The Four Iron Steamships

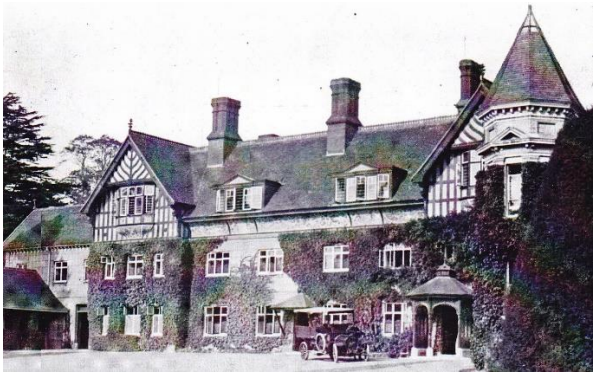
of

William Alexander Lewis Stephen Douglas – Hamilton. KT

12th Duke of Hamilton, 9th Duke of Brandon, 2nd Duke of Châtellerault

Second Edition.

1863



Easton Park, Suffolk, England *(Demolished 1925)*

Hamilton Palace, Scotland *(Demolished 1927)*

Brian Boon & Michel Waller

Introduction

The families residing in the village of Easton, Suffolk experienced many changing influences over their lives during the 92 year tenure of four generations of the Hamilton family over the 4,883 acre Easton Park Estate.

The Dukes of Hamilton were the Premier Dukedom of Scotland, owning many mansions and estates in Scotland together with other mining interests. These generated considerable income. Hamilton Palace alone, in Scotland, had more rooms than Buckingham Palace.

Their fortunes varied from the extremely wealthy 10th Duke Alexander, H.M. Ambassador to the Court of the Czar of Russia, through to the financial difficulties of the 12th Duke who was renowned for his idleness, gambling and luxurious lifestyle. Add to this the agricultural depression commencing in 1870. On his death in 1895, he left debts of £1 million even though he had previously sold the fabulous art and silver collections of his grandparents.

His daughter, Mary, then aged 10 inherited Easton and the Arran estates and remained in Easton, with the Dowager Duchess until 1913 when she married Lord Graham. The estates were subsequently sold and the family returned to Arran.

This is an account of the lives of the two passenger paddle steamers and two large luxury yachts that the 12th Duke had built by Blackwood & Gordon of Port Glasgow and how their purchase and sales fitted in with his varying fortunes and lifestyle.

It is interesting how history turned a full circle.

Brian Boon

Brief Biography and Time Line of the 12th Duke of Hamilton

William Alexander Douglas-Hamilton was born at Connaught Place, London, 12th March 1845. He died in Algiers 16th May 1895. Premier Scottish nobleman.

He was the son of William, 11th Duke of Hamilton and Princess Marie Amelie of Baden, whose mother was a cousin of Emperor Napoleon III.

William 11th Duke

Princess Marie

He was educated at Eton College and Christchurch, Oxford and a description of him at the time was "*…at Christchurch he went in for boxing, as he went later for horse-racing, yachting and other amusements…. He was full bodied, of a rudely, ruddy complexion, had a powerful neck and seemed strong enough to fell an ox with his fist. He had a frankness bordering on rudeness."*

In 1863 at the age of 18 he inherited all his father's estates and titles, including one of the finest art and silver collections in Europe compiled by his grandparents, the 10th Duke and his wife Susan Euphemia Beckford, daughter of the wealthy art collector and musician William Beckford.

Four years later, in 1867 he was close to financial ruin when his racehorse Cortolvin won the Grand National, earning him £16,000 from the bookmakers and a substantial sum of prize money.

1868 –The first steamship, the Passenger Paddle Steamer *Lady Mary* was launched.

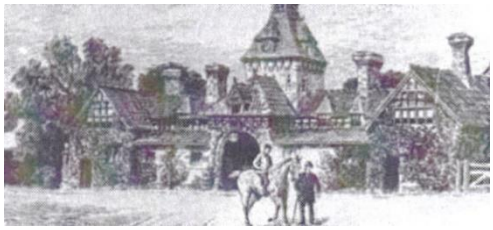
1870 – The first single screw Steam Yacht *Thistle* was launched.

1871 – The Paddle Steamer *Lady Mary* was accepted by Blackwood & Gordon, Port Glasgow, in part payment for his larger replacement *Heather Bell* which was also launched that year.

In December 1873, he married Lady Mary Montague, daughter of William Montague, 7th Duke of Manchester at Kimbolton Castle and they had one daughter, Lady Mary Hamilton, later the Duchess of Montrose.

Vanity Fair commented "*The Duke at the age of 28 paints a picture of idleness and dissipation, it is the curse of his life that he has never learnt to find pleasure in aught but idleness*."

1874 – Easton Park Mansion underwent considerable improvements including spacious new stables, together with gas lighting and a gas works built behind the present day Easton Hunt Kennels.



(New 1874 Stables)

(1874 Mansion with original White House in the background)

1874 – The Steam Yacht *Thistle* was sold to a Mr John Penn Sr.

1875 – Developed the Model Farm, with Dairy and Slaughter House, to 'Indulge the Duchess'.

1876 – The Paddle steamer *Heather Bel*l was sold.

1881 – A second Luxury Steam Yacht also named *Thistle* was launched.

1881 – The Christmas Night fire destroying most of the stable block, which he had rebuilt.

(The rebuilt Stables)

He had larger estates in Scotland to maintain as well, including Hamilton Castle and Brodick on Arran.

In 1882, to fund his expenses and lifestyle, William sold the collections built up by his grandparents. The auction lasted seventeen days and amassed a grand total of £397,000 (about £40 million at 2014 values) and included books, manuscripts and paintings by a number of masters.

(*Please see Appendix 2 for example of one vase and gold stand, called the Hamilton - Rothschild tazza, handed to the National Museums of Scotland in lieu of death duties on the estate of Edmund de Rothschild, in 2012.)*

He later extended the mansion at Easton and fitted it with gas and electric lighting. However his health was deteriorating, he was overweight at 20 stones and suffered from gout, dropsy and kidney

problems. He was advised to spend time on his yacht *Thistle* in the Mediterranean and he left in January 1895.

26th January 1895, he left Ipswich Docks in *Thistle* for the South Coast, his wife and daughter leaving for London. On the 2nd March he, together with his wife and his physician, set sail for Lisbon. The Duchess and his physician returning to London on 9th March.

27th April, his yacht arrived at Gibraltar, he then had kidney problems and was advised to remain in a warm climate and *Thistle* moved to Algiers. Early May, after chartering special trains from Wickham Market, the Duchess travelled to Algiers to join him at the end.

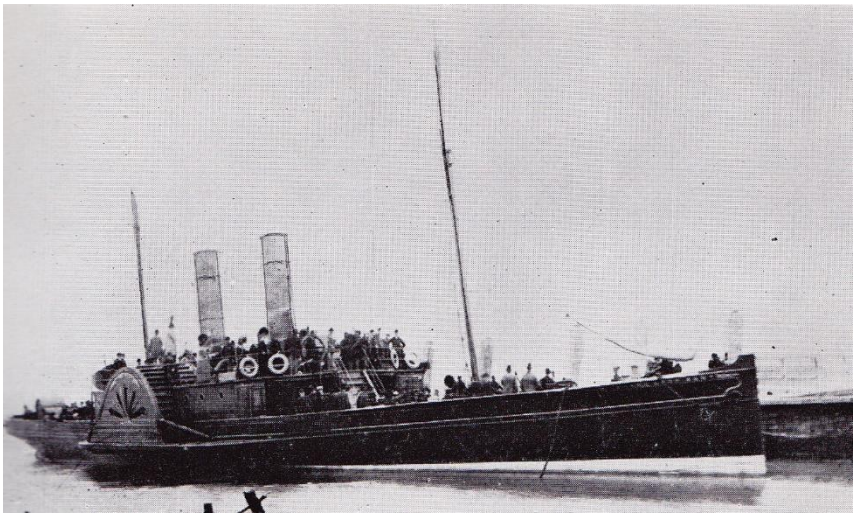
He died on the 16th May in Algiers and after embalming, his body was returned to England on the Thistle.

His daughter, the Lady Mary inherited his Estates of Easton and Arran, including Brodick Castle. The debts and title went to Alfred Douglas-Hamilton, a poor naval Lieutenant, together with Hamilton Palace. Other smaller estates and moveable property, including *Thistle* were subsequently sold to clear debts. The process took 13 years to complete.

1895 – His second Steam Yacht *Thistle* was registered to Rear Admiral Sir C.G. Fane KCB.

History of the four steamships.

Lady Mary



*(When owned by John Boyle, at Burnham Pier on the Bristol Channel Routes)**

Official No:	60617	**Year:**	1868
Name:	The Lady Mary	**Keel:**	
Type:	Passenger Excursion Iron Paddle Steamer	**Launch Date:**	05/06/1868
Flag:	GBR	**Date Registered:**	13/07/1868

Tons:	179grt, 99nrt	**Link;**	
Dwt:	350	**Yard No:**	
Length Overall:		**Ship Design:**	
LPP:	173.5ft	**Country of Build:**	GBR
Beam:	20.0ft	**Builder:**	Blackwood & Gordon
Material of Build:	Iron	**Location of Yard:**	Port Glasgow
Engine:	2 cyl 38” x 45” Oscillating	**Power:**	110nhp

Subsequent History:

1868 – 1873 on Ardrossan – Arran Service

20/10/1873 Weather-bound in Lamlash Bay, Arran, (Glasgow for Cardiff) dragged anchors and caused serious damage to stern of schooner *JOHN CROSBIE* (75rgt / 1833).

1874 – 1888 on Bristol Channel Service.

By 4/1889 laid up at Glasgow, for sale. **1890 Broken up.**

ID	Year	Name	Tons	Change	Registered Owner		Port
60617	1868	Lady Mary	179grt		Claude Edward Scott (Duke of Hamilton) Bartland H Padwick Sr. & Jr, London.		Ardrossan
60617	1868	Lady Mary	179grt	1871	William Watson, Kilmorlie, Ayrshire		Glasgow
60617	1868	Lady Mary	179grt	1874	John Boyle, London mng Cardiff & Bristol Channel Steamship Ltd, Bristol.		Bristol
60617	1868	Lady Mary	179grt	1887	William T Lewis, Aberdare.		

Lloyds Register of Ships – Lloyds Register

***Remarks**: Named after Mary Victoria, the Duke’s daughter.*
*Note * - James Dew Collection – West Country Passenger Steamers, Grahame Farr, 1967*

In Grahame Farr's book, West Country Passenger Steamers, she is described as 179 grt iron two-funnelled paddler built and engined by Blackwood and Gordon at Port Glasgow, in 1868, for Ardrossan owners to run between that port and Arran, her name being that of the daughter of The Duke of Hamilton.

The Clyde River Steamers Club magazine, Clyde Steamers No 33, in an article by James C. Speirs describes *Lady Mary* as follows "With huge paddle boxes, a straight stem, two black funnels and oscillating engines". She was put in competition with The Isle of Arran, owned by the Ardrossan Steamboat Company resulting in that service being sold at the end of 1886 and the company ceased trading.

An article in Clyde Steamers No 21, by Peter Milne, records that "The Lady Mary developed the trade to such an extent that a larger boat was ordered, *Heather Bell*.

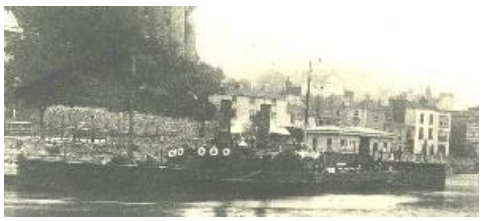
Capt. James Williamson in The Clyde Passenger Steamers (1904) states that 'The builders of the new steamer took *Lady Mary* in part payment and it was they who sold her to a Mr William Watson in 1871. However due to *Heather Bell* proving unprofitable and too costly to run, *Lady Mary* was chartered from Mr Watson and returned to her old station for the better part of two years, before being sold for service in The Bristol Channel. In 1873 *Lady Mary* was employed in odd trips. In December of that year she was sold.

In 1874 the vessel was bought by Mr John Boyle of Cardiff (Bute Docks Authorities) and transferred to William T. Lewis on 1st January 1887 for whom she continued until 1890 when she was scrapped.

A press report on 16th August 1876 that *Lady Mary* ran an excursion from Neath, near Swansea to Weston-Super-Mare.

Between 1882 and 1883 she had spells on the Burnham – Cardiff ferry, besides varied excursion runs. In 1883, she returned to the Cardiff – Bristol and other routes.

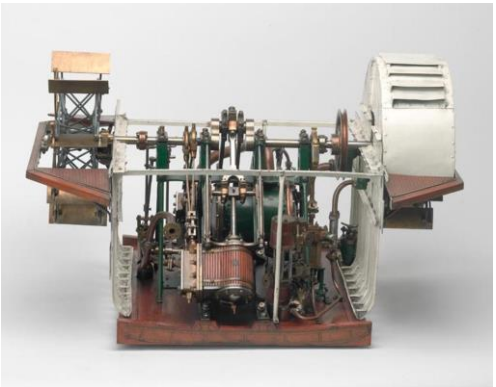
She was laid up in 1889 and broken up in 1890.



