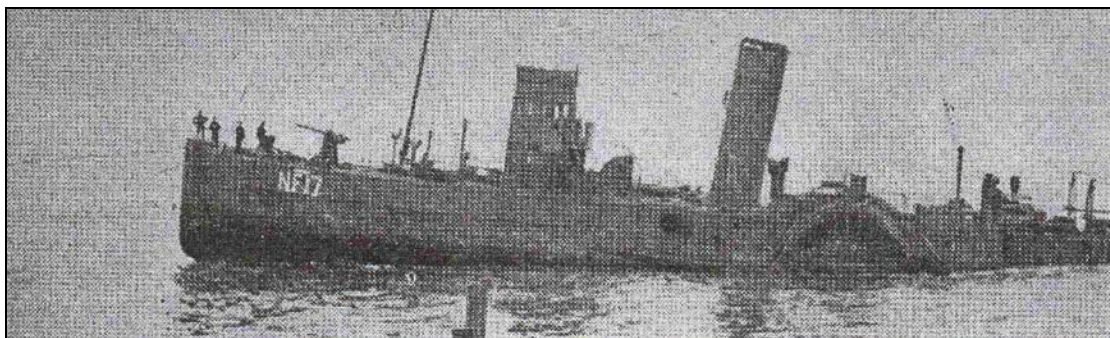
YARD No.110  
**"LADY EVELYN" (Later "BRIGHTON BELLE")**  
Official No. 99949  
Launched 10<sup>th</sup> August 1900





Photograph above shows passengers aboard "Lady Evelyn" 10<sup>th</sup> September 1909

Photograph below shows "Lady Evelyn" wrecked off Dunkirk 28<sup>th</sup> May 1940



From the "Fife Advertiser" dated 11th August 1900.



#### From Lloyds Register of Shipping 1900-1901

Name of ship - Lady Evelyn  
Ship's no. - 99949  
Built - Kinghorn 1900  
Built by - J.Scott and Co. Kinghorn  
Description - Steel paddle steamer. One deck  
Gross tonnage - 295  
Net tonnage - 77  
Length - 170 feet  
Breadth - 24 feet  
Depth - 8.3 feet  
Engines - Compound 2 Cylinder. 141 NHP  
Engines built by - J.Scott and Co., Kinghorn  
Port belonging to - Barrow  
Flag - British  
Owner - Furness Railway Company, Barrow in Furness, Lancashire.

#### From Lloyd's Register of Shipping 1936/37

Name of ship - Brighton Belle ex. Lady Evelyn  
Ship's no. 99949  
Built - 1900  
Built by - J Scott and Company, Kinghorn  
Description - Paddle steamer with two decks and wireless  
Gross tonnage - 320  
Net tonnage - 127  
Length - 200 feet  
Breadth - 24.1 feet  
Depth - 8.2 feet  
Engine - Compound 2 cylinder

Engine built by - J Scott and Company, Kinghorn  
Owner - P & A Campbell Ltd.  
Port of Registry - Bristol  
Flag - British

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### **Summary of Service Career**

1900 - Launched 10th August. She was the first Barrow-Fleetwood boat and was acquired by the Furness Railway Company to inaugurate their ferry service between Barrow and Fleetwood and was Named after the wife of a director of the Furness Railway

1904 - Owing to her success, and in order to increase passenger accommodation, the Lady Evelyn was lengthened by 30 feet by Vickers Sons and Maxim at Barrow in Furness also had her open foredeck plated in.

1914 - Requisitioned by the Admiralty for war service and was used as a minesweeper based at Larne in Northern Ireland.

1919 - Purchased by Tuckers and transferred to the Bristol Channel. The Furness Railway Company did not revive the Barrow-Fleetwood ferry service after the war.

1922 - was purchased by P and A Campbell who made alterations to her funnel and bridge and also added a mainmast.

1923 - Was sent to Brighton to serve on the south coast with the new and very apt name of "Brighton Belle"

1924 - Was fitted with round portholes.

1934 - Re-boilered with a second-hand boiler by Vickers at Barrow

1936 - Returned to the Bristol Channel

1937 - Her hull was temporarily painted grey

1939 - Taken over once again by the Admiralty and fitted out at Penarth with a new engine and a gangway in front of the funnel for service as a minesweeper.

1940 - Was the oldest paddlesteamer in service when she was engaged as part of the 10th Flotilla in the evacuation of the troops from the Dunkirk beach. On 27th May she sailed under the command of Lieutenant- Commander L.Kaye Perrin, R.N.R. with the other paddle minesweepers of the 10th Flotilla - the Sandown, Medway Queen and the Gracie Fields. - arriving off the beach three miles east of Dunkirk at 2300hrs. At 0715 the next morning, and with about 800 men of the British Expeditionary Force on board, she sailed for Ramsgate. During an air attack and while in the company of the Sandown, she collided with the uncharted wreck of a ship that had been sunk by a magnetic mine a couple of hours earlier. The impact tore her bottom out and she sunk rapidly. The troops aboard were transferred to the Sandown, Medway Queen and the Belgian canal boat Yser and all reached England safely - even the captain's dog .

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### **Information from a "Dictionary of Disasters at Sea During the Age of Steam 1824 - 1900" by Charles Hocking F.L.A. and "Shipwreck Index of the British Isles" by Richard and Bridget Lord.**

Name of ship – Brighton ex. Lady Evelyn

Built by - J Scott and Company in 1900

Gross tonnage - 396

Dimensions - As above

Speed - 17 knots

Owners - P and A Campbell

Voyage engaged on - Dunkirk - The Downs

Wrecked - 28th May 1940

Where wrecked - Goodwin Sands, Gull Stream Buoy

Position - 0.75M. ESE 51.17.53N 0130.10E

This well known paddle steamer was built as the Lady Evelyn and acquired by her last owners, P & A Campbell, in 1922. She was employed as a passenger excursion vessel along the south coast until October 1939 when she was taken over by the Admiralty for service as a minesweeper. She was engaged in the withdrawal of the troops from the Dunkirk beach and it was during this operation that she collided with a submerged wreck just off North Sound Head and sank. She subsequently broke in two and now lies at a depth of 11 metres. She is very broken up and stands only 2 metres proud of the seabed.

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**SHIPS BUILT AT KINGHORN BY SCOTT OF KINGHORN LTD  
1902-1920**



**YARD No.111**  
**“AOTEA”**  
**Official No. 107040**  
**Launched 19<sup>th</sup> August 1902**

**From Lloyd’s Register of Shipping 1903 -1904**

Name of ship - Aotea  
Ship’s no. - 107040  
International Signal Code - TPKG  
Built - 1902  
Built by - Scott of Kinghorn Ltd.  
Description - Steel and iron screw steamer. One deck  
Gross tonnage - 203  
Under deck - 167  
Net tonnage - 90  
Length - 102 ft.  
Breadth - 21.7 ft.  
Depth - 9.7ft.  
Engines - Compound 2 cylinder, 35 RHP  
Engines built by - Scott of Kinghorn Ltd.  
Owner - A.L.Elder and Co.  
Port belonging to - Kirkcaldy  
Flag - British

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**Extra information from Ships Registered at Kirkcaldy 1855-1903 SRO Ref. CE63/11/12**

Dated 23rd August 1902  
Port no. - 1 in 1902  
No. of masts - Two  
Rig Schooner  
Stern - Round  
Build - Clinker  
No gallery or head  
Frame - Steel and iron  
No. of engines - Two  
Type of engines - Direct acting vertical with two cylinders  
Speed - 9.5 knots  
Name, description and residence of owners and no. of 64 shares held by each - William George Elder of 7 St. Helen’s Place, City of London, Merchant - 64 shares  
Registration transferred to Wellington, New Zealand 26th February 1903

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**From Lloyds Weekly Register 28 August 1902, Page 9 “Launches”**

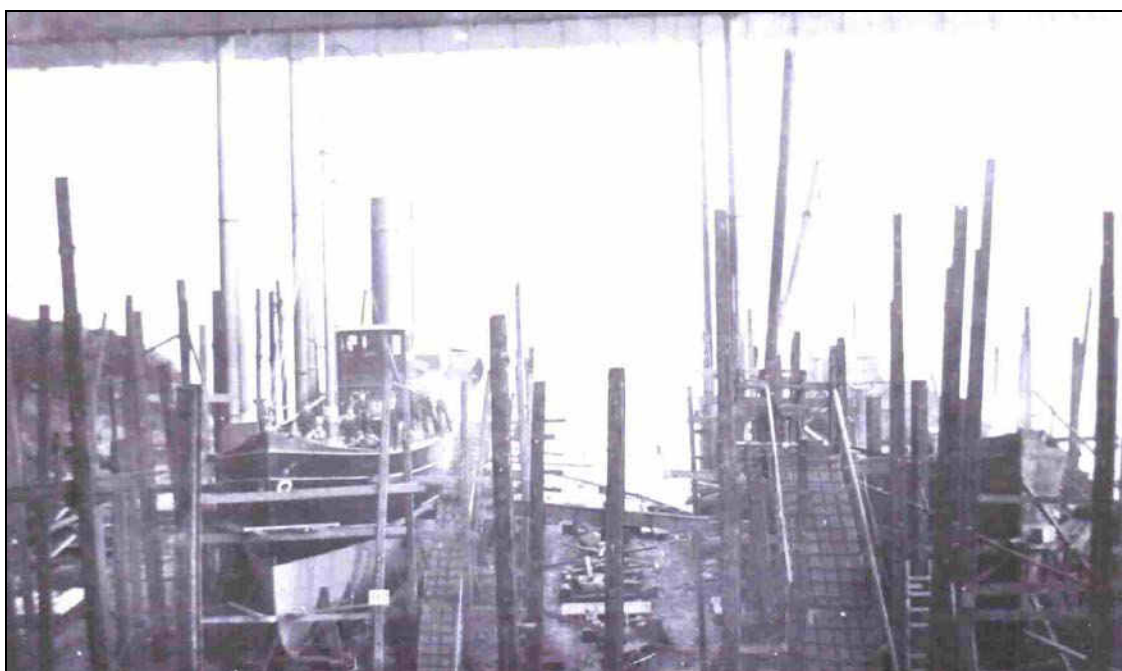
Aotea Launch 19 August 1902  
On August 19th there was launched from Kinghorn shipbuilding yard a steamer named the “Aotea” which has been constructed to the order of Messrs A.R.Elder & Co. Ltd. This is the first vessel built by the new lessees of the Shipyard - Scott of Kinghorn (Ltd) and is intended for the New Zealand coastal trade, being constructed for the accommodation of both passengers and cargo. The latest pattern of triple-expansion engines is being supplied. The vessel on leaving the ways was christened the Aotea, and at once proceeded with steam upon her preliminary trials afterwards putting into Burntisland for coal before starting for her destination.

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**Wrecked at Patea, New Zealand, in 1904**

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YARD No.112  
**"BEDOUIN"**  
Official No. 115584  
Launched 15<sup>th</sup> December 1902



Rare photograph of the Kinghorn Shipyard with "Bedouin" on the slipway 1902  
Top photograph shows a closeup of some of the shipyard workers on the vessel

B73/44/1  
[Executed in twenty pages.]

S. O.  
(56 men).

PARTICULARS OF FISHING BOAT, AND EMPLOYMENT

Name of Fishing Boat and Port of Registry.		Official No.	Tonnage.	
"S.S. Bedouin"		115 584	Gross Register	
Date of Agreement.		Place.	Horse power.	
9/7/08		Leithwood	200 544 60	

\* If a Steam Ship, R.R. should be placed before the name.

**RUNNING AGREEMENT.**

**ACCOUNT OF VOYAGES AND CREW**

AND

**OFFICIAL LOG BOOK**

OF A

**FISHING BOAT OF 25 TONS TONNAGE OR UPWARDS.**

TOGETHER WITH

FORMS OF RECORD AND REPORT OF EVERY CASE OF DEATH, INJURY, ILL-TREATMENT, OR PUNISHMENT; AND OF EVERY CASUALTY TO THE FISHING BOAT OR TO ANY BOAT BELONGING TO HER.

**NOTICE.**—It is not necessary that Seamen engaged or discharged under this Agreement should attend before the Superintendent of a Mercantile Marine Office; but every Seaman has a right to appeal to the Superintendent if he has any dispute with the Skipper or Owner as to his wages, or his share in the profits of the voyage or trip or a fishing catch, or any deductions therefrom, or concerning his engagement, service or discharge, or respecting the provisions. A Skipper may appeal in like manner in case of a dispute with the Owner.

On whatever date the Agreement is made it expires on the next following 30th day of June or 31st day of December, as the case may be. If, however, the Fishing Boat is absent from the United Kingdom on the 30th day of June or 31st day of December, then this Agreement remains in force until the first arrival of the Fishing Boat at her final port of destination in the United Kingdom after such date, or the discharge of cargo consequent on such arrival.

This Agreement is to be delivered up to the Superintendent of a Mercantile Marine Office on the 30th June or 31st December, as the case may be; or if the crew are at sea and serving under it on those dates, then it must be delivered to the Superintendent within 48 hours after it has been terminated by the discharge of and settlement with the crew; the Superintendent will thereupon issue the Certificate of Deposit (C.C.).

TO BE FILLED IN BY THE SUPERINTENDENT.

Termination of Agreement.		Received at
Date.	Place.	on the day of
31.12.08	Leithwood	by
		Superintendent.

S. & S. Ltd. [54] Wt. 32279/72. 2,500 13/12/06.

Above is the Crew Agreement for "Bedouin" 8<sup>th</sup> July 1908

Below shows the Registered Owner at that time

2

NATURE OF FISHING ON PRESENT EXPEDITION (TRAWL LINES, DRIFT NETS, &c.)