*(The Lady Mary at Howells, Bristol - date unknown)**

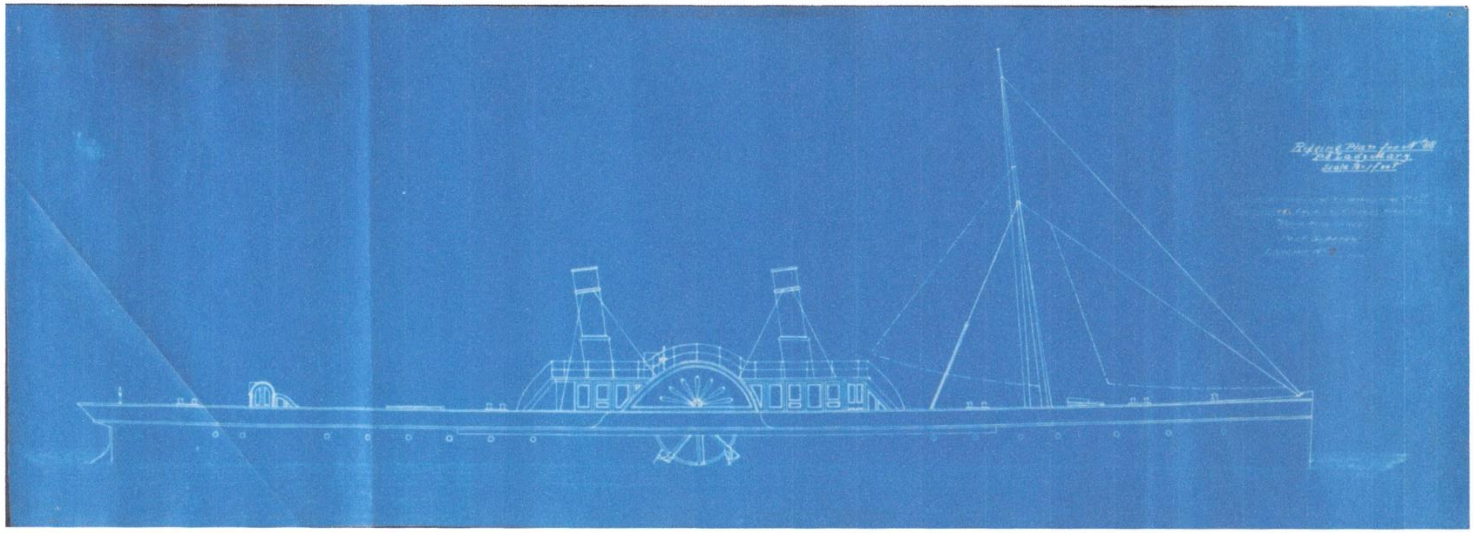
Model of a Compound - Diagonal Oscillating Paddle Steamer engine

As used by Blackwood and Gordon.



Note: * *Andrew Clark, Colin Thomas and Colin Cowley*

Blueprint of Rigging Diagram for the Paddle Steamer - *Lady Mary*



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Titled

Rigging Plan for No 88

PS Lady Mary

Scale 1/8 = 1 foot

The Clyde Shipbuilding and Engineering Co. Ltd.

Shipbuilders, Engineers and Boilermakers

Repairing Docks

Port Glasgow

Tracing No 7

Heather Bell

*Heather Bell at Brodick, Isle of Arran in the early 1870s **
(Note: Only one mast)

ID No:	60624	**Year:**	1871
Name:	Heather Bee	**Keel:**	
Type:	Passenger Paddle Steamer	**Launch Date:**	1/05/1871
Flag:	GBR	**Completion Date**	

Tons:	268	**Yard:**	Castle Yard
Depth:	8.8ft	**Yard No:**	110
Length Overall:		**Ship Design:**	
LPP:	207.7ft	**Country of Build:**	GBR
Beam:	21ft	**Builder:**	Blackwood & Gordon.
Material of Build:	Iron	**Location of Yard:**	Port Glasgow
Number of Screws/Mchy/Speed(km):	Side Paddle, steam, 2Cyl, Single Diagonal 150hp.		

Year	Name	Tons	Registered Owner	Port
1871	Heather Bell	268	Sir C.E. Scott (for The Duke of Hamilton)	Ardrossan
1876	Heather Bell	268	Port of Portsmouth & Ryde United Steam Packet Co.	
1880	Heather Bell	268	London & South Western and London, South Coast & Brighton Railway Companies.	London
1900	Heather Bell	268	South Coast & Continental Services Co. Ltd.	London
1901	Heather Bell	268	Edwin Hunt, Towcester	

Lloyds Register of Ships – Lloyds Register

Vessel History: 1899 sold to T. W. Ward Ltd for scrapping but then resold (chartered to various operators) but payments to Ward were not made and the ship was seized at Liverpool in September 1900

Fate: Scrapped by T.W. Ward Ltd in 1902 and broken up.

Note Iain MacLeod, Clyde Steamers Magazine, No 48, Summer 2012*

Heather Bell was more luxurious and faster than the *Lady Mary*.

Clyde Steamers No. 21, Peter Milne, describes her as flushed deck, with a single funnel and reputed to have been a fine steamer and very fast. But she was decidedly uneconomical and therefore proved to be a failure.

Spiers in Clyde Steamers No 33, reports even further to the effect that "…the Ardrossan- Arran trade, however, could not justify the extravagance. The new boat, especially, used so much coal that she just did not pay, consequently both steamers were withdrawn from the Arrran service by 1873."

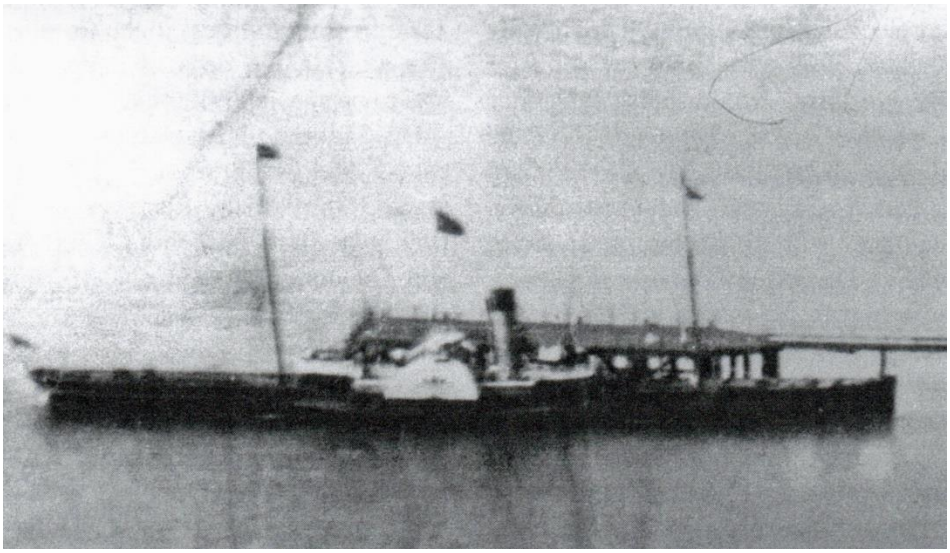
She was then sold to Portsmouth & Ryde United Steam Packet Co. in 1876 and subsequently in 1880 to London & South Western and London, South Coast & Brighton Railway Companies.

The following is quoted from the 'Paddle Steamer Picture Gallery – website.lineone.net'.

"*This little iron hulled steamer was built for the Duke of Hamilton's Commissioners for service on the Ardrossan - Arran route."*

Whilst she is said to have been fast, she was uneconomical owing to her heavy coal consumption and she was sold for use on the South Coast.

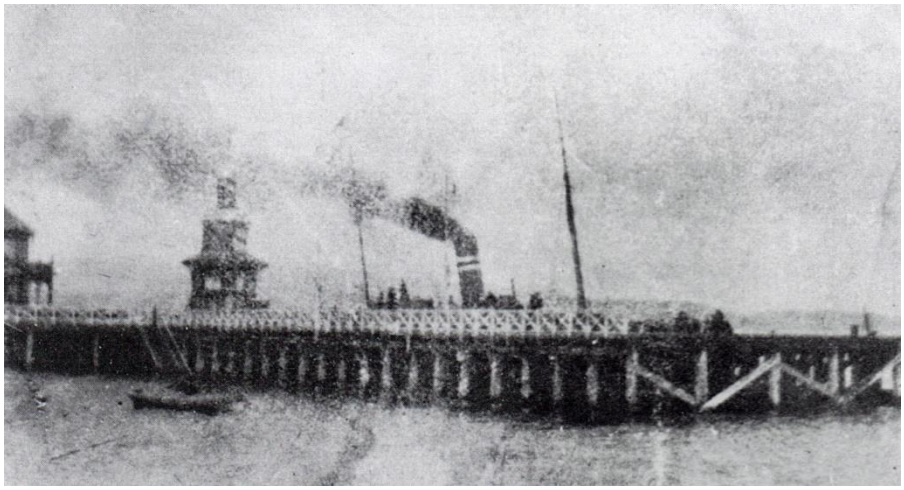
In 1886 during a particularly foggy spell, PS *Heather Bell* almost wrecked herself off the Isle of Wight when rounding the Needles rocks. She had misjudged her position and nearly went through The Needles, but was saved by a fisherman in a small boat who shouted a warning to her crew."



*Heather Bell at Alum Bay, Isle of Wight in the 1980's**
(Note: Now fitted with a second Mast)

Iain MacLeod, in Clyde Steamers No 48, summer 2012, reports that South Coast Steamers Ltd bought *Heather Bel*l in 1900 and brought her back to her native waters, however her return visit to the Clyde was short lived.

Note Iain MacLeod, Clyde Steamers Magazine No 48, Summer 2012.*



*Heather Bell, with second mast, pictured at Dunoon's pier during her fated 2 weeks return to The Clyde, in 1900**

It had been intended that she would be used on the Glasgow, Dunoon, Rothsay and Largs service on Sundays. However the Authorities at Dunoon, in order to prevent steamers using the Dunoon pier on Sundays, had secured the pier entrance gates which had large spikes on the top. An ongoing situation had developed over several weeks with police in attendance.

MacLeod quotes *Heather Bell* arrived from Preston on Friday 13th July 1900 and two days later set off from Glasgow on the first of her Sunday sailings. Her arrival at Dunoon was watched by quite a crowd, who had waited for her from noon until she finally turned up at around 2 o'clock. A member of the crew jumped ashore, followed by three or four youths who jumped off the paddle box before the gangway was in place. One or two others then crossed the gangway and the steamer then went on her way to Rothsay and Lags, leaving the passengers to climb over a spiked wall to get off the pier, watched by policemen who made no attempt to prevent them from doing so. The sympathy of the crowd seemed to be with the passengers. *Heather Bell* made no return call that day.

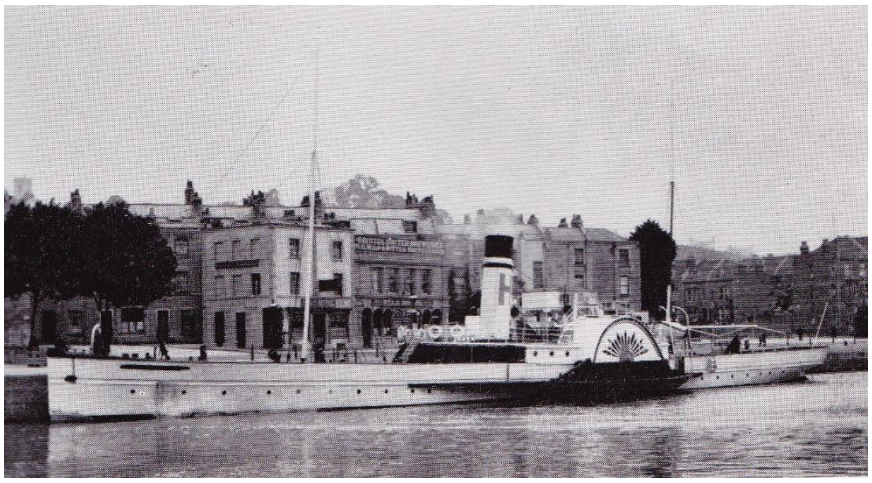
Heather Bell returned on Sunday 22nd July when she landed only one young man who jumped onto the pier, hailed a passing rowing boat which landed him at the adjacent East Bay.

Its last trip was on the following Sunday, 29th July. About five or six thousand lined the Esplanade to be rewarded by a mixture of comic and the potentially dangerous. 13 passengers attempted to tackle the dangerous spikes. Five succeeded, the sixth tore his clothing on a spike and the seventh injured his hand. The police just watched the proceedings. Three passengers climbed over an adjacent wall, two elderly ladies were taken off the slipway by a passing sailboat. The last, a man with a large drum and timpani, visiting to play in a concert, left his instruments under the pier veranda and was helped over the wall. The crowd dispersed.

Note Iain MacLeod, Clyde Steamers Magazine No 48, Summer 2012.*

This was *Heather Bell's* last trip and she left the river on August 2nd 1900 and again sailed south to Liverpool where she was based for some time for North Wales Excursions.

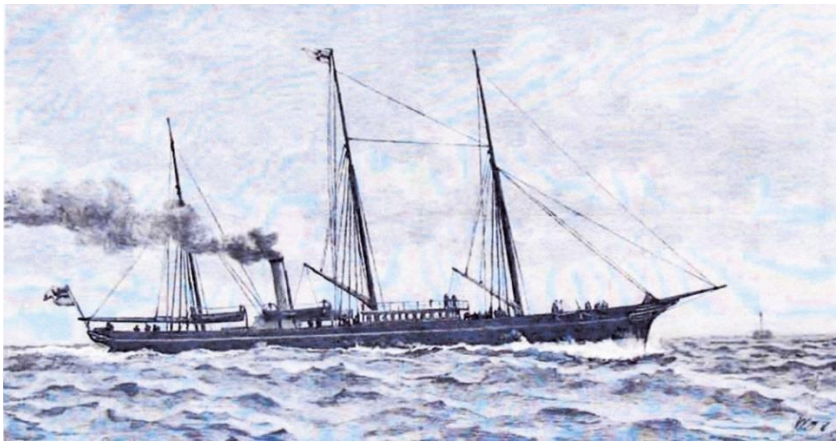
Due to Mortgage payments not being made she was seized in Liverpool in September 1900 and subsequently bought by Edwin Hunt of Towcester in 1901



*Heather Bell – Cumberland Basin, Bristol, 1901 – 1902**

Note John York – West Country Passenger Steamers, Grahame Farr*

The first Steam Yacht *Thistle*



*(Picture of the Thistle, when re-named as the Pandora, as owned by Mr W.H. Smith, London. 1880-1892)**

ID No:	1063615	**Year:**	1870
Name:	Thistle	**Keel:**	
Type:	Yacht	**Launch Date:**	16.4.70
Flag:	GBR	**Date of Completion:**	

Tons:	316	**Link:**	1596
DWT:		**Yard No:**	102
Length Overall:		**Ship Design:**	
LPP:	165 ft	**Country of Build:**	GBR
Beam	25 ft	**Builder:**	Blackwood & Gordon
Material of Build:	I	**Location of Yard:**	Port Glasgow
Number of screws/ Mchy/Speed (kn):	1C-		

Subsequent History

1874 Pandora – 1893 Leon de Oro – 1905 Eloby.

Disposal Date

Wrecked at Cotonou 7.10.1917 (Lagos – Cotonou)

ID	Year	Name	Tons	Change	Registered Owner	Port
1063615	1870	Thistle	316		Duke of Hamilton	GBR London
1063615	1870	Pandora	316	1874	John Penn Sr.	GBR London
1063615	1870	Pandora	316	1880	Wm. H. Smith ~	GBR London
1063615	1870	Leon de Oro	316	1893	J. Estades #	ESP Soller
1063615	1870	Leon de Oro	316	1897	Cia de Copropietarios de Vapor Leon de Oro	ESP Las Palmas
1063615	1870	Eloby	306	1905	Cia de los Vapores Correos de Fernando Poo	ESP Bilbao
1063615	1870	Eloby	278	1913	Cia de los Vapores Correos Interinsulares de Fernando Poo	ESP Bilbao

Lloyds Register of Yachts / Ships – Lloyds Register

Note 1: * - *Reproduced with permission of the* **Caledonian Maritime Research Trust**

Note 2:# - *See Overleaf for picture of the Leon de Oro at Soller, Mallorca.*

Note3:~ - Believed to be William H. Smith, First Lord of The Admiralty in 1877, grandson of the founder of the W.H. Smith chain. Perceived to be the model of Sir Joseph Porter in Gilbert & Sullivan's HMS Pinafore. Known to have been referred to by Disrali as "Pinafore" Smith. (Wikipedia)

El Vapor de Soller "Leon de Oro"

(The Steamship of Soller "Leon de Oro")

El Leon de Oro at Cette, circa 1900

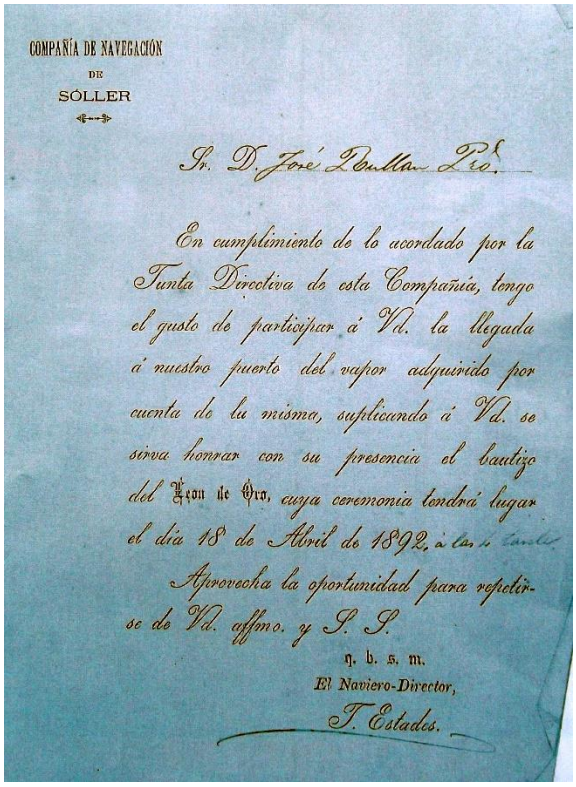
La Vanguardia 1er de Gener 1898

Compañía de Navegación de Soller

SERVICIO FIJO Y DECENAL
El magnífico vapor LEÓN" DE ORO
su capitán don Guillermo Mora, saldrá fijamente de BARCELONA para SOLLER y CIUDADELA los días 6, 16 y 26 de cada mes á las siete de la
De BARCELONA para CETTE los días 1, 11 y a 1 de cada mes á las cinco de la tarde. A.dmite carga y pasajeros.
NOTA. Las notas de embarque .para el despacho de mercancías, se admitirán solo hasta las diez de la mañana del día de salida del vapor.
Consignatarios: Sres. Molí y Corominas, .laza Palacio, letra B.

Newspaper advertisement for the service of Leon de Oro

La Vanguardia 1st January 1898
Company de Navigación de Soller
Regular service every 10 days
The Magnificent steamer *Leon de Oro*
Her Captain don Guillerno Mora will leave at a fixed schedule from Barcelona to Soler and Ciudadella on the 6th, 16th and 26th of each month at 7pm. From Barcellona to Cette (now Sète) on the 1st, 11th and 21st of each month at 5pm.
We carry cargo and Passengers.
Note: Shipping notes for embarkation and clearance of goods will be accepted only until 10am on day of departure.
Local Agent: Seniores Moll y Corominas, Plaza Palacio, letra B.



COMPAÑÍA DE NAVEGACIÓN
DE
SÓLLER

Sr. D. José Rullan Pro.

En cumplimiento de lo acordado por la Junta Directiva de esta Compañía, tengo el gusto de participar á Vd. la llegada á nuestro puerto del vapor adquirido por cuenta de la misma, suplicando á Vd. se sirva honrar con su presencia el bautizo del León de Oro, cuya ceremonia tendrá lugar el día 18 de Abril de 1892, á las 5 tarde.

Aprovecha la oportunidad para repetirse de Vd. affmo. y S. S.

q. b. s. m.
El Naviero-Director,
J. Estades.

Compania de Navigacion de Soller

Senior don José Rullan Prof.

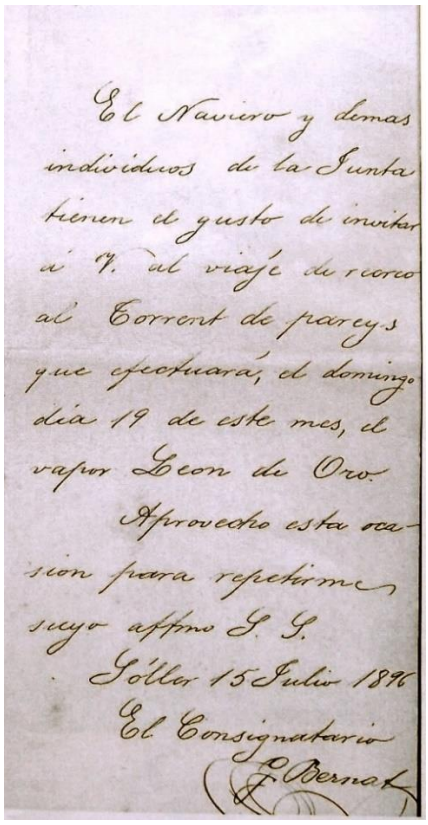
In accordance with the agreement of the managing board of the Company, we have the pleasure to invite you to the arrival in our harbour of the steamer purchased by the above company.

You are kindly requested to honour us with your presence for the christening of *Leon de Oro*, which ceremony will occur on the 18th April, 1892 in the afternoon.

We take this opportunity to confirm to you our careful attention to ladies and gentlemen.

n.b.s.m.
The Ship-owner Manager
Jeronimo Estades.

The Inauguration 1892



El Naviero y demas individuos de la Junta tienen el gusto de invitar á V. al viaje de recreo al Torrent de pareys que efectuará, el domingo dia 19 de este mes, el vapor Leon de Oro.

Aprovecho esta ocasion para repetirme suyo affmo S. S.

Sóller 15 Julio 1896

El Consignatario
G. Bernal

The shipowner and members of the board are pleased to invite you on an excursion voyage to the Torrent de Pareys which will be organised on Sunday 19th December this year, with the steamer *Leon de Oro*.

We take this opportunity to confirm to you our careful attention to ladies and gentlemen.

Soller 15th July 1896

The Agent
G. Bernal.

An Invitation 1896

***Leon de Oro* anchored in front of the Torrent de Pareys canyon, Mallorca**

This watercolour was painted by Roberto Hernandez, marine artist, Spain, in 2014 at the request of Michel Waller. It has been interpreted from the sepia photograph of the Leon de Oro and the picture of the Pandora to give an appreciation of this luxury vessel on its excursion to this location on July 19 1896.

***Leon de Oro* in the Port of Soller, 1895, with Believer and another in the background**

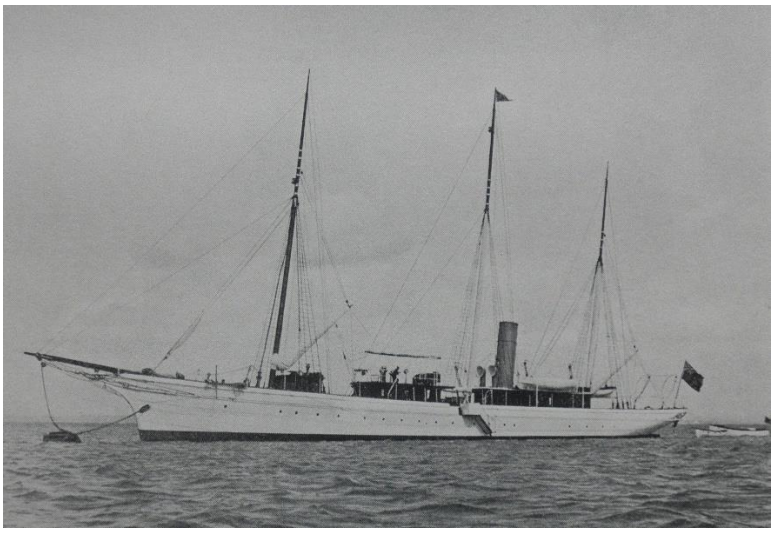
/ Cont……..

Addendum – Second Edition – *Courtesy of Vincente Sanahuja.*

Copy of a postcard showing the renamed Eloby in Fernando Poo, also known as Bioko, a small island 32km off the west coast of Africa, specifically Cameroon, in the Gulf of Guinea. Dated between 1905 and 1915. She has been heavily modified, having lost her central mast and following alterations to her superstructure.

Please see Appendix 1 *for an extract from research, by Michel Waller, on The Steamers of Soller 1891 – 1926 relating to the purchase and use of the Leon de Oro (previously Thistle), when acquired by the town of Soller, Mallorca. Further views of the spectacular canyon, now named Torrent de Pareis, can be seen on Google.*

The second Steam Yacht *Thistle*



Steam Yacht *Thistle* when owned by the 12th Duke

IDNo:	85067	**Year:**	**1881**
Name:	Thistle	**Keel:**	
Type:	Yacht Steam	**Launch Date:**	**28/06/1881**
Flag:	GBR	**Completion Date:**	

Tons:	369	**Link:**	
Depth:	14 ft	**Yard No:**	169
Length overall:		**Ship Design:**	
LPP:	187 ft	**Country of Build:**	GBR
Beam:	25 ft	**Builder:**	Blackwood & Gordon
Material of Build:	Iron	**Location of Yard:**	Port Glasgow
Number of Screws/Mchy/Speed(km):	Single screw C2cyl (26 & 32x55inch)		

ID	Name	Tons	Change	Registered Owner	Port
1881	Thistle	369		Duke of Hamilton	London
1881	Thistle	369	1895	Rear Admiral Sir C.G. Fane KCB*	London
1881	Thistle	369	1910	Markby, Stuart & Co.*	London
1881	Thistle	369	1914	10/10/1914 Requisitioned by the Admiralty as an Auxiliary Patrol Vessel used on the East Coast. #	
1881	Thistle	369	1917	C.F. Lumb *	London
1881	Thistle	369	1918	J.A.G. Rugeroni	London
1881	Lykas	369	1921	J. de S. Graca	Lisbon
1881	Argus	369	1924	Soc. De Nav. 'Argus'	Lisbon

Lloyds Register of Yachts / Ships – Lloyds Register.

Vessel History:

1919 omitted from the Register of Yachts as she was 'no longer a yacht.'
By 1921 converted to a cargo ship.
10/1922 damaged by fire in petrol cargo on passage Lisbon to Oporto.
Fate: 1927, Broken Up. **Disposal Detail: Scrapped in second quarter of 1927.**

Note *: *Believed these were representatives of HIM Empress Eugénie of France, see later pages.*

Note #: *Her naval service was short lived after she nearly floundered on 3rd December 1914. Details later.*

Whilst researching all four vessels, I came across a note at Wickham Market Archive Centre, relating to the following use of *Thistle* whilst in the ownership of the Duke of Hamilton. There was no evidence attached, to back up these anecdotal comments but they raise the following query.

Steam Yacht *Thistle* - Smuggler?

The 186ft long steam 3-masted schooner-rigged yacht was a frequent visitor to Ipswich Dock during the summer months of the 1880s. She was owned by the Duke of Hamilton of Brodick Castle, Buteshire and Easton Hall Suffolk and had been built and engined by Blackwood & Gordon of Glasgow where she was launched in 1881. Taking the years 1887 and 1889 as examples. THISTLE berthed at Ipswich at least four times in June and July, 1887, twice from Amsterdam and twice from Boulogne under the command of her Master Captain Kerr. In l889 she arrived on the 22nd June from Cowes and again called four times during July and August variously ex-Calais, Amsterdam, Trouville and Boulogne.