Steam Trawling round British Isles  
Iceland. Faroe. Bay of Biscay

REGISTERED (MANAGING) OWNER.

Name.	Address. (State No. of House, Street, and Town.)
J. F. Hellsall (for Ingram & McKinnon) 20 Adelphi Aberdeen	Wynne Bank Esplanade Leithwood

SKIPPER.

Name and No. of Certificate.	Address. (State No. of House, Street and Town.)
G. Leithwood 05870	17 Summerfield St Aberdeen

6

Reference No.	SIGNATURES OF CREW.	Capacity.	Age.	Town or County where born.	Date of present Engagement.	When to be on board.	Wages per Week.	Amount of Advance.
(1.)	(2.)	(3.)	(4.)	(5.)	(6.)	(7.)	(8.)	(9.)
1	E Pedersen	Skipper. Cert. No. 03770	37	Summarh	27/10	at once		
2	E Johnson	2nd Hand Cert. No. 3587	47	Dantzig	do	do		
3	J W Rieall	3rd Hand	22	Grimby	do	do	5/- day	
4	Andrew Watt	3rd Hand	23	Kesburgh	do	do	5/- day + bonus	
5	B Griffin	3rd Hand	26	Hamburg	do	do	do	
6	W H Purnell	3rd Hand	36	Stoway	do	do	5/- day + bonus	
7	George Sey	4th Hand	29	Aberdeen	do	do	8/- day	
8	William Preece	4th Hand	35	Ellon	do	do	6/- day	
9	Alex Stewart	4th Hand	32	Aberdeen	do	do	5/- day	
10	Jas Brown	Skipper 9032	30	Newburgh	23/11/08	do		
11	Jas Reid	Mate. 07712	35	Peterhead	do	do		
12	Albert Michel	2nd Engineer	42	Russia	do	do	5/- day + bonus	
13	Robert Ambrose	3rd Hand	27	London	do	do	5/- day + bonus	
14	Ala Pettie	3rd Hand	20	Strichen	do	do	do	

8

Reference No.	SIGNATURES OF CREW.	Capacity.	Age.	Town or County where born.	Date of present Engagement.	When to be on board.	Wages per Week.	Amount of Advance.
(1.)	(2.)	(3.)	(4.)	(5.)	(6.)	(7.)	(8.)	(9.)
15	John Hepburn	Cook.	32	Peterhead	23/11/08	at once	3/- day + bonus	
16	David McKenzie	2nd Engineer	31	Aberdeen	do	do	5/- day	
17	Robert Lawrie	Fireman	33	Edinburgh	do	do	5/- day + bonus	

Crew List for the "Bedouin" 8<sup>th</sup> July 1908  
(Note change of crew and new skipper 23 November 1908)

#### **From the Mercantile Navy List 1904**

Name of ship - Bedouin  
Ship's no. - 115584  
Built - Kinghorn, 1902  
Material built of - Steel  
Gross tonnage - 200  
Net tonnage - 54  
Length - 114 feet  
Breadth - 21.6 feet  
Depth - 12.1 feet  
Propulsion - 60 HP, screw steamer  
Owner - The North Sea Steam Trawling Company Ltd., Aberdeen  
Managers - W. L. Stewart, Duncliffe, Murrayfield Rd., Edinburgh  
John Mortimer, 344 Great Western Rd., Aberdeen  
Port and year of Registry - Aberdeen, 1902

In the Mercantile Navy List 1908 the ship's name and owner are as above.

---

#### **From Lloyd's Weekly Shipping Index 1st January 1903**

"Bedouin" - On December 15th there was launched from the Aberdeen Shipbuilding Yard, (Scott of Kinghorn, Ltd) a first class steam Trawler named "BEDOUIN", built to the order of the North Sea Steam Trawling Co., Aberdeen.  
(N.B. The Bedouin was built at Kinghorn, not Aberdeen. - info from Lloyd's Register of Shipping 1904/05)

---

#### **Owners of "BEDOUIN" GN 80**

1902 - North Sea Steam Trawling Co., Aberdeen  
1913 - Thomas L Devlin, Granton  
1914 - Requisitioned and converted to minesweeper  
1915 - 13<sup>th</sup> February sunk. Mined off Tory Island, NW Ireland

---

#### **From List of Merchant Ships Wrecked, Broken Up or Sold Foreign 1908-1918 Pro Ref BT167/55**

1916  
Bedouin - Official no. 115584 - Steamship - Lost 26th December 1914 - WAR LOSS - OHMS

---

#### **From "Lloyd's War Losses 1914-1918"**

Entry 13<sup>th</sup> February 1915  
Bedouin (trawler)  
British flag  
Gross tonnage 188  
Struck by mine off Tory Island  
On Admiralty Service.

---



**YARD No.113**  
**“BADGER”**  
**Official No. 115592**  
**Launched 15<sup>th</sup> January 1903**

**Information from Lloyd's Register of Shipping 1903/04**

Name of ship - Badger  
Ship's no. - 115592  
Description - Steel screw ketch rigged steam trawler with one deck. Built under special survey  
Built - 1903 Completed in January of that year  
Built by - Scott of Kinghorn  
Gross tonnage - 200  
Net tonnage - 54  
Under deck tonnage - 185  
Length - 115 feet  
Breadth - 21.5 feet  
Depth - 12.1 feet  
Engine - Triple expansion three cylinder. 60 RHP  
Engine built by - W. V. V. Lidgerwood, Glasgow  
Port of registry - Aberdeen  
Flag - British  
Port of survey - Leith  
Owner - North Sea Steam Trawling Company Limited  
Managers - W. L. Stewart and K. Mortimer  
Master - W. J. Goodrum - Engaged by the company in 1902 and joined the Badger in 1903

---

**From Lloyd's Weekly Shipping Index, 12th February 1903**

“Badger”  
On January 15th a steel ketch rigged steamer of about 199 tons gross, named “Badger”, was launched at Kinghorn.  
Owner - W. L. Stewart  
Port - Aberdeen

---

**26th May 1906 – Loss of the Badger (A877)**

On her way back in dense fog to Aberdeen following a twelve day fishing trip to Iceland the Badger stranded on the Bow Rocks at Aikerness, Westray, Orkney. When it was found impossible for the Westray life saving apparatus to get close enough to fire a line to her they mounted their gear in a small yawl and were able to save all but one of the Badger's crew, the ships mate. Efa Mortlock of 28 St Clement Street, Aberdeen was a married man and left a widow and six children. In charge of the Badger at the time was Captain Turner.

---

YARD No.114  
**“FAIR MAID” (Later “WELHOLME”)**  
Official No. 115666  
Launched 8<sup>th</sup> May 1903

**From the Mercantile Navy List 1904**

Name of ship - Fair Maid  
Ship's no. - 115666  
Built - Kinghorn, 1903  
Description - 33HP screw steamer  
Gross tonnage - 150  
Net tonnage - 73  
Length - 90.4 feet  
Breadth - 19.2 feet  
Depth - 8.4 feet  
Owner - Perth Shipping Company Ltd., Perth  
Manager - George Lorimer, 38 Tay St., Perth

---

**From Lloyd's Weekly Shipping Index 28th May 1903, page 10.**

“Fair Maid”  
On May 8th a steel steam Barge of 150 tons gross, named Fair Maid, was launched by Messrs. Scott (Ltd), Kinghorn. She is registered at Leith and is owned by the Perth Shipping Company Ltd.

---

**From Lloyd's Register of Shipping 1907/08**

There is a note alongside the entry for “Fair Maid” which reads “Now named “Welholme”, see no. 48 in the supplement. Extra information from the supplement is as follows:-  
Name of Ship - Welholme ex Fair Maid  
International code - HMAK  
New owner - W. Marshall and Sons, Grimsby, Ltd.  
Master - G Dring, joined ship in 1908  
Port of registry - Grimsby  
Flag - British

---

**From PRO Ref. BT165/55 - Vessels reported in 1910 as having been wrecked, sold foreign or broken up.**

Name of ship - Welholme  
Ship's no. - 115666  
Propulsion - steam  
Net tonnage- 85  
Lost 2<sup>nd</sup> October 1912

---

**From “Shipwreck Index of the British Isles” by Richard and Bridget Lord.**

Name of ship - Welholme  
Lost 2nd October 1910  
Where lost - Cromer, offshore - 7 miles N.N.E.  
Voyage - Burghead to Great Yarmouth  
Ship type - Steel steamship  
Built - 1903  
Built by - Scott of Kinghorn Ltd, Kinghorn, Fife.  
Gross tonnage - 179  
Length - 31.44 feet  
Breadth - 5.86 feet  
Depth - 2.54 feet  
Propulsion and engine - 33 HP 2 cylinder compound  
Owner - W. Marshall and Sons.

Ex. Fairmaid

Welholme:- Lowestoft, October 3rd, 10.40am - Welholme, of Grimsby, from Burghead to Yarmouth, cargo of staves, capsized last night seven to eight NNE from Cromer: second engineer W.Page drowned. Rest of crew landed here by smack Constance, of Lowestoft.

Welholme, Yarmouth, October 11th, 5.50pm - Portions of cargo wood ex Welholme which capsized off Cromer when on passage Burghead - Yarmouth, now being landed here by fishing boats. If interested wire instructions.

**YARD No.115**  
**“EBENEZER”**  
**Official No. 118167**  
**Launched 22<sup>nd</sup> June 1903**

**From Mercantile Navy List 1904**

Name of ship - Ebenezer  
Ship's no. - 118167  
Built - Kinghorn, 1903  
Gross tonnage - 113  
Net tonnage - 19  
Length - 93.3 feet  
Breadth - 19.6 feet  
Depth - 9 feet  
Propulsion - 36 HP screw steamer  
Managing owner - Thomas Davidson, Commercial Road, Aberdeen  
Port and date of registry - 1903, Aberdeen

---

**From the “Fife Advertiser” dated 27th June 1903**

“There was launched from Abden Shipyard, Kinghorn, on Monday afternoon a steam drifter, built to the order of Thomas Davidson, Aberdeen. The vessel, a beautiful model of it's kind, 95 feet long, left the ways entirely fitted out and steam up, being christened “EBENEZER” by Miss King, Aberdeen. After a trial spin up the Forth, the steamer, which attracted considerable attention, proceeded to Burntisland to coal. A banquet was afterwards held, at which toasts were pledged.

**From Lloyd's Weekly Shipping Index, 16th July 1903**

“Ebenezer” - A steel ketch-rigged schooner, of about 113 tons gross, named “EBENEZER”, has been launched at Kinghorn.  
Owners: Thomas Davidson  
Port of registry: Aberdeen

---

**From the quinquennial list of ships registered in 1905 (Scotland) PRO Ref. BT 163/2**

This is an account of the no. and tonnage of the vessels appearing on the night of the 31st December 1905, on the register of vessels kept at ports in Scotland in accordance with the Merchant Shipping Acts.

Port - Aberdeen  
Ship's name - Ebenezer  
Year of registry - 1903  
Port no. - 25  
Ship's no. - 118167  
Steam vessel  
Gross tonnage - 113  
Net tonnage - 19

---

**From “Shipwreck Index of the British Isles” by Richard and Bridget Lord.**

Name of ship - Ebenezer  
Sank 4<sup>th</sup> June 1915  
Where sank - Fraserburgh, Kinnairds Head - offshore 50M NExN  
Voyage - Aberdeen fishing and return  
Description - Steel screw steam fishing trawler with one deck  
Built - 1903  
Built by - Scott of Kinghorn, Ltd.  
Gross tonnage - 113  
Length - 28.42 feet  
Breadth - 5.49 feet

Depth - 2.74 feet  
Engine - 36 HP 3 cylinder triple expansion  
Boiler - one  
Owner - J. King, Aberdeen  
Port of Registry - Aberdeen  
Flag - U.K.  
Captain - J. King  
Cargo - Ballast

The Ebenezer, fishing trawler no. A892, was captured by a German submarine and her crew forced to abandon ship. She was then sunk by gunfire without loss of life.  
(117 miles from Out, Skerries off Orkney, Scotland)

---

**From BT165/55 Wreck cases completed during 1915**

Name of ship - Ebenezer  
Ship's no. - 118167  
Propulsion - Steam  
LOST 4th JUNE 1915  
WAR LOSS  
List received 30th June 1915

---

**From Lloyd's War Losses 1914-1918**

4<sup>th</sup> June 1915  
Ebenezer (trawler)  
Flag – British  
Gross tonnage - 113  
Sunk by submarine – 58.31 N X1.21 W

---



**YARD No.116**  
**“ROBINA”**  
**Official No. 118174**  
**Launched 10<sup>th</sup> September 1903**

**From Lloyd's Register of Shipping 1936/37**

Name of ship - Robina  
Ship's no. - 118174  
International Signal Code - MGKW  
Built - Kinghorn, 1903  
Built by - Scott of Kinghorn Ltd.  
Description - Steel ketch rigged trawler with one deck  
Gross tonnage - 168  
Net tonnage - 63  
Length - 108.2 feet  
Breadth - 21.1 feet  
Depth - 11.3 feet  
Engine - Triple expansion 3 cylinder  
Engine - Scott of Kinghorn Ltd.  
Owner - Trawlers (White Sea & Grimsby) Ltd.  
Manager - J. N Bacon.  
Port of Registry - Grimsby  
Flag - British

---

**From Lloyd's Weekly Shipping, Index 1st October 1903**

“Robina” - On September 10th a steel ditch rigged steamer of about 177 tons, named “ROBINA”, was launched at Kinghorn.  
Owner: R. Brown.  
Port of registry: Aberdeen.

---

**From the quinquennial list of ships registered in 1905 (Scotland) PRO Ref. BT 163/2.**

This is an account of the no. and tonnage of the vessels appearing on the night of the 31st December 1905, on the register of vessels kept at ports in Scotland in accordance with the Merchant Shipping Acts.

Port - Aberdeen  
Ship's name - Robina  
Year of registry - 1903  
Port no. - 38  
Ship's no. - 118174  
Steam vessel  
Gross tonnage - 177  
Net tonnage - 34

---

3<sup>rd</sup> April 1906 – Went ashore on the Gaa Bank, Firth of Tay but was refloated on the next tide.  
15<sup>th</sup> Jan 1913 – Poss went ashore near East Wemyss. Tugs went to assist in her refloat.

---

**Owners of “Robina” A903**

1903 – R Brown (from Lloyd's Weekly Shipping Index 1<sup>st</sup> October 1903)  
1913 – J McGlashan, Granton - Skipper Philip Seaton – (From [www.grantontrawlers.com](http://www.grantontrawlers.com))  
1916 – Grimsby Owner – GY 1003  
1917 – Requisitioned as Fishery Reserve Vessel and returned to owners in 1919  
1919 – Returned to owners  
1936 – Trawlers (White Sea and Grimsby) Ltd. Port Grimsby, flag British  
According to Ships PQR1b The Robina, a single screw ketch, was classified as a steam trawler in July 1907 and Captain Philip Seaton was first appointed to the vessel in 1911.  
1837/38 (Lloyds Register of Shipping) Broken up

YARD No.117  
**“MAY QUEEN” (Later “No. 2”, “ARGOS”)**  
Official No. 118694  
Launched 19<sup>th</sup> December 1903

**From Lloyd’s Register of Shipping 1905/6**

Name of ship - May Queen  
Ship's no. 118694  
Built - Kinghorn, 1903. Completed in December of that year  
Built by - Scott of Kinghorn Ltd.  
Description - Steel ketch rigged screw steam trawler with one deck  
Gross tonnage - 217  
Net tonnage - 63  
Length - 115 feet  
Breadth - 23.1 feet  
Depth - 12 feet  
Engine - Triple expansion 3 cylinder  
Engine built by - Scot of Kinghorn Ltd.  
Owner - Kay and Company  
Port of Registry - Leith  
Flag – British

---

**From Lloyd’s Weekly Shipping Index, 7th Jan 1904**

“May Queen” - On December 19th Messrs. Scott of Kinghorn, launched, complete with steam up, the trawler “May Queen”. The vessel is 115 feet x 23 feet x 13 feet, with triple engines. She has been built for Messrs. Kay and Co., Leith.

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**From the quinquennial list of ships registered in 1905 (Scotland) P.R.O Ref. BT 163/2**

This is an account of the no. and tonnage of the vessels appearing on the night of the 31st December 1905, on the register of vessels kept at ports in Scotland in accordance with the Merchant Shipping Acts.

Port - Leith  
Ship's name - May Queen  
Year of registry - 1904  
Port no. - 1  
Ship's no. 118694  
Steam Ship  
Gross tonnage - 217  
Net tonnage – 27

---

**From List of Merchant Ships Wrecked, Broken Up or Sold Foreign 1908-1918**

PRO Ref BT167/55  
1908/09 - May Queen - Official No.118694 - 27 tons net - Sold Foreign

---

**From Lloyd’s Register of Shipping 1936/37**

Name of ship – Argos, Ex - No 2, Ex – May Queen  
Description - Ketch rigged salvage tug with one deck  
Gross tonnage - 216  
Length - 115.6 feet  
Breadth - 25.6 feet  
Depth - 12.6 feet  
Owner - Perez Alejo y Cia., La Coruna  
Port of Registry - Coruna  
Flag - Spanish  
All other details as above

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**YARD No.118**  
**“DUNNIKIER” (Later “AUDAZ”, “DUNNIKIER”, “WAD LUKKUS”,  
“BILLY”, “TAYSON”)**

**Official No. 117574**  
**Launched 20<sup>th</sup> December 1904**

**Information from Lloyd's Register of Shipping 1904/05 (Supplement)**

Name of ship - Dunnikier  
Ship's No. - 117574  
Description - Steel screw steamer with one steel deck and machinery aft  
Built - 1904 Completed in November of that year  
Built by - J Scott of Kinghorn Ltd.  
Gross tonnage - 206  
Net tonnage - 58  
Under deck tonnage - 145  
Length - 103.6 feet  
Breadth - 20.3 feet  
Depth - 9.2 feet  
Engine - Compound 2 cylinder 28 RHP  
Engine built by - J Scott of Kinghorn, Ltd.  
Port of registry - Kirkcaldy  
Flag - British  
Owner - Kirkcaldy, Leith and Glasgow Steam Packet Company, Limited  
Master - W. S. Ralph - Engaged by the company and joined the ship in 1904

---

**From Lloyd's Weekly Shipping Index, 3rd November 1904**

“Dunnikier”

On October 26th Messrs. Scott (Ltd) of Kinghorn, launched from the Abden Shipbuilding Yard, Kinghorn, a steam packet built to the order of the Kirkcaldy and Leith Shipping Co. On leaving the ways, with steam up, the vessel was named “Dunnikier”.

According to the report of the launch in “The Steamship” Journal November 1904, P193, the Dunnikeir was, at the time in question, the largest and smartest ship in the Kirkcaldy and Leith Shipping Co's fleet.

---

**The Register of Shipping (belonging to Kirkcaldy) 1903-1957 (CE63/11/13)** Folio 7 records the ship as being registered on the 18<sup>th</sup> November 1904

It also records the closing of the register on the 11<sup>th</sup> Feb 1910 when she was sold to a German customer.

---

**Extra information from Lloyd's Register of Shipping 1913/1914**

Name of ship - Audaz  
Previous name - Dunnikier  
No ship's number is given  
Port of registry - Lisbon  
Flag - Portuguese  
Owner - Empresa de Servico Costieivo, Limited  
Managers - Wimmer and Company  
Alongside the entry is a note saying “Now Dunnikier, see no. 14 in supplement.  
No.14 in the supplement provides the following information:-  
Name of ship - Dunnikier  
Previous names – Audaz, Dunnikier  
Ship's no. 117574  
Port of registry - Gibraltar  
Flag - British  
Owner - L. Forde  
Master - M. Alvarez - since 1913

Entry no. 43 in the same supplement gives the same information as that in entry no. 14 except that the name of the ship has been changed yet again - this time to Wad Lukkus. Previous names listed are Dunnikier, Audaz and Dunnikier.

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The Dunnikier had been sold to Empresa de Servicio Costiero, Limited in February 1910 and renamed Audaz. The Audaz sailed for Lisbon from Leith, where she had been laid up for several months, on the 15<sup>th</sup> of the same month. She was renamed Dunnikier when she was sold to L Forde in June 1913 and renamed yet again in October that year as Wad Lukkus. In March 1918 she became the property of Yarmouth Carriers Ltd, London who then sold her on to William A Clarke, who renamed her Billy, in November 1919.

---

#### **Lloyd's Register 1918, Wad Lukkus**

Official number 117574  
Signal letters JQVT  
Machinery aft, cargo vessel  
Owner Yarmouth Carriers Ltd, 41 Eastcheap, London EC3  
206 gross tons, 84 net tons  
Length 103.6 ft, breadth 20.3 ft, depth 9.2 ft  
Fitted with 2-cylinder compound steam engine of 28 reg hp  
Built by Scott of Kinghorn Ltd, Kinghorn, and completed Nov 1904  
Former names: ex Dunnikier, ex Audaz, ex Dunnikier  
Master appointed 1918 G Muskett  
According to the register, she had a Lloyd's Register special survey at Cadiz in September 1917.

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#### **From Lloyd's Register of Shipping Supplement 1919/1920 entry no. 31648**

Name of ship - Billy  
Previous names - Wad Lukkus, Dunnikier, Audaz, Dunnikier  
Ship's no. - 117574  
International signal code - JQVT  
Owner - W.A. Clarke  
Master - G Musket - since 1918  
Port - London  
Flag - British

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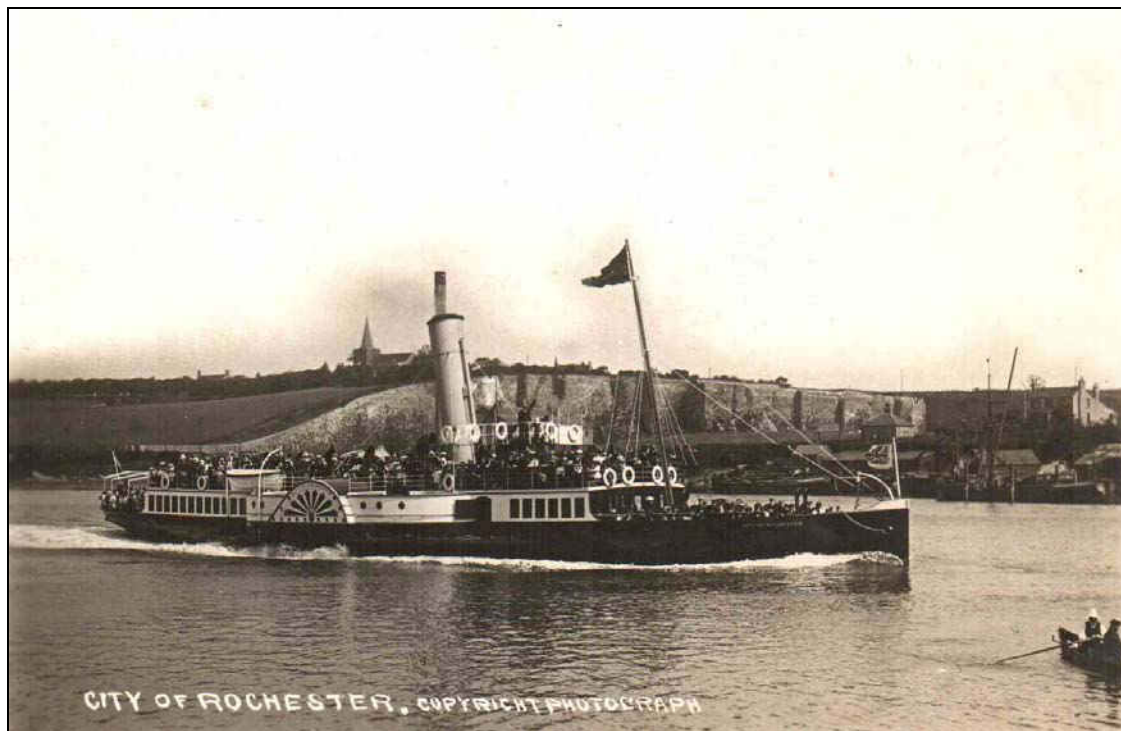
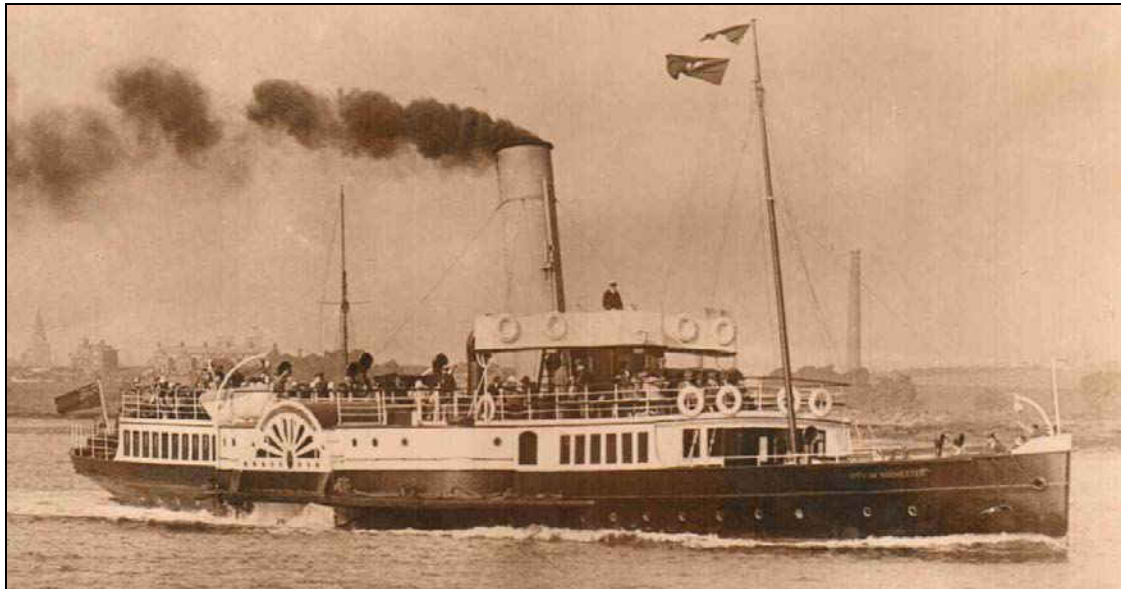
#### **From Lloyd's Register of Shipping Supplement 1929/30 entry no. 42548**

Name of ship - Tayson  
Previous names - Billy, Wad Lukkus, Dunnikier, Audaz, Dunnikier  
Port of Registry - Sunderland  
Flag - British  
Owner - F. W. Taylor

---

#### **She was broken up in April 1938**

YARD No.119  
**"CITY OF ROCHESTER"**  
Official No. 118211  
Launched 22<sup>nd</sup> June 1904







Left above is the paddle box for "City of Rochester" and right is her crew taken in 1926  
Below is "City of Rochester" featured on a postcard advertising trips for the vessel

**A CHARMING TRIP IN KENT, UP THE RIVER MEDWAY**  
**RETURN FARES- SHEERNESS 3/6 ROCHESTER 4/6**



**LUNCHEONS, TEAS, ETC. ON BOARD.**  
 PASSING the Home Fleet in Sheerness Harbour, the new wonderful Floating Dock, Chatham Dockyard, &c., to Rochester Cathedral and Castle. About 2 hours ashore.  
 NOTE: The last stop of the Steamer is ROCHFORD PIER, which is opposite the Castle &c

LEAVING  
**SOUTHEND**  
 EVERY DAY  
 at **11.15 a.m.**  
WEATHER AND OTHER CIRCUMSTANCES PERMITTING BY  
**THE MEDWAY**  
 STEAM PACKET CO.'S  
 SALOON STEAMERS  
**'CITY OF ROCHESTER'**  
 OR  
**'PRINCESS OF WALES'**  
 FOR  
**Sheerness**  
**Chatham**  
**Rochester**  
 Arriving back at  
 Southend at 5 p.m.  
 Southend Agent,  
**MR. H. OFFERMAN,**  
 2, Ambassadors Drive.