A small wooden steam-barge named EAGLET had been built at Ipswich in 1883. Part owned by a corn merchant (48/64ths) and her Master (16/64ths). She was used in the regular hoy* trade carrying general cargo between Ipswich and Orford usually making 3 or 4 round voyages a month. In 1898 her entire ownership (64/64ths) passed to Arthur Heywood of Sudbourne Hall and in 1906 to Kenneth Clarke, also of Sudbourne Hall.

According to word of mouth passed down since those times, the vessel was apparently often tucked under the overhanging counter stern of a certain steam yacht when their visits coincided in the night. Various commodities which may well have perhaps normally attracted some duty were known to have been passed down in the darkness from the steamer's deck for shipment round the coast to the Ore. From here it was but a short journey by horse and trap to Easton Hall, for where the Duke had probably left the vessel when she arrived at Ipswich and could have travelled home by train to Wickham Market.

Note*: *Hoy trade relates to the coastal trade of local goods. A corruption of middle Dutch 'hoei'.*

Ipswich Record Office holds the Arrival and Departure Logs of all vessels using Ipswich Docks between 1863 and 1895, when the Duke died. The following page contains a chart showing the records copied. *Eaglet* is shown in red. I leave you to make up your own mind.

Cont……/

S.Y. Thistle Arrivals and Departures 1885-1895, with Eaglet's coinciding inner port Moorings

Arrivals and departure from Ipswich Port										
Year	Date	Vessel	Port	Master	Tonnage	From	TonnagePd.	Landed	To	Date Left
1885	18-Jan	ss Thistle	Glasgow	Kerr	209	Harwich	Yacht	Inside		No Entry
1885	20-May	ss Thistle	Glasgow	Kerr	209	Cowes	Yacht	Inside		No Entry
1885	20-May	ss Eaglet	Ipswich	Haste	14	Harwich		Inside		26/05/2014
1885	03-Jul	ss Thistle	Glasgow	Kerr	209	Antwerp	Yacht			No Entry
1887	03-Jun	ss Thistle	Glasgow	Kerr	209	Boulogne	Yacht	Inside		18/6/1887
1887	07-Jun	ss Eaglet	Ipswich	Haste	14	Orford		Inside		No entry
1887	23-Jun	ss Thistle	Glasgow	Kerr	210	Amsterdam	Yacht	Inside		05/07/1887
1887	09-Jul	ss Thistle	Glasgow	Kerr	210	Boulogne	Yacht Fee	Inside		12/07/1987
1887	16-Jul	ss Thistle	Glasgow	Kerr	210	Amsterdam	Yacht	Inside		No Entry
1888	05-May	ss Thistle	Cowes	Kerr	209	Cowes	Yacht	Inside		10/05/1888
1888	09-May	ss Eaglet	Ipswich	Haste	14	Rochester		Inside		16/05/1888
1888	23-Jun	ss Thistle	Glasgow	Kerr	209	Lisbon	Yacht	Inside		02/07/1888
1888	26-Jun	Eaglet	Ipswich	Haste	14			Inside	Orford	30/06/1888
1889	14-Jun	ss Thistle	Glasgow	Kerr	209	Cowes	Yacht	Inside		18/06/1989
1889	06-Jul	ss Thistle	Glasgow	Kerr	209	Amsterdam	Yacht	Inside		12/07/1889
1889	09-Jul	ss Eaglet	Ipswich	Haste	14	Orford		Inside *		12/07/1889
1889	20-Jul	ss Thistle	Cowes	Kerr	209	Trouville	Yacht	Inside		29/07/1889
1889	22-Jul	ss Eaglet	Ipswich	Haste	14	Orford		Inside *	Orford	24/07/1889
1891	26-Apr	ss Thistle	Glasgow	Kerr	209	Cowes	Yacht	Inside		28/04/1891
1891	02-Jun	ss Thistle	Glasgow	Kerr	209	Stavanger	Yacht	Inside		10/06/1891
1891	20-Jun	ss Thistle	Glasgow	Kerr	209	London	Yacht	Inside		No Entry
1891	29-Jun	ss Thistle	Glasgow	Kerr	209	Amsterdam	Yacht	Inside		02/07/1891
1892	01-May	ss Thistle	London	Kerr	209	Cowes	Yacht	Inside		06/05/1892
1892	06-May	ss Eaglet	Ipswich	Haste	14	Orford		Inside		No record
1892	10-May	ss Thistle	London	Kerr	209	Calais	Yacht	Inside		24/05/1892
1892	13-May	ss Eaglet	Ipswich	Haste	14			Inside		Not recorded
1892	31-May	ss Thistle	London	Kerr	209	London	Yacht	Inside		08/06/1892
1892	03-Jun	ss Eaglet	Ipswich	Haste	14	Not recorded		Inside		Not recorded
1892	08-Sep	ss Thistle	Cowes	Kerr	209	Stavanger	Yacht	Inside		11/09/1892
1892	25-Oct	ss Thistle	London	Kerr	209	Cowes	Yacht	Inside		28/10/1892
1893	29-Apr	ss Thistle	London	Kerr	209	Cowes	Yacht	Inside		01/05/1893
1893	06-May	ss Thistle	London	Kerr	209	London	Yacht	Inside		15/05/1893
1893	12-May	ss Eaglet	Ipswich	Haste	14	Not recorded		Inside		Not recorded
1893	14-Jun	ss Thistle	London	Kerr	209	Bergen	Yacht	Inside		25/06/1893
1893	18-Jun	ss Eaglet	Ipswich	Haste	14	Not recorded		Inside		Not recorded
1893	30-Aug	ss Thistle	Glasgow	Kerr	209	Cowes	Yacht	Inside		02/09/1893
1893	28-Sep	ss Thistle	London	Kerr	209	Stavanger	Yacht	Inside		02/10/1893
1894	27-Apr	ss Thistle	Cowes	Kerr	209	Cowes	Yacht	Inside		02/05/1894
1894	05-May	ss Thistle	London	Kerr	209	Calais	Yacht	Inside		15/05/1894
1894	11-May	ss Eaglet	Ipswich	Haste	14	Orford		Inside		12/05/1894
1894	22-Aug	ss Thistle	London	Kerr	209	Calais	Yacht	Inside		27/08/1894
1894	04-Oct	ss Thistle	London	Kerr	209	Bergen	Yacht	Inside		12/10/1894
1894	07-Oct	ss Eaglet	Ipswich	Haste	14	Orford		Inside		10/10/1894
1894	28-Dec	ss Thistle	London	Kerr	209	Cowes	Yacht	Inside		02/01/1895
1895	11-Jan	ss Thistle	London	Kerr	209	Not recorded	Yacht	Inside		15/01/1895

* NOTE: Cargo of Eaglet shown as : Various: Maize, Oats, Oilcake, Sugar, Vinegar

The Isle of Wight County Press

A weekly newspaper, on sale every Saturday and the IWCP Archives have been useful in indicating that *Thistle* spent some considerable time in and around Cowes and the Isle of Wight and the use to which *Thistle* was put. (Copied from the IoW County Press, as reported.)

5th November 1889 – "The Thistle, ss, Duke of Hamilton, arrived in Cowes Roads on Saturday from the Mediterranean. She came into harbour on Monday and is refitting for the summer."

10th May 1890 – "The Thistle, ss, Duke of Hamilton, is fitting out and will be painted black instead of white as heretofore."

21st January 1891 – "The Thistle, ss, Duke of Hamilton, which is undergoing general survey, had her main-mast taken out on Tuesday and it will be replaced by a new one. The rigging has been fitted to the fore and mizzen masts and the extensive work is progressing on board."

11th April 1891 – "The Thistle, ss, The Duke of Hamilton, had her new main-mast shipped on Friday, and the rigging has since been fitted, and while the yacht has workmen of all trades employed on her, her outfit is approaching completion."

6th October 1894 – "The Thistle, The Duke of Hamilton, arrived at Harwich on Thursday from Norway."

16th November 1895 – "The screw-yacht Thistle, the property of the trustees of The Duke of Hamilton, deceased, is having boilers re-tubed by Messrs W. White and Sons preparatory to being surveyed by Lloyd's, Cowes, Yacht Agency having sold her subject to survey."

18th July 1896 – The Empress Eugénie will probably spend the first few days of next month at Cowes. Her yacht, The Thistle, is now at that port refitting after its return from the Mediterranean. The Thistle will remain at Cowes roads (sic) during the regatta week.

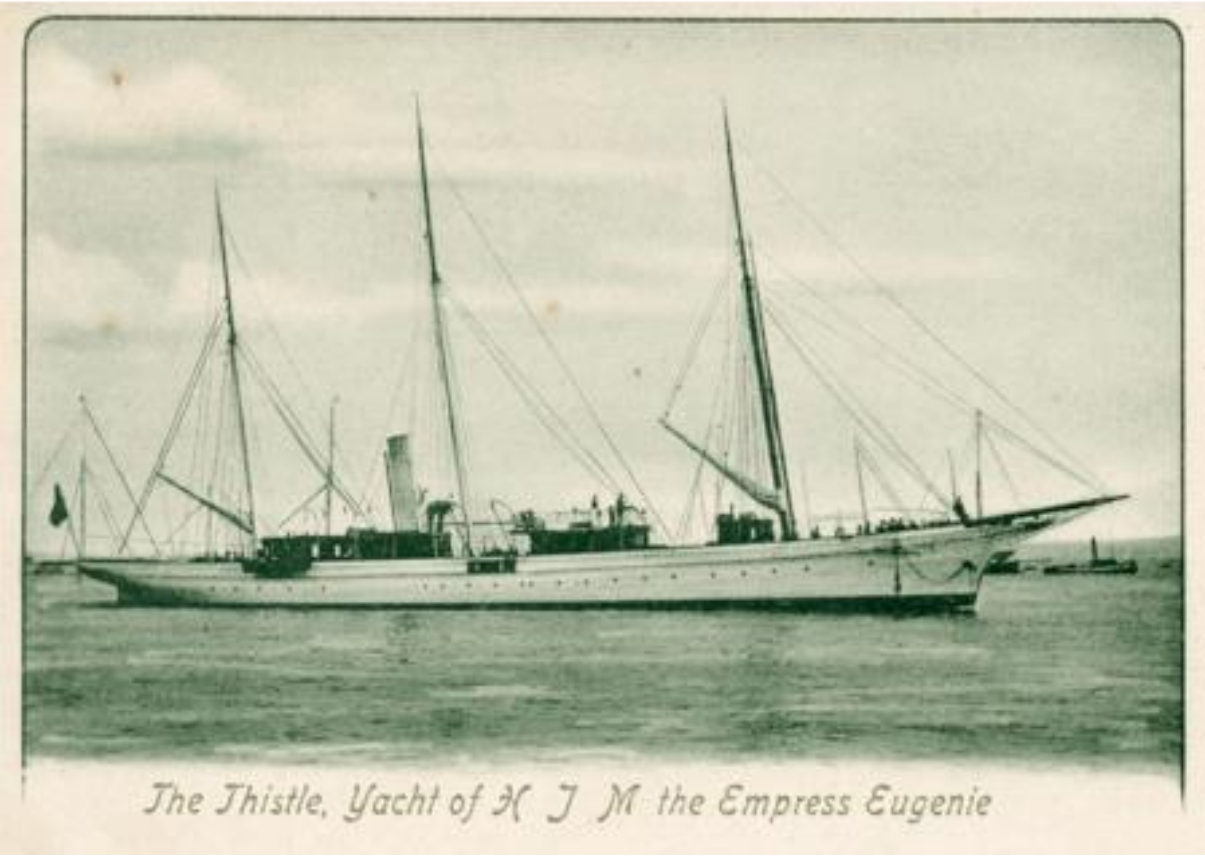
21st August 1900 – *(Note: Osborne House)* Her Majesty the Empress Eugénie, attended by Madame De Arcos, visited the Queen yesterday and remained to Luncheon.

7th August 1909 – *(Note; During Cowes Week which included a Visit by the Emperor and Empress of Russia. The Review of the Fleet took place, followed later in the evening by….many parties on board the yachts,")*

In the afternoon, the King and Queen, accompanied by Her Royal Highness the Princess Victoria, visited Her Majesty the Empress Eugénie, on board her yacht Thistle." Princess Henry of Battenberg, who had a number of Royal visitors at Osborne Cottage paid a visit to The Empress Eugénie on the steam yacht Thistle. *(Note: This would have been King Edward VII and Queen Alexandria.)*

3rd August 1912 – "On Tuesday afternoon the Queen of Spain visited the Empress Eugénie on the Thistle in Cowes Roads."

10th February 1917 – "Well-known Yacht Master's Death. Capt. Francis Albert Upstill.
He was at first second officer of the Thistle, and afterwards Captain for 19 years. He was on the Thistle when the vessel was owned by the Duke of Hamilton, at whose death it passed to the ownership of the ex-Empress Eugenie. During his captaincy most of the crowned heads of Europe were entertained on the Thistle, including the Kaiser at Bergen some years ago."



H.I.M. the Empress Eugénie of France in exile.

Recollections of the Empress Eugénie, Augustin Filon, 1921, extracts from pages 167, 168 & 313

(Publisher's quote "During her Regency in 1870 Filon acted as her Private Secretary and can therefore speak with accuracy and first-hand knowledge. He accompanied the Imperial Family to Chislehurst, England on their escape from France.")