### **Information from Lloyd's Register of Shipping 1909/10**

Ship's name - City of Rochester  
Ship's no. - 118211  
Description - Steel paddle coaster with one deck  
Built - 1904  
Built by - Scott of Kinghorn Limited  
Gross tonnage - 235  
Net tonnage - 62  
Under deck tonnage - 175  
Length - 160.2 feet  
Breadth - 22.2 feet  
Depth - 7.3 feet  
Engine - Compound 2 cylinder  
Engine built by - Scott of Kinghorn Ltd.  
Port of registry - Rochester  
Owner - Medway Steam Packet Company Limited  
Master - H. T. Sparrow - Joined the ship in 1907

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### **From Lloyd's Weekly Shipping Index, 30th June 1904**

#### **"City of Rochester"**

On June 22nd Messrs. Scott, of Kinghorn (Ltd) launched the saloon passenger steamer "City of Rochester". The vessel left the ways with steam up. The steamer is 175ft long and is fitted with all modern appliances for first class passenger traffic. She has been built to the order of the Medway Steam Packet Co., Rochester.

---

### **From the "Fife Advertiser" dated June 1904**

"On Wednesday the saloon passenger steamer City of Rochester was launched from Abden Shipyard, Kinghorn. The vessel left the ways with steam up and was christened by Mr Mills, Rochester. The steamer is 175 feet long, and fitted with all modern appliances for first-class passenger traffic. She has been built to the order of the Medway Steam Packet Company, Rochester, and has been constructed in four and a half months.

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### **From a list of ships built at Kinghorn compiled by the Yard List Team and the World Ship Society.**

The City of Rochester was originally named Njall but the name was changed either on or before completion.

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The City of Rochester had been built for the Medway Steam Packet Company to sail their Thames routes and quickly became a favourite with passengers on the Southend to Sheerness service. She was named not only after an earlier City of Rochester but also the company's home port and, as the company steamers mostly included "Queen " in their names, she was the exception to the rule. She had an open foredeck and was the first of the Thames steamers to have her bridge forward of the funnel. As well as carrying up to 1000 passengers from Sheerness to Southend and round the lightships, she also ran between Harwich, Felixstowe and Ipswich. She was destined to sail for the company for 37 years until 1940 when she was destroyed by bombing and sank into the mud of the River Thames. During the First World War she served as a Government tender and was one of the vessels that conveyed the men down the Medway to board the block ships waiting below the Nore prior to the raid on Zeebrugge. She was also engaged in some mine sweeping for the Admiralty. On another occasion she had a lucky escape in Sheerness Harbour when the Princess Irene, which she had been lying alongside for some time, mysteriously blew up whilst at anchor just after the City of Rochester had moved off. Between the First and Second World Wars she continued in service with the Medway Steam Packet Company running between Strood and Southend. On her second call-up she was converted as a minesweeper but was found to be unsuitable for the job and it was whilst being converted for a second time for use as a stores vessel that she was blown up on the 19th May 1941 by a bomb dropped by an enemy aircraft off Acorn Yard, Rochester.

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**From Lloyd's World War Two Losses**

19<sup>th</sup> May 1941

City of Rochester, paddle steamer.

Flag - British

Built 1904

Sunk off Acorn Yard, Rochester by aircraft .

Crew of 13 saved.

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YARD No.120  
"NOOREBAR"  
Official No. 117575  
Launched 7<sup>th</sup> December 1904



Above "Noorebar" at Coffs Harbour, Australia  
Below Captain Brown of the "Noorebar" 23 April 1917



#### **From Lloyd's Register of Shipping 1905/6**

Name of ship - Noorebar  
Ship's no. - 117575  
International Signal Code - HBQP  
Description - Steel screw schooner rigged steamer with a well deck, one part steel deck and electric light.  
Built - 1904 Completed in December of that year.  
Built by - Scott of Kinghorn Ltd.  
Gross tonnage - 670  
Net tonnage - 309  
Length - 185 feet  
Breadth - 28 feet  
Depth - 12.4 feet  
Engine - Triple expansion 3 cylinder  
Engine built by - Scott of Kinghorn Ltd.  
Owner - The North Coast Steam Navigation Co. Ltd., Sydney, N.S.W.  
Master - J.H.Hunter Joined the company in 1901 and became captain of the Noorebar in 1904  
Port of Registry - Sydney  
Flag - British

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#### **From "The Steamship" Journal January 1905, p272**

Messrs. Scott of Kinghorn (Ltd.) Launches,  
"Noorebar" - steel screw steamer - 185 x 28 x 12.5 ft - Built to the order of Mr. George Wallace Nicoll, Sydney. This vessel has excellent accommodation for over 50 first class passengers and in the forecastle there is accommodation for 20 second class passengers. Officers and Engineers are berthed on the fore part of the long poop, and the crew forward under the main deck. There is a partial double bottom fitted under the aft hold, while the fore and aft peaks are also constructed for water ballast. The fore hold is specially arranged for the carriage of log timber, and the after hold is subdivided, one portion being for the carriage of general cargo and the other portion forming an insulated chamber for the carriage of dairy products. The machinery is placed amid-ships, and consists of a set of triple expansion engines having cylinders 18, 28 and 47 inches in diameter, with 30 inch stroke, steam being supplied with two large marine boilers, working at a pressure of 180 lb, and designed to give a speed of 13 knots loaded. Dec. 7<sup>th</sup>.

#### **Extra information on the launch from Lloyd's Weekly Shipping Index, 22nd December 1904**

The vessel, which when launched was complete in every respect, with steam up, was named Noorebar (sic). During construction she has been under the personal supervision of Mr. Nicoll, assisted by Messrs. John Reid and Co., Glasgow and London.

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#### **Extra Information from the Mercantile Navy List 1913**

Port and year of registry - Sydney, 1905 H.P. - 119

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1920 - Sold to Fiji interests  
1924 - sold to Indonesian interests

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#### **From the Koninklijke Paketvaart Maatschappij Fleet 1888-1967**

Noorebar - Built 1904 by Scott of Kinghorn Ltd., Kinghorn. 1931 purchased and sold for scrapping.

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**1932 scrapped.**



YARD No.121  
**“INGLATERRA” (Later “ANGLETERRE”)**  
Official No.  
Launched 21<sup>st</sup> April 1905

**From Lloyd’s Register of Shipping 1905/6**

Name of ship - Inlaterra  
Description - A steel schooner rigged twin screw steamer with one deck.  
Built - 1905  
Built by - Scott of Kinghorn Ltd.  
Gross tonnage -698  
Net tonnage - 368  
Length - 207 feet  
Breadth - 33.8 feet  
Depth - 10.5 feet  
Engine - Triple expansion 6 cylinder  
Engine built by -Scott of Kinghorn Ltd.  
Port of Registry - Buenos Aires, Argentina  
Owner - Nav. a Vap. Nicolas Milhanovich (Soc Anon)  
Master - Summers. Captain of the Inlaterra since 1905

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**From “The Steamship” Journal May 1905, P433**

Launch – Inlaterra - twin screw steamer 215 x 33.9 x 11.3 feet, built to the order of Messrs Pile and Co., London. She is intended for river trade in Argentina.  
April 21st.

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**From the supplement to Lloyd’s Register of Shipping 1918/19, entry no.99**

Name of ship – “Angleterre”  
Previous name –“Inlaterra”  
Owner - S. A. de Nav. Havraise  
Port of registry - Le Havre  
Flag - French

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**29<sup>th</sup> October 1933 – Wrecked off Mann’s Island, near Nassau**

YARD No.122  
**"FRANCIA"**  
Official No.  
Launched 1905

**From Lloyd's Register of Shipping 1905/6**

Name of ship - Francia  
Built - 1905  
Built By - Scott of Kinghorn Ltd.  
Description - A steel schooner rigged twin screw steamer with one deck.  
Gross tonnage - 698  
Net tonnage - 368  
Length - 207 feet  
Breadth - 33.8 feet  
Depth - 10 feet  
Engine - Triple expansion 6 cylinder  
Engine built by - Scott of Kinghorn Ltd.  
Owner - Nav. a Vap. Nicolas Milhanovich (Soc. Anon)  
Port of Registry - Buenos Aires, Argentina

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**From "Fifeshire Advertiser" Saturday 17th June 1905, page 5, Col., B**

On Tuesday a twin-screw cargo steamboat was launched at Aden Shipyard. It was christened Francia by Miss McGregor, daughter of Mr. A.B.MacGregor, manager. It is bound for Buenos Aires.

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**From "Shipwreck Index of the British Isles" by Richard and Bridget Lord.**

Name of ship - Francia  
Lost - 21st October 1917  
Where lost - Newquay, Holywell Bay - 50.23 36N 05.09W  
Voyage embarked on - Port Talbot to Caen  
Type of ship - Steamship, twin screw  
Port of Registry - Buenos Aires, Argentina  
Flag - Argentinean  
Gross tonnage - 695  
Cargo - Coal  
Built by - J Scott Ltd., Kinghorn  
Engine - 6 cylinder, 83 HP

The Francia was carrying a cargo of 700 tons of coal from Port Talbot to Caen when she sprang a leak and had to be run ashore early on a Sunday morning. The Newquay and Perranporth rocket brigades were called out but their services were not required as the crew were able to get ashore in their own boats.

The crew, who had been put up for the night at Newquay, were handed over the following morning to Mr. H. Thomas, an agent for the Shipwrecked Mariners Society.

After running ashore the Francia swung beam on to the sea and when examined later in the day was found to have broken her back.

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YARD No.123  
“DURANBAH”  
Official No. 117580  
Launched 14<sup>th</sup> August 1905



Two photographs from the State Library of Queensland, Australia purporting to be the  
“...wreck of the “Duranbah” c1919....”  
This seems highly unlikely as she was still sailing in 1937

#### **From Lloyd's Register of Shipping 1906/7**

Name of ship - Duranbah  
Ship's no. - 117580  
Description - Steel Screw Steamer, One deck  
Built - 1905, Kinghorn  
Built by - Scott of Kinghorn Ltd.  
Gross tonnage - 284  
Net tonnage - 131  
Underdeck tonnage - 131  
Length - 130 feet  
Breadth - 23.1 feet  
Depth - 9.2 feet  
Engine - Compound 2 cylinder, 37 RHP  
Engine built by - Scott of Kinghorn  
Port and year of Registry - Sydney, N.S.W., Australia, 1905  
Flag - British  
Owner - North Coast Steam Navigation Company Ltd, Sydney, New South Wales, Australia

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#### **From Lloyd's Weekly Shipping Index 24th August 1905**

"Duranbah" - On August 14th Messrs. Scott, of Kinghorn (Ltd), launched a steel screw steamer for the Australian coasting trade, for carrying log timber. Her dimensions are 130ft by 23ft by 9ft 8in. Her engines are 14in and 29 in by 21in stroke, with steam supplied from a large main boiler at 130lb working pressure. The vessel has been built to the order of Mr. George Wallace Nicoll, of Sydney and has been supervised on behalf of her owner, during construction, by Messrs. John Reid and Co., naval architects, Glasgow and London. The vessel, which is named "Duranbah", is built to the classification of the Bureau Veritas Registry.

1922 - Sold to W.R.Carpenter Co. and fitted with oil engines.

Believed to have been captured by the Japanese in WW2.

Fate unknown.

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#### **Further notes from Australia**

Noorebar. Steel steamship, 670 tons. Built at Kinghorn, 670 tons. Lbd 185.1 x 28.1 x 12.4 ft. Operated on NSW north coast. Various owners; sold to Fiji interests 1920; to Indonesian interests 1924. Was at Rabaul during the 1937 eruptions, but possibly escaped, and may have been a victim to the Japanese during WW2.

YARD No.124 & 125

**BARGES**

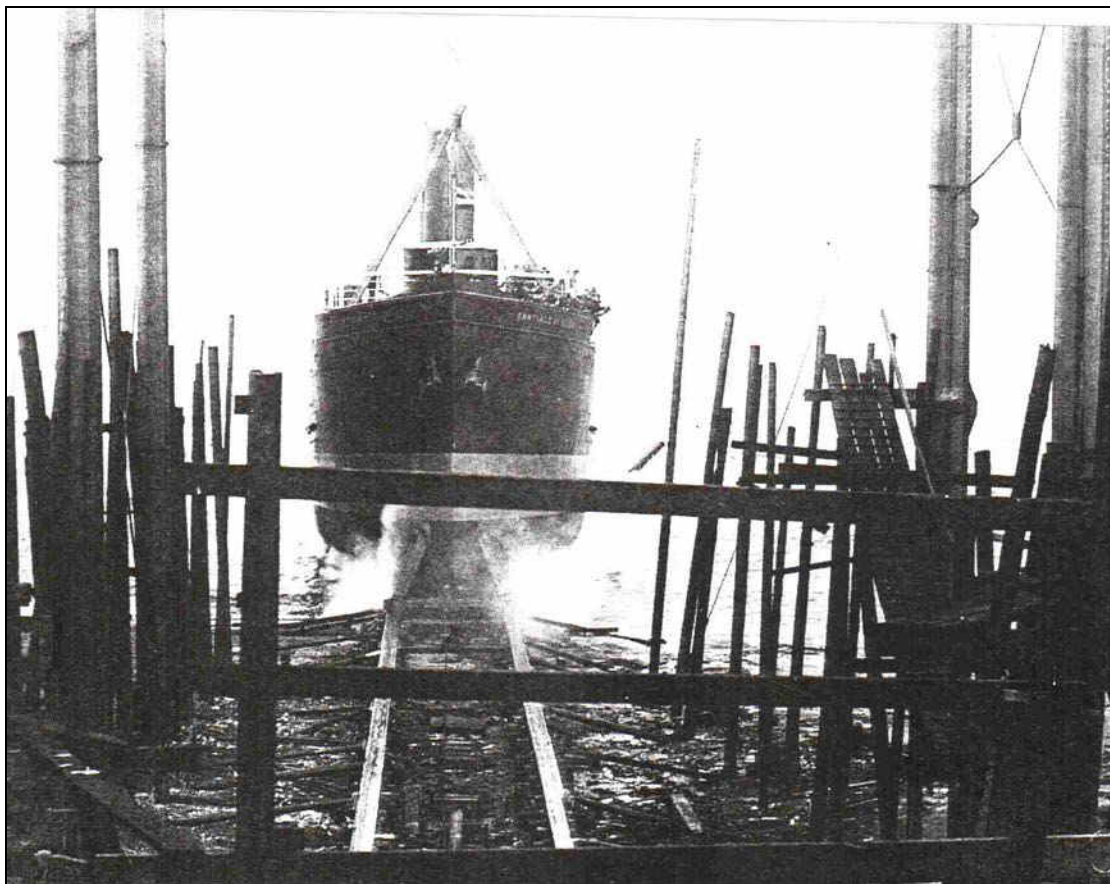
Official No.

Built 1905

Two barge with a gross tonnage of 100 tons each. Both built 1905



YARD No.126  
**“SANTIAGO DE CUBA”**  
Official No.  
Launched 12<sup>th</sup> April 1906 at about 16.00hrs



Launch of “Santiago de Cuba” 16.00 hrs 12<sup>th</sup> April 1906  
from the Kinghorn Shipyard

**From Lloyd’s Register of Shipping 1906/07**

Name of ship - Santiago de Cuba  
Description - Steel screw steamer with two decks and electric light.  
Built - 1906  
Built by - J. Scott of Kinghorn Limited, Kinghorn  
Gross tonnage - 1493  
Net tonnage - 932  
Under deck tonnage - 1373  
Length - 235 feet  
Breadth - 34.2 feet  
Depth - 19.9 feet  
Engines - Triple expansion 3 cylinder. 156 NHP  
Engines built by - Scott of Kinghorn, Limited  
Owner - Sobrinos de Herrera S en C  
Master - M. Jaume - engaged 1906

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**From “The Steamship” Journal May 1906**

April 12<sup>th</sup> - Scott and Co., Kinghorn – Launch – Santiago de Cuba

Built to the order of Messrs Sobrinos de Herrera and Co., of Havana Cuba for their extensive West Indian trade and to the classification of British Corporation Registration

Page 1906 – Trial Trip - Santiago de Cuba – This steamer built by Messrs Scott of Kinghorn, proceeded to sea on her official trial trip recently. She attained a mean speed of over 12 knots under loaded conditions which is more than half a knot above the contract speed. The vessel which is of the awning deck type, was fitted by the builders with a set of triple expansion engines having cylinders of 19, 31 and 52 inches by 36 inch stroke. The machinery throughout the trial worked smoothly and without a hint of any kind of trouble.

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**Excerpt from the “Fife Free Press” of April 14th 1906 about the launch of the Santiago de Cuba**

“ On leaving the ways the vessel was christened “Santiago de Cuba” in a graceful manner by Senorita Louise Gazeaux, daughter of one of the members of the firm of Mancha & Co., Old Broad Street, London, agents for the owners. She took the water gracefully, amid great cheering from the large crowd assembled on the shore. In honour of the service in which she is to be engaged, the vessel was decked fore and aft with Cuban flags and signal flags floated from the mizzen mast. Immediately after the launch she proceeded to Burntisland to take in a cargo of coal for Havana previous to running the usual trial trip a few days hence.”

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**30<sup>th</sup> July 1920 – Caught fire at Santiago de Cuba.**

YARD No.127  
**"DEVONIA"**  
**(Later H.M.S. "DEVANEY", "LOCHIEL", ISLE OF ALDERNEY",**  
**"ANNOULA", "MONTE LIRIO")**  
Official No. 119349  
Launched 13<sup>th</sup> August 1906



This photograph shows "Devonia" now sailing as "Lochiel", thus after 1920

**From Lloyd's Register of Shipping 1906/07**

Name of ship - Devonia  
Ship's no. - 119349  
Description - Steel screw steamer with one deck and electric light. Built under special survey.  
Built - 1906 and completed in September of that year  
Built by - J. Scott of Kinghorn, Limited  
Gross tonnage - 314  
Net tonnage - 137  
Under deck tonnage - 221  
Length - 140.2 feet  
Breadth - 23.1 feet  
Depth - 10.5 feet  
Engines - Compound two cylinder. 52 RHP  
Engines built by - Scott of Kinghorn, Limited  
Port of registry - Plymouth  
Flag - British  
Owner - Anglo French S.S. Company Limited  
Master - E.F.Enwoldsen. Engaged by the company in 1903 and joined the ship in 1906

## **From "The Steamship" Journal, October 1906**

P152

Launches

Scott & Co., Kinghorn

"Devonia" built to the order of the Anglo-French Steamship Co., Devonport for their cargo and passenger trade between Plymouth, Guernsey, and St. Brieux, Brittany. The vessel will carry 300 deadweight at a speed of 11 knots per hour. She has sleeping accommodation for 45 passengers, and will carry on deck 200 passengers. She is fitted throughout with electricity.

P154

Trial Trips

"Devonia" This new steamer built by Messrs Scott of Kinghorn to the order of the Anglo-French Steamship Co., Devonport and Guernsey, for their Channel Island trade, launched with steam-up, has now carried out her initial trials in the Firth of Forth, where she attained a mean speed of 11 ½ knots fully loaded, against a strong wind. This is fully a ¼ knot in excess of her guarantee. She is handsomely modeled steel screw steamer of 315 tons gross and 500 indicated h.p., and carries about 330 tons dead weight all told, including bunkers in light draught. Accommodation is provided for 45 first-class passengers.

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## **Miramar Ship Index**

1917 requested by Royal Navy 1917 as H.M.S. "Devaney". Served Mediterranean as Palestine Navy R.N.R.

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## **From PRO Ref BT165/55. Vessels reported as having been wrecked, sold foreign or broken up.**

1918

Name of ship - Devonia

Ship's No. - 119349

Sold

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**Lloyd's Register of Shipping 1919/1920 records the change of name from Devonia to Lochiel. Entry no. 32768 in the supplement for that year gives the following information:-**

Name of ship - Lochiel

Previous name - Devonia

Ship's no. - 119349

International signal code - JHMP

Port of registry - Glasgow

Flag - British

Owner - David MacBrayne

Master - E.F.Enwoldsen

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## **Information from "Britain's Railway Steamers" by Duncan Haws.**

David MacBrayne acquired the Devonia in 1919 to replace their ship the Lochiel (11) and work the Glasgow -Stornoway cargo service. In 1936 she transferred to Clyde Steamers Ltd and then in October 1938 was sold to Guernsey and Alderney Trading co. and renamed "Isle of Alderney" 1940 was a certainly a year of change for her. In May she was managed by Stelp and Leighton's Crete Shipping Co, and in June she took part in the evacuation of the Channel Islands. She then passed to the Admiralty and was engaged as a landing craft depot ship based at Llamlash, Clyde. She was decommissioned in 1946 and, as she was no longer wanted by MacBrayne she was sold in February to S.N.Angelos of Athens who gave her the new name of "Annoulsa. Later that year she was sold yet again, this time to Cia.Nav. "Monte Lirio", Panama and again she had a change of name this time to "Monte Lirio". By 1952 she was under the ownership of Cia Navy Commercio Dora S.A., still with the same name, and two years later, in 1954, she was scrapped.

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### Summary of Service Career

1906 - Launched 13th August - Owner Anglo French Shipping Co., Ltd. managed by Onesimus Dorey, Guernsey - Used for cargo and passenger service between Plymouth, Guernsey and St Brieux.

1917 Taken on as H.M.S. "Devaney" during WW1 and served Palestine Navy R.N.R.

1918 - Taken over by the Shipping Controller

1919 - Registered in the name of David MacBrayne Ltd

1920 - Re-named Lochiel

1925 -. Withdrew from passenger trade - her passenger accommodation was very limited and rarely used. Alterations were made to her which increased her tonnage to 318. Worked mainly on the Glasgow-Stornoway direct cargo service and sometimes on the Glasgow-Islay weekly run. At other times acted as a general reserve cargo steamer

1930 - Withdrawn from service

1936 - Was chartered by Clyde Cargo Steamers Ltd. for a few runs.

1937 - Last appeared in MacBrayne's cargo sailing list February. Laid up at Greenock.

1938 - Sold to Guernsey and Alderney Trading Co., Ltd., in October. Renamed Isle of Alderney

- Taken over by the Crete Shipping Co., Ltd. in May - Managers, Stelp and Leighton Ltd.

Took part in the June evacuation of the Channel Isles after which she was requisitioned by the Ministry of Transport, and served mainly as a landing craft depot ship based at Llamlash on the Clyde.

1946 - Decommissioned. Transferred to the Greek flag in February and renamed Annoula. Owners S.N.Angelos, Athens. In October, or thereabouts, again changed ownership. Her new owners, Compania Navigacion "Monte Lirio" S.A. registered her at Panama under the name of Monte Lirio.

1952 - Owned by Cia Navy Comercio Dora S.A. under the same name.

1952, 31<sup>st</sup> August – Leaked and beached at Jeddah

1954 – Scrapped



**YARD No.128**  
**“FRONSAC”**  
**Official No.**  
**Launched 22<sup>nd</sup> December 1906**

**Information from Lloyd's Register of Shipping 1906/07**

Name of ship - Fronsac  
Description - Steel screw three-masted schooner with one deck, two trailing buttresses and machinery aft.  
Built - 1906  
Built by - Scott of Kinghorn, Limited  
Gross tonnage - 514  
Net tonnage - 231  
Under deck tonnage - 350  
Length - 160 feet  
Breadth - 26.1 feet  
Depth - 11.5 feet  
Engines - Triple expansion three cylinder. 53NHP  
Engines built by - Scott of Kinghorn, Limited  
Port of registry - Havre  
Flag - French  
Owner - Worms et Cie

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**From Lloyd's Weekly Shipping Index, 8th January 1907**

“Fransac” (sic)  
On December 22nd there was launched at Kinghorn a steel screw cargo steamer, built to the order of Messrs. Worm et Cie, of Paris and Havre. The vessel had been fitted with a set of triple-expansion engines of 550 indicated H.P. capable of driving her at a speed of 10m.p.h. The dimensions are 170ft by 26ft by 14 ft moulded, deadweight carrying capacity 700 tons. The vessel, which was launched complete ready for sea, was named “Fransac” (sic)

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**Worm et Cie, Paris and Le Havre**

The family Worm et Cie were not only in shipping but had extensive vineyards in the Bordeaux area. Hence their ships were named after Grand Crus wines. From their history we can learn that “Fronsac” was requisitioned 5 May 1916 and retired 25 August 1918. In 1939 she was again requisitioned, but 15 December 1942 ended up in German hands. Subsequently on the 6 May 1943 she came under the Italians. She was wrecked in May 1943 off Lemnos.

**YARD No.129**  
**"ROSE"**  
**Official No.**  
**Launched October 1906**

**From "The Fifeshire Advertiser" 27<sup>th</sup> October 1906, page 2**

Early on Monday morning there was launched from the Abden Shipbuilding Yard of Messrs Scott of Kinghorn, Ltd., a beautifully modelled steel twin-screw launch. The vessel, which is the first of it's kind built in the yard, was named Rose, and left immediately under it's own steam for Grangemouth en route for Glasgow via the Forth and Clyde Canal. The craft was built to the order of the Burma Gold Dredging Co., who supplied the engines and other machinery, and she will be used in connection with gold dredging operations in Burmah. Yesterday the Rose left for Rangoon, being shipped per s.s. Tenasserim.

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**From a list of ships built at Kinghorn compiled by the Yard List Team and the World Ship Society.**

Name of ship - Rose  
Built - 1906  
Built by - Scott of Kinghorn Ltd.  
Gross tonnage - 60  
Propulsion - Twin screw steamer  
Owner - Burma Gold Dredging Co., Rangoon.