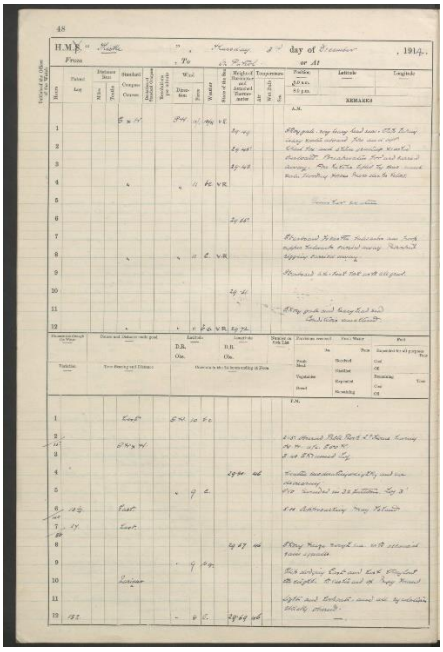
Conditions were very dangerous and she was forced to flee The Tuileries from mobs.

…….. The Empress managed to travel by train to Lisieux, where friends drove her to a hotel in Dueaville. ….. Dr Evans walked to the quay where he noticed a small but beautiful yacht. The owner of that yacht was Sir John Burgoyne, an English officer. ** The Empress boarded the yacht just after midnight. The passage across was precarious due to winds and storm and a very similar yacht HMS Captain, whose Commander was also called Burgoyne went down. Sir John Burgoyne landed the Empress at Cowes and she crossed to the mainland that evening. (Friday September 9th 1870)

……. But there is a third residence where, during the last 25 years, the Empress has passed some peaceful and not entirely unhappy days. I allude to her yacht *Thistle*, on which she has taken so many cruises in the Mediterranean, around the coasts of Ireland, Scotland and Norway……

'Please see Appendix 4 for photographs of the Empress, her family and homes when in England

Note: *Image of the Thistle from (Astraltrader) Naval-History.net – HMS Thistle (2)*
***Note** **: Sir John Burgoyne was a member of The Royal Yacht Squadron, Cowes, his yacht was Gazelle.*



HMS Thistle's Log 3rd December 1914

Lat 56.2, Long – 2.3 (approx.)
SW'ly gales all day. Force 10 & 11in am moderating 9 & 8

1.0am: Strong gale, very heavy head sea, ship taking very heavy water aboard fore and aft. Wheel box and stern gratings washed overboard. Breakwaters for'd carried away. Fore hatches lifted by seas and water flooding mess decks below.

7.0am: Starboard foc'sle bulwarks and poop upper bulwarks carried away. Bowsprit rigging carried away.

8.0am Starboard lifeboat lost with all gear.

6pm Approaching May I. Ship dodging East and West throughout night eastward of May I. (dodging – approaching seas at slight angle at slow speeds to avoid cutting directly through waves.)

The full log of *Thistle*'s Royal Naval service can be found at:

http://www.naval-history.net/OWShips-WW1-33-HMS_Thistle.htm

The steam Yacht *Thistle* in the Bay of Naples
Antonio de Siimone (1851-1907)

Addendum – Second Edition

Visitors' Book from Thistle 1889 – 1890

Thistle's Visitors' book covering the period before and part of 1890 is owned by the Royal Northern and Clyde Yacht Club, Helensburgh, Scotland. The RN&CYC was formed by an amalgamation of The Royal Northern Yacht Club and the Royal Clyde Yacht Club in 1978.

In the mid-19th century yachting quickly became the *thing to do*, providing great recreational and social opportunities for the landed aristocracy and later, the major industrialists. By mid-20th century, the upper middle classes could also partake

The Royal Northern was founded in 1924 in Belfast and contained both an Irish and Scottish Branch. The Irish Branch folded and the Scottish Branch continued. In 1830 it received its Royal Status and became the fifth oldest yacht club in the United Kingdom.

The Clyde Model Yacht Club provided for those whose boats that were too small to be included in the Royal Northern. It also received Royal status in 1871 when the rivalry turned cordial and both achieved dignity and power in the yachting world.

The Duke was a member of the Royal Northern Yacht Club, and was their Commodore from 1862 to 1864 and it is apparent his membership continued at least until 1890.

(Courtesy of the Archivist, Royal Northern and Clyde Yacht Club, Helensburgh)

The Visitors' / Guests' Book for the yacht *Thistle*.

The title does not do justice to the craftsmanship involved in whole concept of the book itself and the velvet lined casket which houses it,

The wooden casket is beautifully made and inset into the top of the lid is a large silver metal plate with detailed engraving by William G Miller, dated 1887, neatly inscribed at bottom right.

The casket is lined with gold coloured velvet and has perfectly preserved the blue leather bound book it contains.

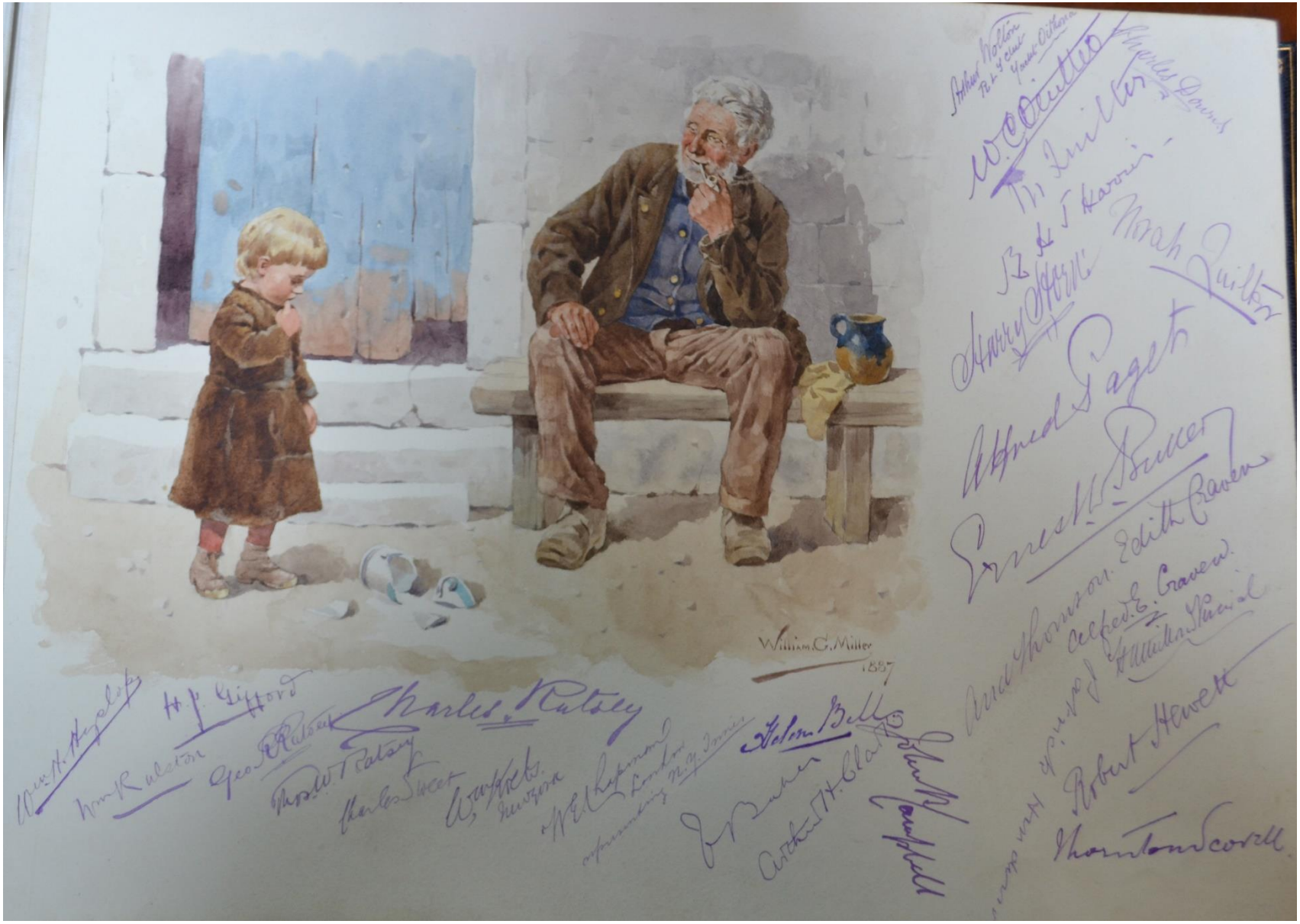
The leather cover is finely tooled round the edge in silver and it carries a very small reserved silver tooling with the name of MacLehose – Glasgow, in the centre of the bottom silver line.

MacLehose was a famous printer, publisher and book binder who specialised in quality work and luxury bindings. He was also publisher for Glasgow University and they hold a Special Collection of 2,000 University books produced by MacLehose. The firm ceased trading in 1982.

Each individual page of the book contains a different watercolour painting, occupying approximately a quarter of the page. The paintings are all by William G Miller and dated 1887. Miller was a well-known artist and engraver and it is fortunate that both examples are gathered together in this item.

To do the visitors' book justice, I reproduce each page separately.

(All images regarding Thistle's Visitors' Book are reproduced by kind permission of the Archivist of the RN&LCYC)