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**YARD No.130 & 131**

**BARGES**

**Official No.**

**Built 1906**

**Two barges with a gross tonnage of 100 tons each. Both built 1906**

YARD No.132  
**"MANUEL" (Later "MARNE")**  
 Official No.  
 Launched 26<sup>th</sup> June 1907

### LAUNCH AT KINGHORN

On Wednesday afternoon there was launched from the shipbuilding yard of Messrs Scott of Kinghorn, Ltd., a steel screw cargo steamer, which has been built to the order of Messrs J. Pissardi & Co., Buenos Ayres, for their special trade in the Caribbean Sea. The dimensions of the vessel are 250 feet by 40 feet—13 feet moulded, and it is fitted up with triple expansion engines of Messrs Scott's own type, and will have a speed of 11 knots. It is also fitted with all the latest improvements, including Clark and Chapman's steam winches, Chadwick's telegraph, Scott's steam steering gear, etc. As is the practice at Kinghorn Yard, the vessel was launched ready for sea, and proceeded to Burntisland under its own steam. As it left the slips, the vessel was christened the "Manuel" by Signori Palermo, wife of the Italian consul at Pargyan, South America. Signori Palermo was afterwards presented with a lovely bouquet of flowers. The launch passed off without a hitch, and the steamer took the water like a duck, and soon accomplished its maiden voyage to Burntisland, where she will load for South America. There was a large assembly of spectators.

The representatives of the owners of the new vessel, and other guests, were afterwards entertained to cake and wine in Messrs Scott's offices, among those present being—Signor and Signori Palermo, Signor Giviana, representing the owners of the new vessel; Mr. Brewster, banker, Kirkcaldy, and Mrs. Brewster; Mr. Hopps, supervisor, Burntisland, and Mrs. Hopps; Mr. and Mrs. W. Fergus Harris, Leith; Mr. and Mrs. George F. Hamilton, Edinburgh; Misses Kinnaird, Edinburgh; Miss Ramsay, Kinghorn; Dean of Guild McGregor, manager of the yard, and Mrs. McGregor; Captain Tainio Ghisolfi and Chief-Engineer Augustina Cufiero, of the "Manuel"; Signor De Ponti, Leith; Mr. John Bruce, Glasgow; ex-Councillor Thos. Nicol, Kinghorn; Mr. Spence, managing director of Scott Limited; Mr. Pudge, etc. Mr. Spence presided.

The usual loyal and patriotic toasts having been honoured, Mr. Spence proposed "The Owners," the toast being heartily responded to. He also proposed the health of Captain Ghisolfi, and expressed the hope that he would take the new vessel safely home, and bring out her merits as a good steamer.

Captain Ghisolfi, in reply, thanked the Scotch ladies and gentlemen for wishing them a good voyage. He said the steamer was satisfactory in every way, and he hoped they would come back to Kinghorn for another steamer. (Applause, and "He's a jolly good fellow.")

Mr. Spence then proposed the "Town and Trade of Kinghorn," coupled with the name of ex-Councillor Nicol.

Mr. Nicol responded, and said they had seen many ups and downs in connection with the shipyard, but it had never been more successful than under Mr. Spence, and he hoped it would continue to be so successful in the future. (Applause.) He hoped the Italian nation would send as many ships as they had promised to do. (Hear, hear.) It was, he remarked, very strange that Italy should send to Scotland for ships, as Italy was a country famed for its beautiful buildings, from which Edinburgh and Paris had got their models for their big buildings.

Signor Giviana said they had had a good holiday in Kinghorn—a holiday of the heart, a holiday from industry. In Italy on the 4th of July they would have a most immense holiday—the centenary of Garibaldi, the man who made Italy. (Applause.) Scotch and English went over and wrought together to make the unity of Italy. He asked them to drink to Italy and the British Empire. (Applause.)

Mr. W. Fergus Harris said they should not let the occasion pass without toasting the health of the staff of the Shipyard. They were very gentlemanly indeed, and always willing to hear what one had to say. When you came over to Kinghorn you were treated like a gentleman. (Hear, hear.) He coupled the toast with the name of Mr. McGregor, the manager.

Mr. McGregor, in responding, said that was practically the crowning day in the construction of a steamer, the culmination of their efforts. The staff tried to do their very best for the firm with whom they were engaged, and the people for whom the work was being done. (Hear, hear.)

On the call of Mr. Spence, the health of King and Queen of Italy was heartily pledged.

Signor Giviana, speaking on behalf of Signor Palermo, said that lady had taken great interest in the proceedings, and wished to express her gratitude to the ladies who had been so kind to her.

Signor De Ponti said the people of Italy were always welcomed in Great Britain, and every encouragement given to their efforts to better themselves. (Applause.) Italy had always been the cockpit of Europe, and the only nation that stood by it was Britain, and the greatest support was given by the people of Scotland. The sympathies of the country had always been with Italy, and he hoped the good feeling would long remain. (Applause.)

Mr. Spence proposed "The Ladies," and said there were more ladies present that day than had been the case at any similar function there.

Mr. Brewster replied on behalf of the ladies, after which the proceedings concluded with the singing of "Auld Lang Syne," which was taken part in with great zest by the foreign guests.

#### **Information from Lloyd's Register of Shipping 1907/08**

Name of ship - Manuel  
Description - Steel screw steamer with one steel deck. Used for coasting, Colonial and Cape Des  
Tress Punts  
Built - 1907 - Completed in July of that year  
Built by - Scott of Kinghorn, Limited  
Gross tonnage - 979  
Net tonnage - 516  
Under deck tonnage - 844  
Length - 230 feet  
Breadth - 40.1 feet  
Depth - 10.8 feet  
Engine - Triple expansion 3 cylinder. 147 NHP  
Port of registry - Buenos Aires  
Flag - Argentinian  
Owner - G Fassardi and Co.  
Master - G. Ignacio - Engaged by the company in 1887 and joined this ship in 1907

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#### **From The "Fifeshire Advertiser", 6th July 1907, P2**

Trial Trip – The new steamer "Manuel", which was launched by Scott of Kinghorn, Ltd., from the Abden Shipbuilding Yard last Wednesday, had her official (loaded) trial trip on Saturday. The engines, which are of the triple expansion type, worked with out a hitch. They were built and fitted by the builders, and gave the utmost satisfaction. On a six hours' trial the vessel maintained a speed of a half knot over that guaranteed. The Manuel carries a large cargo, and is fitted up for first-class passengers.

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#### **Information from Lloyd's Register of Shipping 1916/17**

Name of ship - Marne ex Manuel  
Description - Steel screw steamer with one steel deck. For coasting service British Isles and  
English Channel  
Built - 1907 - Completed in July of that year  
Built by - Scott of Kinghorn, Limited  
Gross tonnage - 979  
Net tonnage - 599  
Under deck tonnage – 844  
Length - 230 feet  
Breadth - 40.1 feet  
Depth - 10.8 feet  
Engine - Triple expansion 3 cylinder. 147 NHP, built by Scott of Kinghorn, Ltd.  
Port of registry - Le Havre  
Flag - French  
Owner - Soupart and Mottar

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**19<sup>th</sup> October 1917 sunk by gunfire from a submarine 15nm NE Barfleur**



**YARD No.133, 134 & 135**

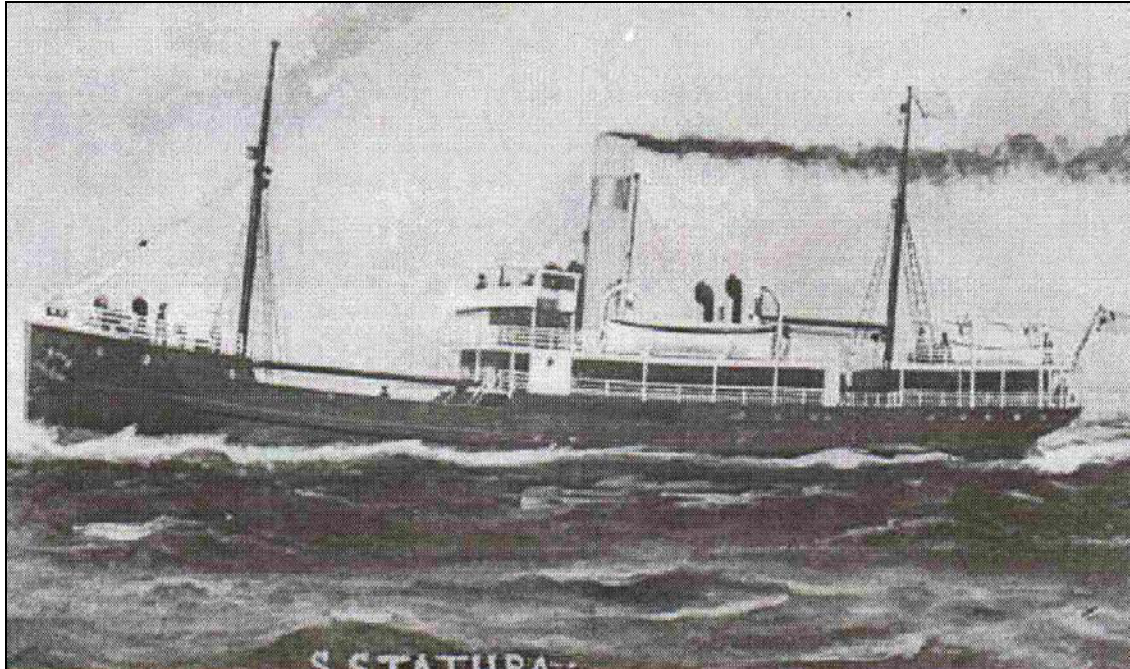
**BARGES**

**Official No.**

**Built 1906**

**Three steel barges with a gross tonnage of 100 tons each. All three built 1906**

YARD No.136  
**“KEMPSEY” (Later “TATHRA”)**  
Official No. 121181  
Launched 26<sup>th</sup> April 1907



“Kempsey” sailing as the renamed “Tathra” thus after 1908

**From the Mercantile Navy List 1908**

Name of ship - Kempsey  
Ship's no. - 121181  
Built - Kinghorn, 1907  
Material built of - Steel  
Gross tonnage - 483  
Net tonnage - 193  
Length - 170.3 feet  
Breadth - 27.1 feet  
Depth - 9.4 feet  
Propulsion - Screw  
HP - 90  
Owner - N. Cain's Coastal Co-op S.S Co., Sydney, Australia.

**From “The Steamship” Journal, June 1907, P473, under heading “Launches”**

Kempsey, steel twins crew steamer. Built to the order of the Nicholas Cain's Coasting Co-Operative Steamship Co., Sydney. The vessel is built to Lloyd's highest class and has a Board of Trade 1st class passenger certificate. She has triple expansion engines, supplied by her builders.

From 1907-1908 the “Kempsey” worked for the Nicholas Cain's Coastal Co-operative Steamship Company on the North and South Coast rivers of New South Wales, Australia in competition with the North Coast Steam Navigation Company until she was sold to the Illawarra and South Coast Steam Navigation Company who renamed her “Tathra”.

Nicholas Cain's Coastal Co-operative Steamship Company was inaugurated in 1904 initially for carrying timber but later expanding into passenger services. The Kempsey joined the fleet in 1907 when the area the company covered was expanded to include the Macleay River. She was taken on her maiden trip under the command of Captain Greer – a trip that would have an unfortunate ending. Although she had a good turn of speed in her favour the Kempsey proved to be very unstable when it came to berthing and when Captain Greer attempted to just that at Jerseyville she heeled over and actually ended up laying on the wharf. As a consequence she was required to carry a good deal of permanent ballast on all subsequent journeys and was deemed to be unsuitable for river trading.

The following year she was sold to the Illawarra and South Coast Steam Navigation Co. Ltd who renamed her "Tathra". However it was not very long before she was found to be too difficult to handle for open jetty work and in late 1911 the Illawarra company chartered her to a firm of island traders. On the 4<sup>th</sup> January 1912 she was again in trouble, this time it was terminal. She encountered extremely rough weather and foundered off Ambryn Island in the New Hebrides on a voyage from Sydney, N.S.W. All 24 people on board were lost.

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**From Lloyd's List and Shipping and Mercantile Gazette Index**

Tathra - Owner Illawarra and South Coast Steam Navigation Company - foundered January 1912

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YARD No.137  
**"ORARA" (Later "PEARL RIVER", "HONG SHAN", "SANTOS")**  
 Official No. 121193  
 Launched 5<sup>th</sup> November 1907

On Wednesday afternoon there was launched by Messrs Scott of Kinghorn, Ltd., from their Abden Works, Kinghorn, a handsomely modelled first-class passenger and cargo steamer, built to the order of the North Coast Steam Navigation Co., of Sydney, N.S.W. The dimensions of the vessel are as follows:—250 ft. by 33 ft. 9 ins. by 13 ft. 4 ins. to main deck, and 21 ft. to shade deck. She is handsomely fitted out for 150 first-class passengers, and 50 second, and has all the latest improvements for the working of both ship and cargo, including Clark Chapman's winches and windlass, Scott's steam steering gear, and is lighted throughout by Messrs Telford, Grier, & MacKay, of Glasgow, by electric light, and upholstered by Messrs. Moore, Taggart & Co., of Glasgow. She has an extensive refrigerating plant of the "Hercules" type by Messrs C. A. MacDonald, of Chicago, and has two large insulated rooms for carrying perishable goods, such as butter, etc. The vessel has been fitted by the builders with a powerful set of triple expansion engines of about 2500 i.h.p., supplied with steam by two large main boilers, also a large horizontal donkey boiler for auxiliary machinery, and has forced draft throughout on the Howden principle. The vessel has been built to the highest class in the British Corporation Registry, and under their special survey, and also under the superintendence of Mr Chas. M'Allister, of Sydney, the Company's consulting engineer and designer. On taking the water she was gracefully named "Orara", by Miss Mary D. Orr, Helensburgh, a hearty cheer being raised by the large crowd which had assembled to witness the proceedings. Immediately after launching the vessel proceeded to Burntisland to take coals, prior to running her trials, which will take place in a few days. After the launch a large company of ladies and gentlemen assembled in the builders' offices, where a cake and wine banquet was served. Mr Spence, Managing Director of Scott of Kinghorn, Ltd., presided at the banquet, and amongst those present were:—Mr John Harley, Mr H. M. Barnett, and Mr Thomas Devlin, jun., Directors; Miss Devlin; Mr Chas. M'Allister, superintendent to the North Coast Steam Navigation Coy.; Miss Alice M'Allister; Miss Mary D. Orr, Helensburgh; Mr and Mrs Hendry, Glasgow; Mr and Mrs Halley, Glasgow; Captain Hunter, Sydney, N.S.W., who is to take command of the vessel; Mr John Miller, Sydney, chief engineer; Mr Jackson Barnett, Kirkcaldy; Mr and Mrs Brewster, Kirkcaldy; Mr and Mrs M'Kelvie, Chicago; Mr Macgregor, shipyard manager, and Mrs Macgregor; Mr John Budge, secretary; Misses Smith, Kinghorn; Miss Thomson, Leven; Miss Rameay, Mrs Chapman, Kinghorn; Mr and Mrs Hopps, Burntisland, &c.

The Chairman proposed "Success to the new steamer Orara," which they had just seen successfully launched, and which had been gracefully named by Miss Orr. (Applause.) He coupled the toast with the name of Mr M'Allister, who had been with them while the vessel was under construction, and who had employed his time to some purpose. He thought the new steamer, when she got out to Australia, would make a name for herself, and also a name for Scott of Kinghorn, the builders. This was not the first vessel they had constructed for the North Coast Steam Navigation Coy., and he hoped it would not be the last. He asked them to drink a hearty bumper to the "Success of the new steamer and the prosperity of the owners," coupled with their representative, Mr M'Allister, whom he hoped to see back again shortly on a similar errand at Kinghorn. The toast having been enthusiastically responded to, Mr M'Allister, in reply, thanked them for the hearty way in which they had received it. The "Orara" was a very good ship, and well built. He had quite a number of Mr Spence's vessels in Australia, and none of them was better than the last they had got. He could wish the "Orara" no better success than that she might follow in the same track, and give as good an account of herself as her predecessor had done. He concluded by giving the toast of "Scott of Kinghorn," which he coupled with the name of Mr Harley.

Mr Harley, in reply, said he considered they had made a good job in every respect, and he hoped that the success they fully anticipated would result from the boat which had just been launched. He had seen the first launch from this yard forty years ago, and at one time there were a good many boats for Australia, which had given complete satisfaction. He would be glad to see Mr M'Allister back here on a similar message, and he thought he might fairly say they would see him back. (Applause.)

The Chairman then proposed the health of Miss Orr, to whom they were obliged for coming from Helensburgh to christen the steamer. He then, in name of the builders, handed her a presentation in the form of a trinket box as a souvenir of the occasion. (Applause.)

"The Health and Prosperity of Mr Hendry," the Glasgow agent for the owners, was given from the chair.

Mr Hendry, in reply, said the "Orara" was one of the best boats he had seen of her size, and he thought she would fulfil the expectations of all connected with her. He concluded by proposing "The Health of the Chairman," which was enthusiastically pledged.

Report of the launch of the "Orara" from the "Fife Free Press" Saturday November 9<sup>th</sup> 1907





Both photographs above show "Orara" at Coffs Harbour, Australia





Above photograph shows "Orara" now part of HMAS and fitted with gun on foredeck. She also had the aft deckhouse removed to allow for mines to be dropped

Photograph below taken 1940 shows the minesweepers "Swan", Warrego", Doomba" and "Orara"



### Information from Lloyd's Register of Shipping 1907/08

Name of ship - Orara  
Ship's no. - 121193  
International Signal Code HLTM  
Description - Steel screw steamer with two decks and electric light  
Built - 1907  
Built by - Scott of Kinghorn, Limited  
Gross tonnage - 1297  
Net tonnage - 629  
Under deck tonnage - 1141  
Length - 240.3 feet  
Breadth - 33.9 feet  
Depth - 19.9 feet  
Engines - Triple expansion three cylinder. 216 NHP  
Engines built by - Scott of Kinghorn, Limited  
Port of registry - Sydney, New South Wales.  
Flag - British  
Owner - North Coast Steam Navigation Company

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### From Lloyd's Weekly Shipping Index, 14th November 1907 - Launches

#### "Orara"

On November 6th there was launched at Kinghorn a handsomely modelled passenger and cargo steamer, built to the order of the North Coast Steam Navigation Co., of Sydney, NSW. Her dimensions are:- 250ft by 33ft 9inches by 13ft 4inches to main deck and 21ft to shade deck. Handsomely fitted out for 150 first class passengers and 50 second, she has all the latest improvements for the working of both ship and cargo. The vessel has been fitted with a powerful set of triple-expansion engines of about 2500 indicated HP. The steamer has been built to the highest class in the British Corporation Registry, and under their special survey and also under the superintendence of Mr. Charles McAllister, of Sydney, the company's consulting engineer and designer. On taking the water she was named "Orara" by Miss Mary D. Orr.

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### From "The Fifeshire Advertiser", 28th November 1907

The official trial trip of the new Australian passenger steamer "Orara" recently launched by Scott of Kinghorn, Ltd., took place on the measured mile at Aberlady Bay, and proved most successful, notwithstanding the very stormy weather then prevailing. The mean of three double consecutive runs on the mile proved to be considerably over the guaranteed speed of 15 knots. On two of the runs she attained a speed of over 16 knots, one reaching as high as 16.5 knots, which goes to prove that under more favourable conditions as weather the vessel is capable of a speed of at least 16 knots per hour, or one knot over the guarantee, which was considered by all those present to be highly satisfactory and very creditable to the builders.

The "Orara" is the latest addition to the North Coast Steam Navigation Co's (of Sydney, New South Wales) already extensive fleet, and has been designed and built under the superintendence of Mr Chas. McAllister, the Company's engineer. She sails for Sydney in a few days.

This is the third steamer the builders have constructed for the Company. The "Orara" is commanded by Captain J. Hunter.

On arrival at Sydney the Orara was employed in the express service between there and Byron Bay working alongside the Wollongbar with the Orara sailing from Sydney on Saturdays and the Byron Bay on Tues days. She would take this route for almost thirty years from 1911 to 1939. At some stage during those years she also began running Sunday excursions to Cronulla and Port Hacking giving many of the inhabitants of Sydney a taste of what sea travel was all about.

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### The Second World War

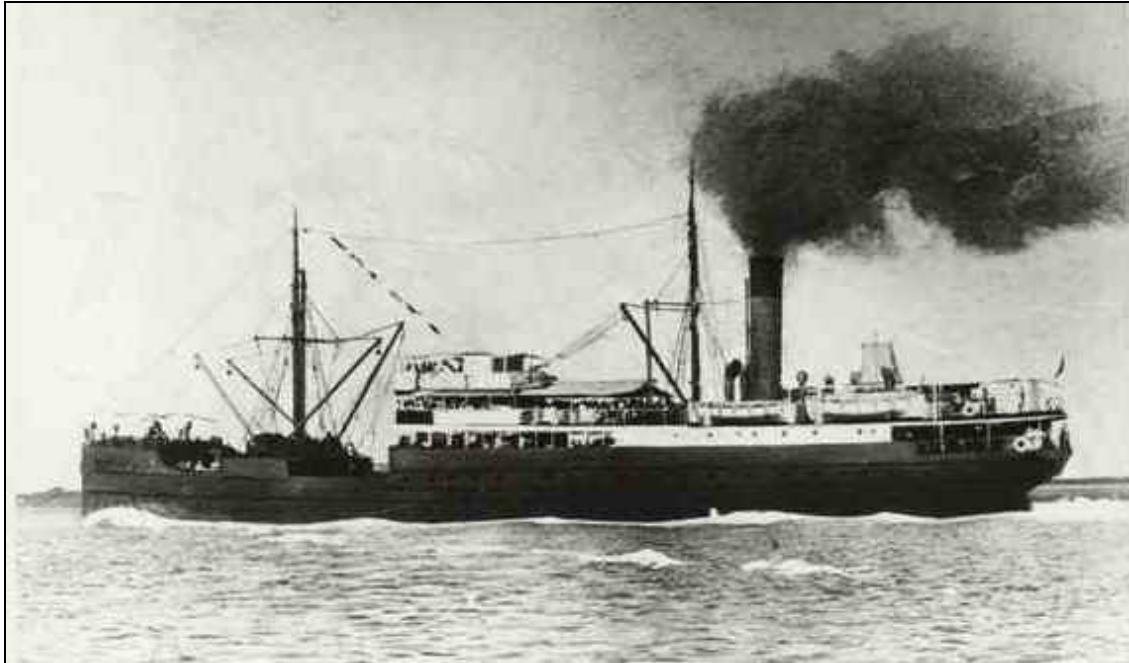
In 1939 she was called up for war service and became the leader of a flotilla of minesweepers policing Sydney's sea lanes which it was predicted that the Germans would mine as they had in WW1. When on November the 7<sup>th</sup> the steamer "Cambridge", en route from Melbourne to Sydney, was sunk by a mine near Wilson's Promontory the Orara was able to reach the stricken vessel by the following morning and rescue the survivors. The following day the Orara, accompanied by the ex trawler "Durraween" which had also been requisitioned for war service, destroyed two further mines found in the area by rifle fire.

After World War Two HMAS Orara served as part of the 20th Minesweeping Flotilla which was reformed on the 16th October 1945 clearing mines from the waters surrounding Australia, the Solomon Islands and New Guinea.

In 1946 she was sold to China where she served under the names of "Pearl River", "Hong Shan" and "Santos"

On the 16th June 1950 she was sunk by a mine 12 nm off Woosong in Yangste with a heavy loss of life.

YARD No.138  
**"PARINGA"**  
Official No. 122723  
Launched 18<sup>th</sup> April 1908



**Information from Lloyd's Register of Shipping 1907/08 (Supplement)**

Name of ship - Paringa  
Description - Steel screw steamer with one deck, electric light and machinery aft  
Built - 1908  
Built by - Scott of Kinghorn, Limited  
Gross tonnage - 1293  
Net tonnage - 780  
Under deck tonnage - 873  
Length - 230.2 feet  
Breadth - 36.1 feet  
Depth - 13.9 feet  
Engines - Triple expansion three cylinder. 195 NHP  
Engines built by - Scott of Kinghorn, Limited  
Port of registry - Port Adelaide  
Flag - British  
Owner - Adelaide Steamship Company Limited

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**Extra information from Mercantile Navy List 1919**

Ship's no. 122723  
International Signal Code - HMLJ  
Owner - The Adelaide Steamship Co. Ltd., Currie Street, Adelaide, S.A.  
Port and year of registry - Port Adelaide 1908

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**From "The Steamship" Journal May 1908**

P434

Launches

Scott, Kinghorn

"Paringa", passenger and cargo steamer, built to the order of the Adelaide Steam Shipping Co., Melbourne. The vessel which will accommodate a large number of First and Third Class passengers is intended for the owner's extensive coasting trade. She has triple expansion engines by the builders, and water-tube boilers for a working pressure of 255 lbs.

( Launched 8th April.)

---

**From "A Dictionary of Disasters at Sea During the Age of Steam 1824 - 1962" by Charles Hocking F.L.A.**

Name of ship - Paringa

Owner - Fan Kon Sang

Built 1908

Built by - Scott of Kinghorn

Gross tonnage - 1359

Length - 230.2 feet

Breadth - 36.1 feet

Depth - 13.9 feet

Engine - 195 NHP triple expansion

The Chinese ship Paringa, under Captain A. Macinnes, got into difficulties during a storm off Lakes Entrance, Gippsland on December 24th 1935 whilst towing the Vincas from Melbourne to Hong Kong for breaking up. She cast off the tow and disappeared. Two days later, on the 26th December she was in communication with the motorship Hauraki after which nothing more was heard from her. The Vincas, however, with four men on board, drifted inshore and was able to anchor safely off the coast of Victoria.

(The Paringa had been sold to Chinese interests in October 1935)

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**Extra information from the National Shipwreck Database (Heritage Victoria)**

Type of ship - Steamer screw

Port of Registry - Adelaide

Date of Registration - May 1908

Official number - 122723

The steamer Paringa left Westerport towing the tanker Vincas. Both vessels were heading for Japan to be overhauled. After passing Wilsons Promontory in a heavy gale, the tow line was cast off and the Paringa was never seen again. Wreckage was recovered over a wide area of Bass Strait, but all 31 on board perished.

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YARD No.139  
**“EUMERALLA”**  
Official No. 120754  
Launched 10<sup>th</sup> October 1908



**Information from Lloyd's Register of Shipping 1909/10**

Name of ship - Eumeralla  
Ship's no. - 120754  
International Signal Code - TVPQ  
Description - Steel screw steamer with one deck, a well deck and electric light  
Built - 1908 and completed in October of that year  
Built by - Scott of Kinghorn, Limited  
Gross tonnage - 916  
Net tonnage - 489  
Length - 190 feet  
Breadth - 30.1 feet  
Depth - 12.5 feet  
Engines - Triple expansion three cylinder. 97 RHP  
Port of registry - Melbourne  
Flag - British  
Owner - Western District Steamship Company Proprietary Limited  
Previous owner - Howard Smith and Company Limited (also Melbourne)  
Master - F. J. B. Crowder - Engaged by the company and joined the ship in 1908

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**From Lloyd's Weekly Shipping Index, Thursday 15th October 1908.**

**"Eumeralla"**

On Saturday last Messrs. Scott (Ltd), of Kinghorn, launched from their Abden Shipyard a finely modelled steel screw passenger steamer, built to the order of Messrs. Howard Smith and Co., Melbourne. The vessel is 200ft long, 30ft beam and 15ft 8inch depth to maindeck, and has been built under Lloyd's special survey for their highest classification. She has accommodation for 30 first-class passengers in 2 or 3 berths. State-rooms have been provided amidships on the main deck, and fitted up in a most sumptuous manner. The dining saloon, which is situated at the fore end of the poop, extends the full width of the ship, and provides sitting accommodation for 34 persons. A smoke-room is also provided on the poop deck. The second-class passengers accommodation is fitted in a similar manner to the first-class rooms. The vessel is fitted throughout with electric light. She has two boilers and a set of triple-expansion engines capable of driving her a high rate of speed. On leaving the ways the vessel was named "Eumerella" by Miss Devlin, of Leith.