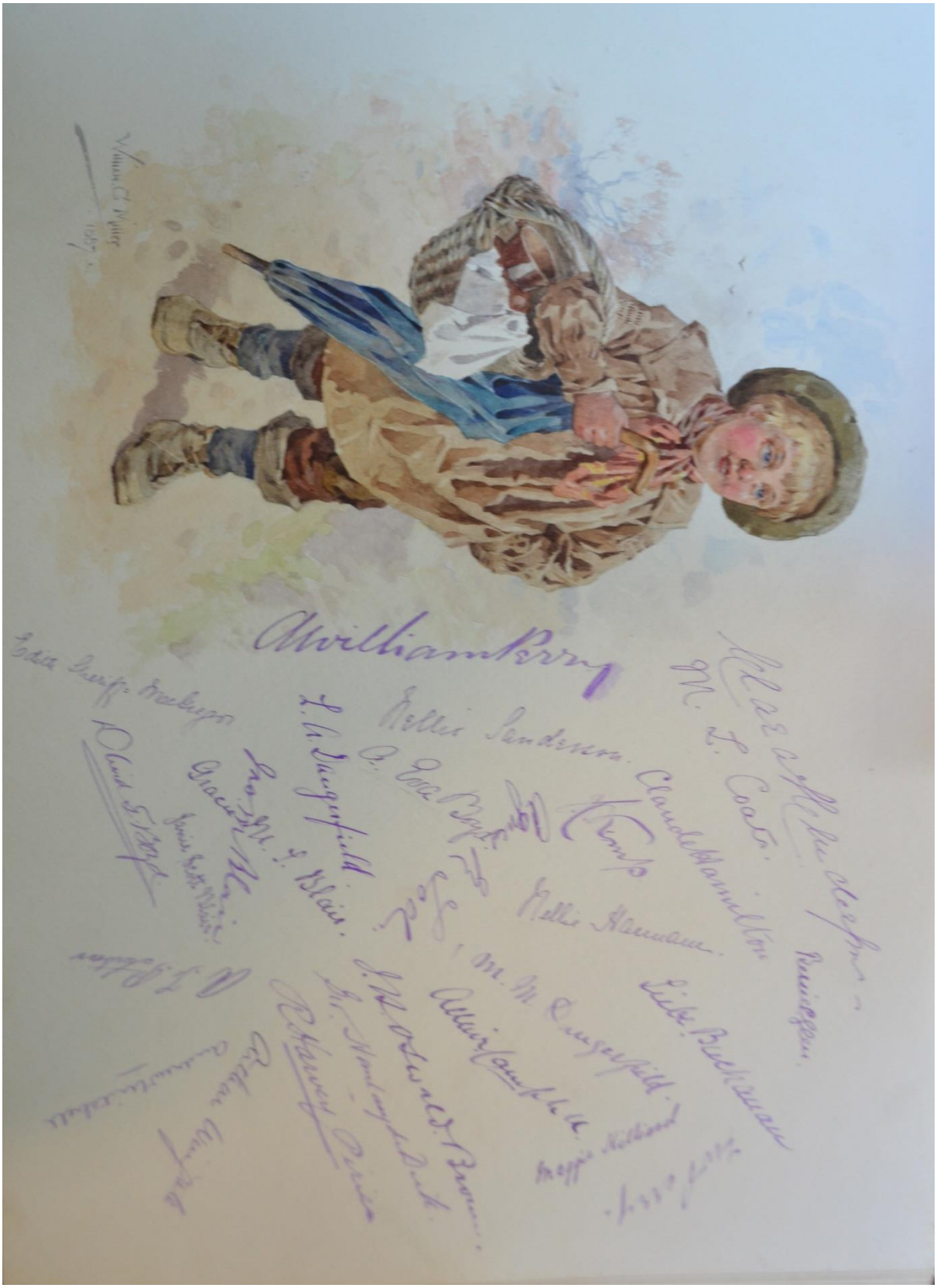

William G. Miller
1887

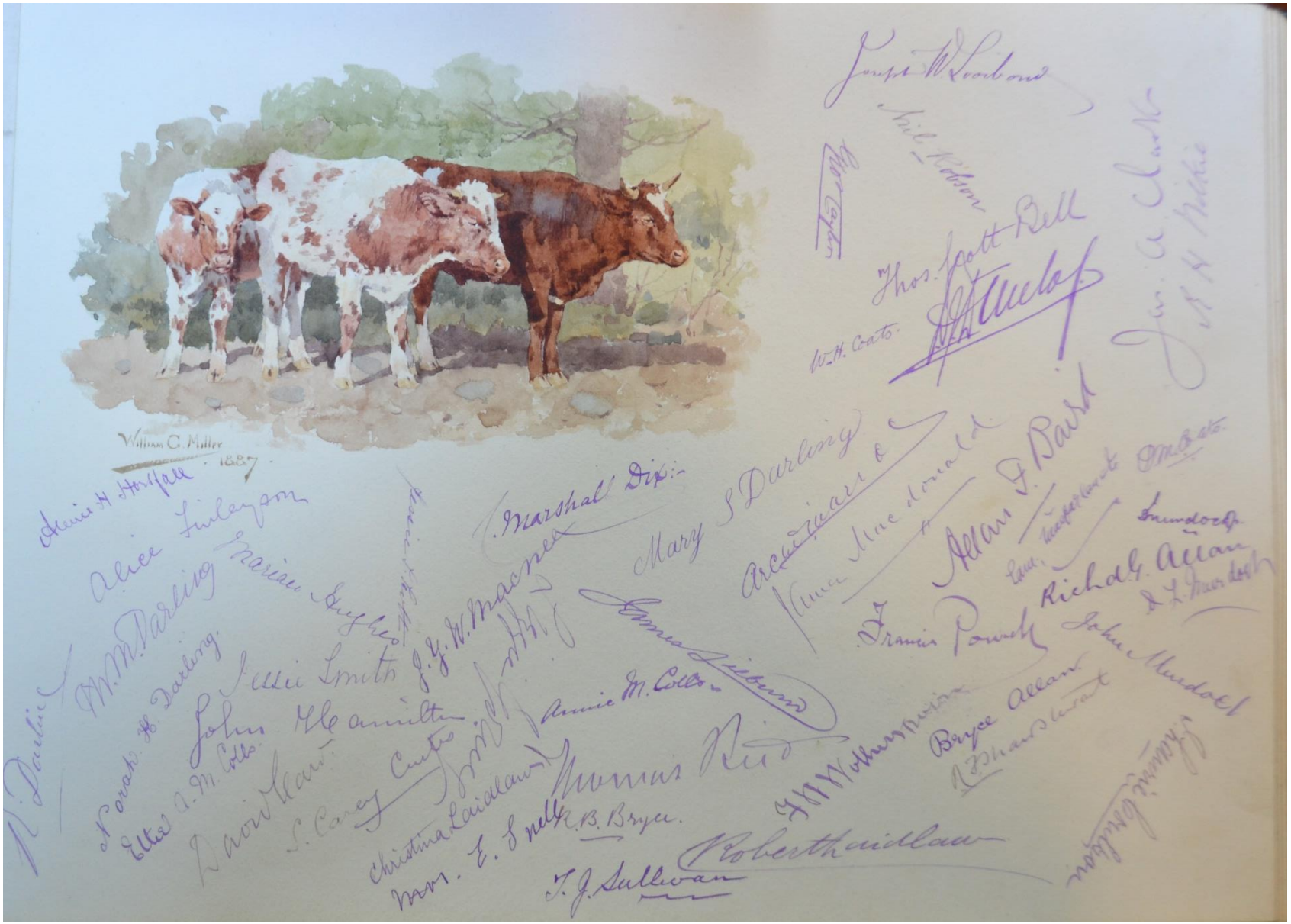
Maude M. Quilter.
Sybil Hill
P. A. Hall
John Godfrey
Roland Boddell
Alexr Penn
Frederick Bell
N. F. Sutton
H. Haggard
William Irvine
H. C. Sutton
Thomas Scott
Frank Tudor
Duncan Brown
H. E. Boucher
Ethel Dudley Ward
Thomas Hardy
Charles Stein
Sophie Fisher
George Higgins.
Charles Mottram
Barlow Moore
W. R. Hall

Sarah Wilkinson
Gertrude M. Elkinson
Alice J. Wilkinson
Janie M. Wilkinson
Essie Harley Paley
Raymond Haley
Richard Hall
Jas Kendall
C. F. Harrison
F. R. Stephen
U.N.M. Newall
John Freeman
Arthur Bald-
James Henderson
J. Howarth
John B. Keyworth
Arthur Preston
A. E. Stephen

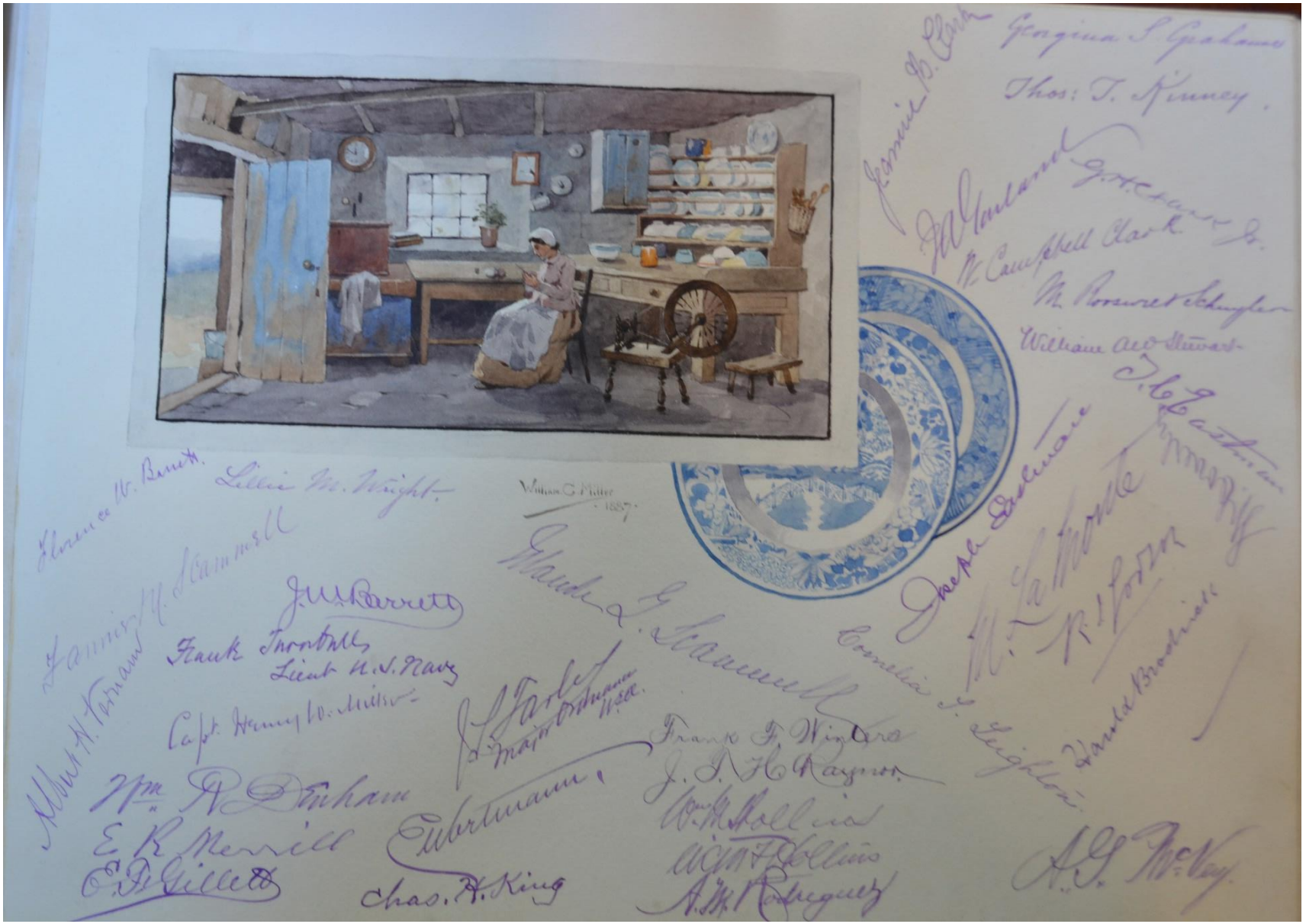
A.B. Henderson
John Burns
Carrie Burns
Jamie C. Burns
Mary H. Burns
James H. Hill
Henry S. Lipping
Charles E. Panton
John Nicholson
James Bond
Jas. Reid
Robert Gibbie
Norman Clark
Wm. G. Miller
1887

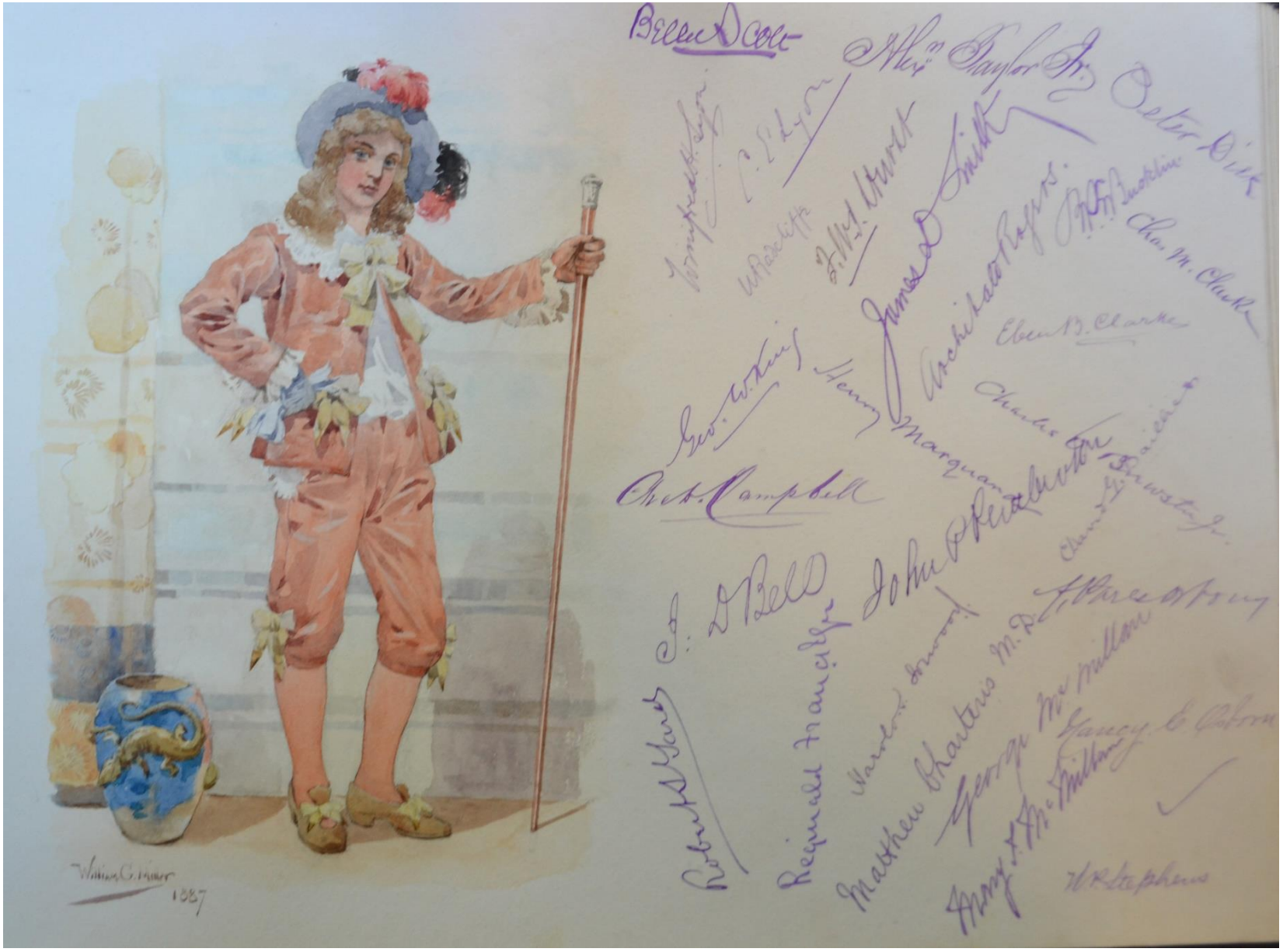
Arnold Henderson
Hali Macintosh
L. D. Henderson
Peter Donaldson
William A. Wylie
Jack Thompson
Charles Lodder
Edith E. Clark
Sarah N. Clarke
Hughie Houston
John Bell Hart