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**Later career**

WW1 – spent much time laid up

1920 – Owned by Australian Steam Ship Pty. Ltd. (Howard Smith)

Laid up at Melbourne from 1928

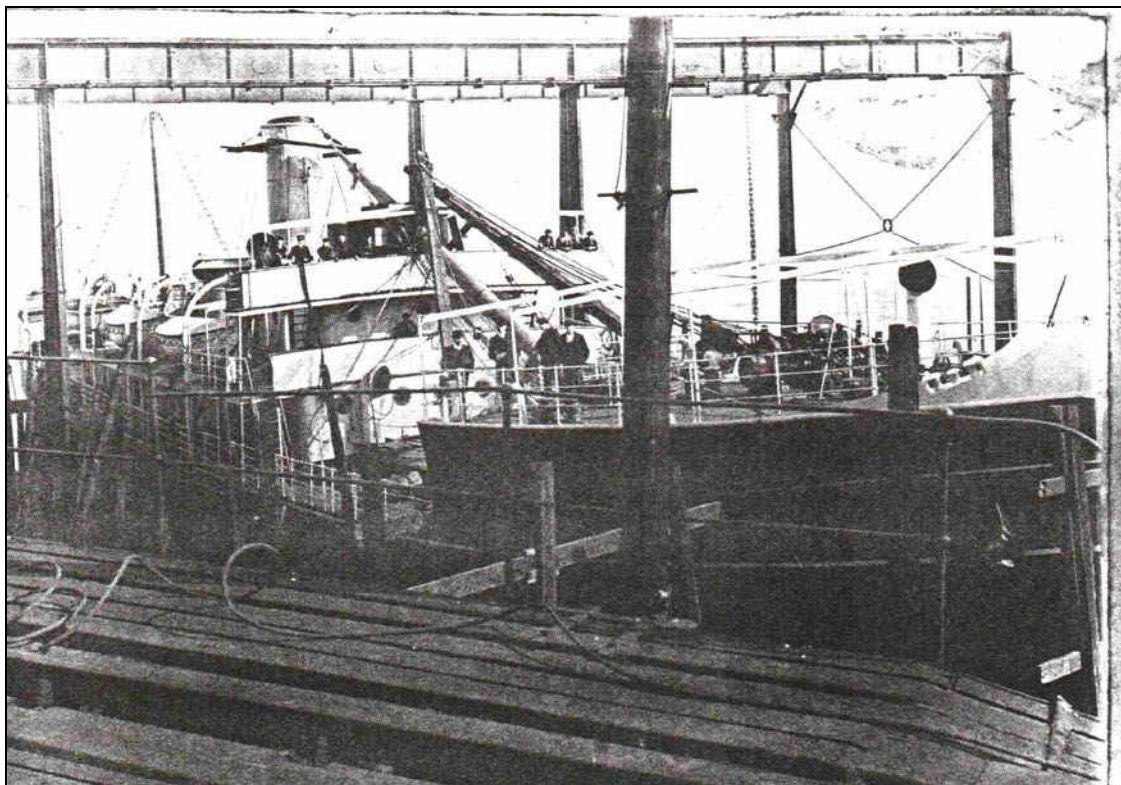
1934 – Sold to Young and Co. (Isaac W Young) , Sydney

1935 – RE-sold to Ching Lee Chong, Shanghai who re-named her "MOW LI No2" - sometimes spelt "MEI LI No.2". Home port Shanghai. Flag Chinese.

12 July 1935 – Capsized off Tinghai and sunk.

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YARD No.140  
**"ALMIRANTE LOBO"**  
Official No.  
Launched 6<sup>th</sup> April 1909



"Almirante Lobo" at Kinghorn Shipyard 1909

#### **Information from Lloyd's Register of Shipping 1909/10**

Name of ship - Almirante Lobo  
Description - Steel screw steamer with one deck, an awning deck and electric light.  
Built 1909 and completed in April of that year  
Built by - Scott of Kinghorn, Limited  
Gross tonnage - 1707  
Net tonnage - 999  
Under deck tonnage - 1475  
Length - 245.5 feet  
Breadth - 38.1 feet  
Depth - 12.6 feet  
Engine - Triple expansion 3 cylinder. 177 NHP  
Engine built by - Scott of Kinghorn, Limited  
Port of Survey - Leith  
Owner - Spanish Government  
Master - J. West - Joined the ship in 1909

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**From "The Steamship" Journal, May 1909, P433**

Launches - Scott of Kinghorn – 6<sup>th</sup> April

Almirante Lobo –Steel Screw transport steamer 255 x 38 x 22.5 ft. Built to the order of the Royal Spanish Navy, and to the highest classification of Lloyds. The vessel is fitted with two steel masts and rigged as a fore-and-aft schooner, and carries two quick-firing guns. A large hatchway has been provided, to enable the largest pieces of artillery or boilers to be shipped; while the afterhold has been subdivided into compartments for the carriage of ammunition, shells etc.; an electrically driven series of fans keeping these compartments well ventilated and preventing the spaces from becoming heated. The vessel will carry a crew of about 100. The 'tween decks have been arranged for carrying 400 troops in hammocks. Triple expansion engines of the builders own make and 2 boilers capable of driving the vessel at a speed of 12 knots have been fitted.

(Launched with steam up)

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**From PRO Ref. BT165/55 Vessels reported in 1908 and 1909 as having been wrecked, sold foreign or broken up.**

Name of ship - Almirante Lobo  
Ship's no. - 123101  
Propulsion - Steam  
Net tonnage - 999  
Sold Foreign

On April 4<sup>th</sup> 1909 she was acquired by the Spanish Navy  
She was Stricken February 1942

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**SHIPS BUILT AT KINGHORN BY  
THE KINGHORN SHIPBUILDING COMPANY  
1920**



**YARD No.1A**  
**“KINGHORN” (Later “INCHDAIRNIE”, “ELSIE MENZELL”, “NORDLAND”**  
**Official No. 147880**  
**Launched 27<sup>th</sup> November 1920**

**From Lloyd's Register of Shipping 1921/22**

Name of ship - Kinghorn  
Ship's no. - 20939  
Built - 1921  
Built by - Kinghorn Shipbuilding Company  
Description - Steel screw steamer  
Gross tonnage - 6500  
Length - 425 feet  
Breadth - 55.4 feet  
Depth - 38.1 feet  
Engines - Two steam turbines  
Engines built by - Howdens and Company, Glasgow  
Owner - Britannia Steamship Company, Bergen  
Port of Registry - Bergen  
Flag - Norwegian

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**From a list of ships built at Kinghorn compiled by the Yard List Team and World Ship Society.**

The Kinghorn was built on spec by Mr. J. Fletcher, the owner of the shipyard at Kinghorn. She may have been completed for D/S A/S Britannia, Bergen but would appear to have been repossessed, maybe for non-payment of some kind, as by 1922/23 she is again shown as being owned by Mr. Fletcher.

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**From Glasgow Herald, Monday 29th November 1920, page 8 col. D**

**The New Kinghorn Shipyard**

The Kinghorn shipbuilding Co., which was formed about two years ago by Mr. John Fletcher, previously of the Montrose Shipbuilding Company, had their first launch on Saturday. The vessel was the steamer Kinghorn, which has been built for Norwegian owners. She is 425 feet in length, of 5000 tons gross and 10.000 tons carrying capacity. When the launch took place there was a strong westerly wind, and for a time the vessel was in danger of being driven on to a low ridge of rocks to the east of the yard. She was, however, quickly taken under the control of tugs and towed to Leith, where her machinery will be put on board. The new vessel, which is the largest yet constructed in the Forth, is the first to be built at Kinghorn since 1909, when the transport Almirante Lobo of 1707 tons gross, was launched for the Spanish Government by the then firm of Scott of Kinghorn, Ltd.. After the completion of that vessel the site lay unused until the Kinghorn Shipbuilding Company was formed for the purpose of reviving the shipbuilding industry at the burgh. At present the firm have two additional vessels on the stocks, similar in size to that launched on Saturday.

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**From Lloyd's Register of Shipping 1936/37**

Name of ship - Nordland  
Ex - Elsa Menzell  
Ex - Inchdairnie  
Ex - Kinghorn

International Signal Code - DHGE  
Built - 1921. Completed in May of that year.  
Built by - Kinghorn Shipbuilding Company  
Description - Steel screw steamer with one steel deck, a steel shelter deck.  
Gross tonnage - 6559  
Net tonnage - 3996  
Length - 412.4 feet  
Breadth - 55.5 feet  
Depth - 34.3 feet

Engines - 2 steam turbines  
Engines built by - J Howden and Company Limited., Glasgow  
Owner - (1936/37) Reederei Nordmark A.G.  
Managers - Menzell and Company Schiffsmakler. G mb H.  
Port of Registry - Hamburg

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**Various reports from "The Times" during May 1924 re the Kinghorn running ashore.**

Friday 9th May 1924, page 25, col.G  
Casualty Reports (from Lloyds)  
Puerto Luz (Grand Canary), May 8th - British S Kinghorn. Port Natal for Clyde, ashore south part of this island. Assistance has been sent.

Saturday 10th May 1924 page 20, col. B  
Casualty Reports (from Lloyds)  
Las Palmas, May 8th - tugs failed to tow off the British s Kinghorn, before reported ashore south part of this island. Vessel sheltered from all winds except from south. Makes no water. Commencing discharge part of cargo.

Monday 12th May 1924 page 23, col. E  
Casualty Reports (from Lloyds)  
Las Palmas May 10th - Estimated after discharging 800 tons cargo British s. Kinghorn (before reported) will probably float high water to-morrow, Weather fine

Tuesday 13th May 1924 page 24, col. E  
Marine Insurance  
It is announced that the British steamer Kinghorn, which stranded at Gandho Bay, Grand Canary, on Thursday, has been refloated. Eight per cent. had been quoted for reinsurance.

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### MARINE INSURANCE

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#### FIRE IN A GERMAN STEAMER

Advices received yesterday showed that a fire had broken out on board the German steamer NORDLAND, lying in Mogadiscio Roads, and indicated that the vessel and cargo would probably be a total loss. The vessel arrived at Mogadiscio from Hamburg on March 3 with a cargo of benzine. It was understood that at the time of the outbreak she had only 1,000 tons of benzine on board. The NORDLAND, of 6,559 tons, owned by Reederei Nordmark A.G., was built at Kinghorn in 1921 by the Kinghorn Shipbuilding Company, and is ex Elsa Menzell, ex Inchdairnie. The hull was stated to be insured on a dual valuation of 700,000Rm. to pay 600,000Rm. in event of total loss.

From "The Times" 1 May 1936 page 24 column C

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**Information from “Kinghorn Industries since 1790” compiled by the Kinghorn Historical Society and published by Wemyss Environmental Education Centre.**

In September 1919 John Fletcher had negotiated with the Director of Materials of the Board of Trade for the purchase of three complete ships. This included the whole of the hull, materials, machinery and practically the entire equipment for the three vessels at a cost of £300,000. In order that the ships could be fabricated quickly and efficiently the contract vouchsafed that the materials, etc, would be delivered in order and on time. This promise, however, failed to materialise and deliveries were frequently out of sequence or late and it was only by utilising deliveries received for vessels no.1 and no.2 that it was possible to complete one ship - the Kinghorn.

The launch of the Kinghorn was marred by a slight mishap, most probably due to the ship's size, when her keel touched ground and several of her bottom plates were damaged and rivets sprung. Repairs to her hull were subsequently carried out at Leith.

For some time during her career the Kinghorn was owned by Menzell and Company of Hamburg who, in 1977, furnished Mr. Edward Wilson of Burntisland with the following information about the ship's history.

The Kinghorn had sailed from 1921 -1924 under the British flag and then from 1924 - 1926 under the Norwegian flag. As the Inchdairnie she once again sailed under the British flag between 1926 and 1929 when she was acquired by the Menzell Company who took delivery of her at Savannah and renamed her the Elsa Menzell. They had never ending trouble with her beginning on her very first voyage to Europe when the rotor of the main turbine was damaged by sea water and did not work any more on that trip.

In 1934 she was transferred to the Nordmark Company, a company associated with the Menzell Company, and renamed yet again - Nordland.

Two years later, with a cargo of 31,000 drums of benzene for the Italian troops at Mogadishu (then Italian Somaliland) , the vessel made her last voyage. Due to a shortage of lighters after her arrival on the 8th March of that year, she was only able to unload 23,965 of the drums by the 27th of April. It was on that day, 27th April at 9am, that a fire was discovered in no. 11 hatch. By 10am the crew had already left the ship and at 11am there was an explosion in the hatch. It was not until the 29th April that it was possible to cut the anchor chain and tow the ship, which was still on fire, out to a spot about 5 miles to the north of the port. She was a total loss.

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