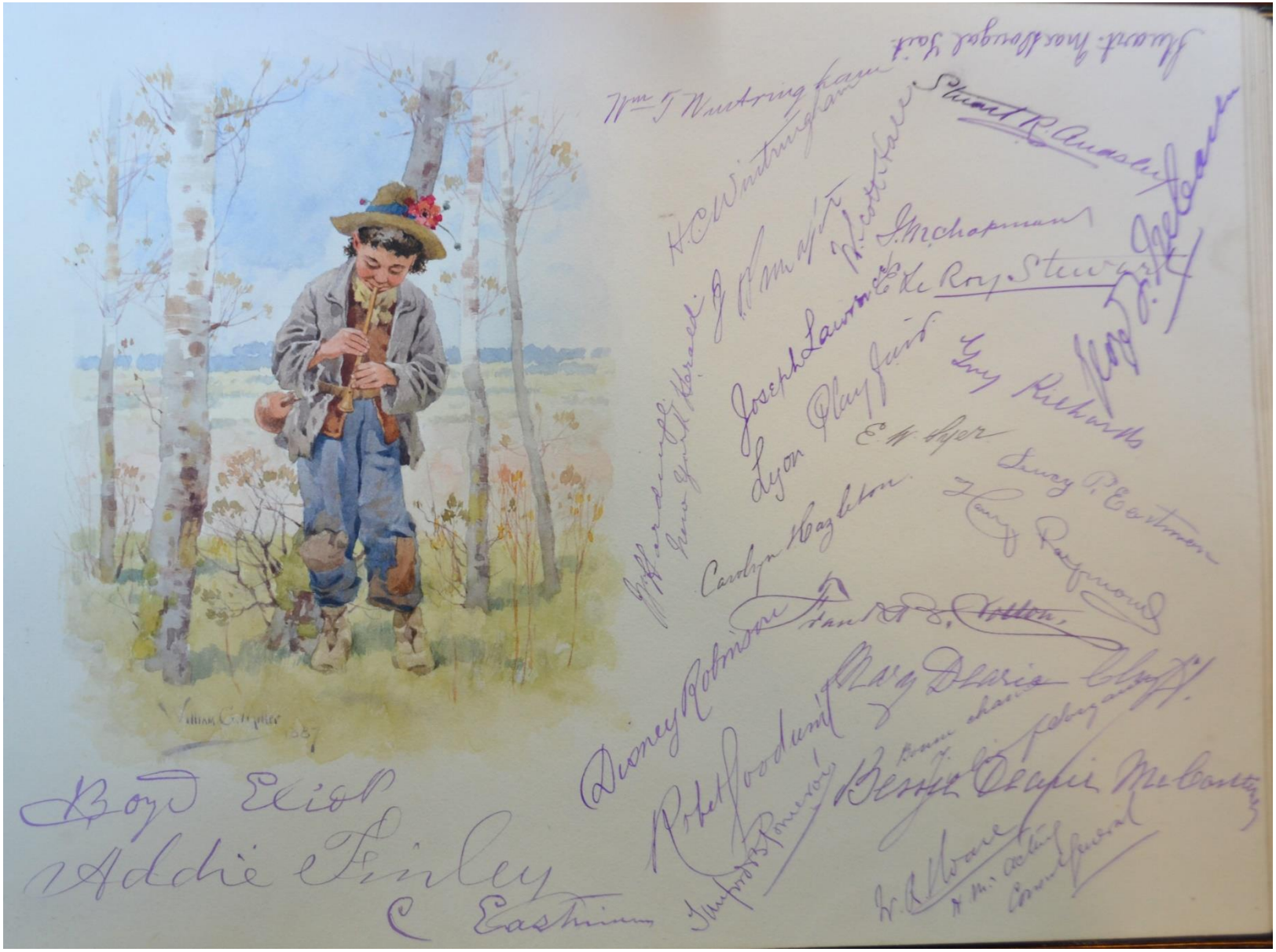

William C. Potter
1857.
Williamberry


William C. Miller
1887

William G. Muller
1887.
Miss R. Stott.
Annie R. Monro
Jeannie F. Monro 1887
Mr. Hardie
Albert Wallace.
Robert Wallace


Georgina S. Graham
Thos: T. Kinney.
Lillie M. Wright.
William G. Miller
1887
Frank Thornton
Lieut U.S. Navy
Capt. Henry W. Miller
Wm. R. Dinham
E. R. Merrill
O. D. Gillett
Chas. H. King
Franc F. Winters
J. S. H. Raymond
Wm. R. Collins
A. G. McVey


Belle Dame
Peter Dick
Chas. M. Clark
Ebenezer B. Clarke
Henry Marquand
Archibald Rogers
James D. Smith
Geo. W. King
Robt. Campbell
John O'Reilly Jr.
Reinald Francklyn
Matthew Charters M.D.
George McMillan
Henry E. Osborn
H. R. Stephens
William G. Hiller
1887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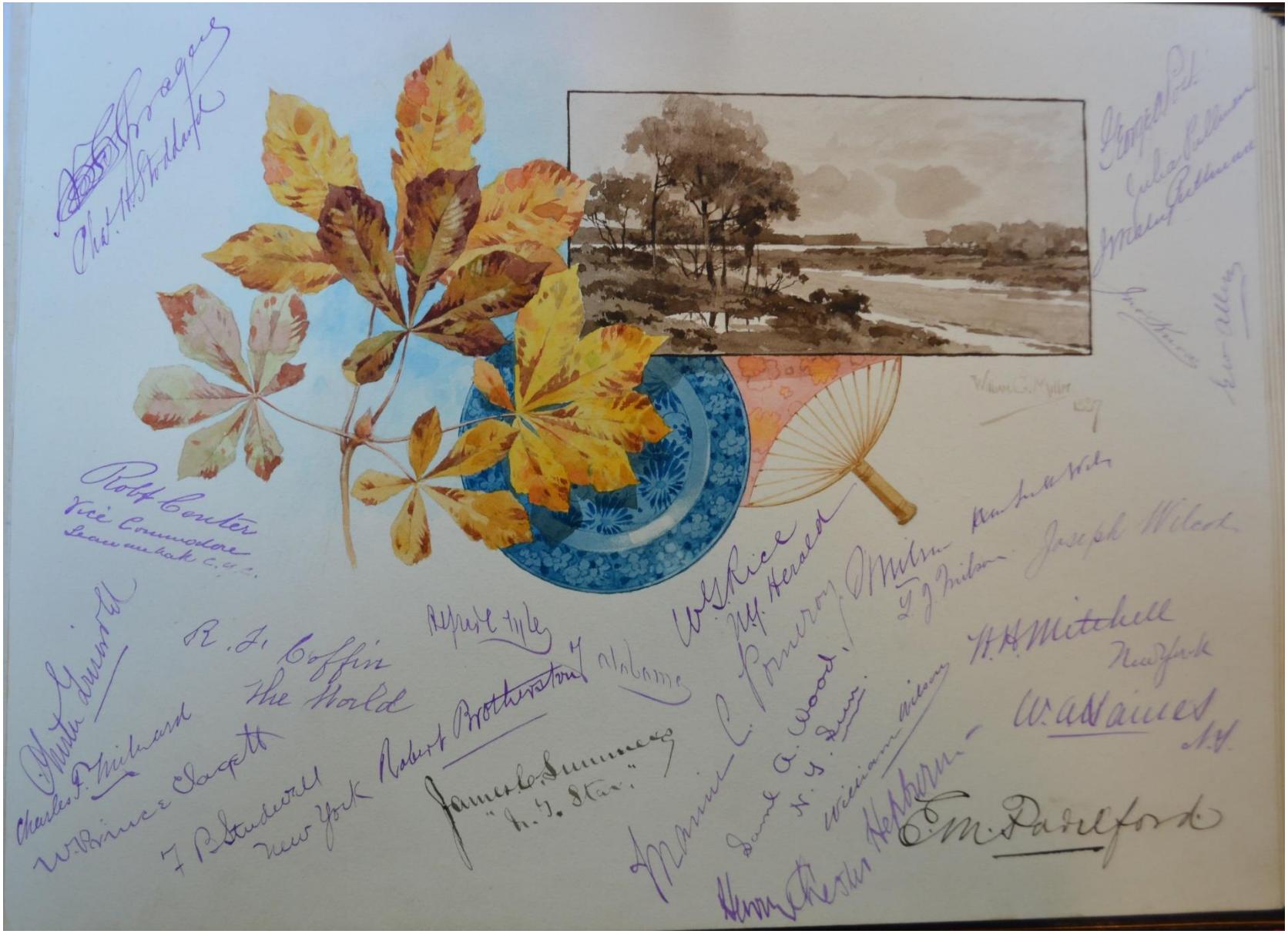
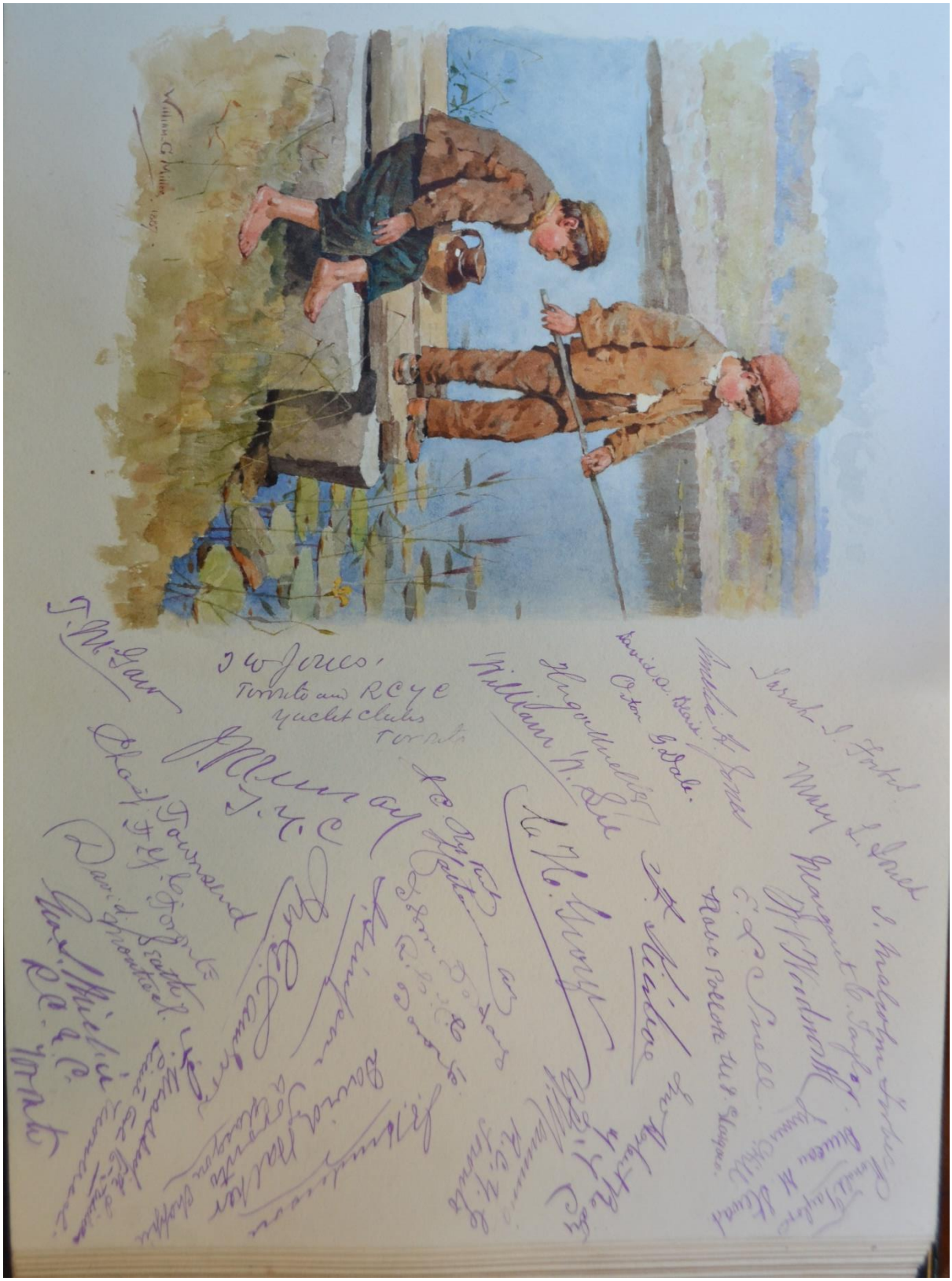
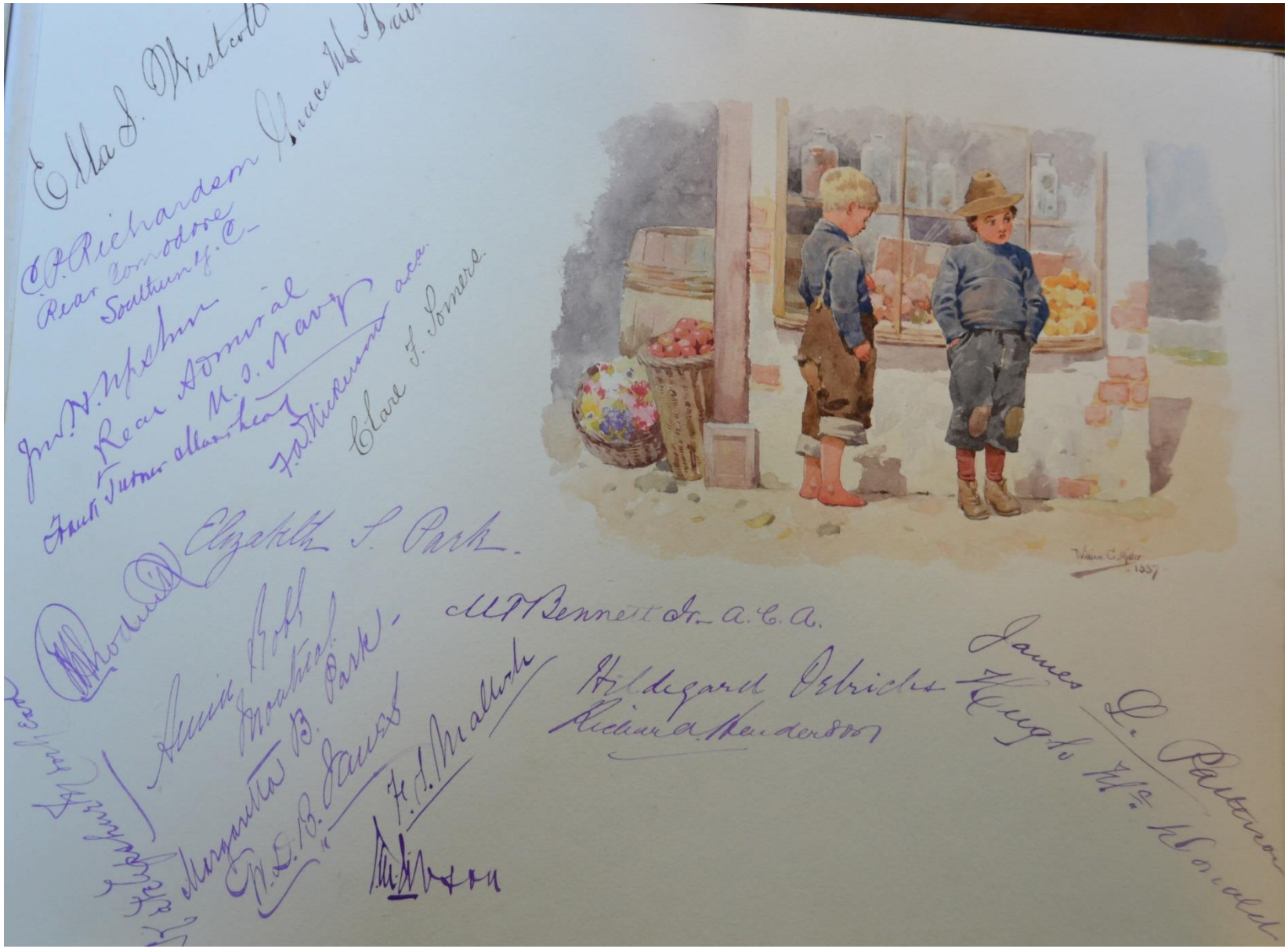
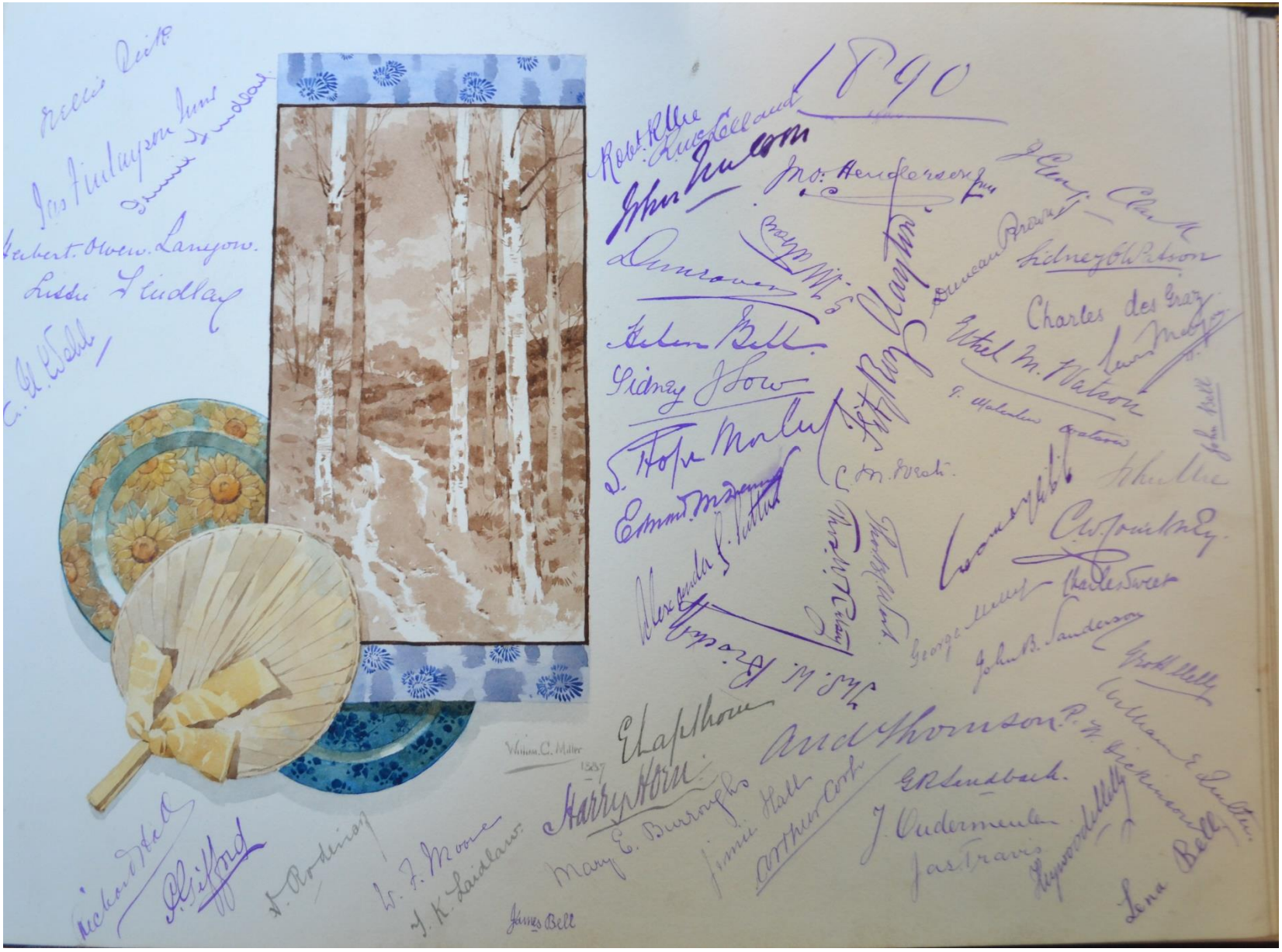
Addie Finley
C Eastman
Joseph Lawrence
Lyon Playfair
Guy Richards
Carolyn Hazlton
Dionney Robinson
Robert Goodwin
Bessie Draper McLaughlin


Robt Center
Vice Commodore
Seawanhaka C.Y.C.
R. F. Coffin
The World
Wm. Rice
N.Y. Herald
Joseph Wilcox
H. H. Mitchell
New York
W. A. Haines
N.Y.
C. M. Pardford
Hermitchester Hepburn
William Wiseman
Julia Pullman
Amelia Pullman


William G. Miller, 1887
J. W. Jones,
Toronto and RCYC
Yacht Clubs
Toronto
J. McLean
J. Mussey
J. Y. C.
Chas. Townsend
Y. Y. C. Toronto
David Stratton
Toronto
Geo. Ryan
Toronto
William H. Doe
Argyle Hall
Oshawa
Sarah J. Fortt
J. Thompson Andrews
Mary Beaumont
D. H. Macdonald
Simcoe
Thos. Ashton
C. P. C. Snell
Port Perry
Wm. H. Stone
Toronto
Geo. Ryan
Toronto
Chas. Robertson
Toronto
Geo. Ryan
Toronto
Chas. Robertson
Toronto
Geo. Ryan
Toronto

William G. Miller
1887


Elizabeth S. Park.
M.T. Bennett Jr. A.C.A.
Hildegard Osbrichs
Richard Henderson
James L. Paterson
Hugh Ellis McIntosh
Clare J. Somers.
Annie Hall
Mouchet
Margaretta B. Park
H.J. McIntosh
William C. Miller
1937


1890
Herbert Owen Lanyon
Sidney J Low
Charles des Graz
Ethel M. Watson
Harry Horn
Mary E. Burroughs
Jennie Hall
Arthur Cook
J. Vudermeulen
Jas Travis
Lena Bell
W. F. Moore
J. K. Laidlaw
James Bell
William C. Miller
1887

Appendices

Appendix 1

The Steamers of Soller 1891 – 1926

The town of Soller needed its own steam ship. The decision was taken with the support of innovative and tireless promoters of progress and development: Joseph Rullan i Mir, priest by calling but progressive humanist and encyclopaedist. Also Jeroni Estades i Llabres, financier, industrialist, Member of Parliament, instigator and master of all the major industrial projects, gas, electricity, cement, the train, maritime transport, the textile factories, etc. etc. Soller exported his oranges to France and Marseille, with its fleet of sailboats. The usual route, Soller, Séte, Barcelona, Palma providing a freight service on the whole route.

The "Compania de Navigacion Sollerense" was incorporated on December 3rd, 1891, with a capital of 200,000 pesetas. It bought in March 1892 a steam yacht, built in 1870 for the 12th Duke of Hamilton under the name of *Thistle*. (Ed.note: The first *Thistle.*)

It was purchased in 1874 by a John Penn Sr. who named it *Pandora* and then by a Mr W.H. Smith of London. On his death, the new Soller Company then purchased the renamed *Leon de Oro* and registered it at the port of Soller.

Of 216 tonnes, 50m long, with a beam of 7.7m, her steam engine of 100 HP propelled it at a speed of 12 knots. This luxury ship arrived at Soller on April 17th, 1892. After the ceremonies of enthusiastic reception and blessing it went to Barcelona on the 21st and underwent changes to adapt itself to its new merchant function. On the 31st April *Leon de Oro* began its rotation Soller – Cette – Barcelona – Ciudadella. The company presented its bid in the tender contest for the mail service Palma – Barcelona. Its more powerful and older competitor *L'Islena Maritima* won the bid with the steamer "Isleno".

The competition became very hard for *Leon de Oro* and the economic difficulties became serious. In February 1895 the steamer ceased its rotations and the company was declared bankrupt. There was great disappointment both by the population and the entrepreneurs of the city. In the premises of the "Defensora de Sollerense" the promoters of maritime commerce sort a collective participation effort to return the ship into service as a means of exporting their produce.

A new "Compania de Navigacion de Soller" was formed. It redeemed for 60,000 pesetas the *Leon de Oro* put to auction by the trustees of defunct company. According to the records of the Lloyds Register, it is then registered in Las Palmas de Gran Canaria, probably for reasons of cost of registration. On May 16th 1895 the steamer resumed service with stopovers at Palma, Barcelona and Ciudadella, Séte and Marseille.

On July 19th 1896 the Board of the company invited the numerous shareholders who supported the reforming of the company to an excursion to the Torrent de Pareis, celebrating the renewed Sollerique service.

Cont……/

In the port movement records of Barcelona her stopovers are regularly recorded from 1893 to 1904, with particulars of cargo, the number of passengers and captains Mora, Arquimbo, Martorell and Molinas.

In 1904 the steamer was sold to a Catalan ship-owner in San Fellu de Guixols. In 1905 she again changed to a new owner and provided connections between the islands in the Gulf of Guinea for the "Cia los de Vapores Correos Interinsulares Fernando Poo", under the name of *Elobey Chico*. She sank in 1917 in Cottonou / Benin.

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Subsequent Newspaper Reports

The Barcelona 'La Dinastía', 26 April 1892

The *Leon de Oro* is a three-masted schooner which sails at 13 mph, with passengers enjoying all the desirable amenities. The décor is luxurious and there is a special very elegant lounge for the ladies.

The Madrid 'La Epoca', 18 December 1905

The Captain of the *Elobey* stated that when he left Bilbao at Cabo Villano they were surprised by a heavy storm. The *Elobey* suffered damage by heavy seas which wrecked bow tanks and flooded chambers.

Previously in Guinea due to dirt and low maintenance, problems were constant. The once pristine yacht had become a dirty merchant.

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El Siglo Futuro, 7 November 1908

The steamer *Eloby* has been out of service for several months with engine damage.

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Michel Waller

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An ignominious end to a once fine luxury yacht.

Brian Boon

Appendix 2

The Hamilton – Rothschild Tazza.

*National Museums of Scotland**

Nick Drainey
Published at 12.01AM July 18 2012 - Daily Telegraph. (Edited version).

A bowl said to have once been the holy water font of Emperor Charlemagne has become the most valuable object ever acquired by Scotland's National Museums.

Worth "several millions", the Hamilton-Rothschild tazza was allocated to the national collections from the estate of the late Edmund de Rothschild through the Acceptance in Lieu scheme, which allows death duties to be offset by donating works of art to the nation.

Sir Edmund Grossart, chairman of National Museums Scotland, said "The Hamilton-Rothschild tazza is the single most important acquisition that national Museums Scotland (CORR) has made in many decades." It is believed the Byzantine sardonyx bowl – or tazza – mounted on a gold stand was carved from an Indian pebble. Although its use by the founder of the Holy Roman Empire is not recorded, experts at the National Museums Scotland believe it ended up in Cologne Cathedral before being taken to St Petersburg during the Napoleonic Wars.

It was in St Petersburg that the 10th Duke of Hamilton, then British Ambassador to Russia bought the vessel for 9,000 roubles, believing its history lay with Emperor Charlemagne.

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Cont……/

The Duke, admired for building up one of the greatest collections of art in Europe, bought a stand for the tazza in 1812 from Royal goldsmiths Rundell, Bridge and Rundell for £241. The stand itself was part of a massive 16th century gold monstrance that King Philip II of Spain had presented to the Monastery of the Escorial.

Once together they formed a centrepiece of the famed collection at Hamilton Palace, housed in the treasury of the vast stately home's west wing. In an inventory made in 1852, the tazza was valued at £2,000

In a show of pride and power by the Duke, it was used for the baptisms of both his children, William the 11th Duke and Susan in 1811 and 1814 respectively. At the time members of the House of Hamilton saw themselves as the premier peers of Scotland, holding three dukedoms and being the true successors of the Stuart kings.

Sir Angus: "It is a key object in the story of Hamilton Palace which was the story of one of the great collectors in Europe, the 10th Duke, who was known as El Magnifico. This tazza was one of the great highlights of his collection. What it confirms is how wide ranging and internationally ambitious he was. Really outward looking, he competed successfully with the great collectors of Europe.

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Appendix 3

Other members of the Hamilton Family referred to in the main Text

Alexander, 10th Duke of Hamilton
1767 - 1852

Susan Euphemia, 10th Duchess of Hamilton
1786 - 1859

Lady Mary Hamilton
1885-1957

Appendix 4

Members of Family of Empress Eugénie and her homes in England

The Empress Eugénie in 1889
1826 - 1920

Napoleon III (and Prince Imperial) in 1871
1808 - 1873

Camden House, Chislehurst
Their First residence in England

Farnborough Hill
Later home of the Empress

After the Second French Empire was overthrown in 1870 they took refuge in England where they lived at Camden House, Chislehurst, Kent. After the death of Napoleon in 1873 and that of her son in 1879 she moved to Farnborough, Hampshire in 1885.

She spent some time at Osborne House on the Isle of Wight.

When aged 88, the Empress visited Portsmouth on 6th November 1914 to inspect the gunboat HMS *Thistle* fitting out there.

Entry in HMS Thistle's Log for 6th November 1914:

"In pm: Ship's company drawn up to receive HIM the Empress Eugenie (*of France*), accompanied by the C-in-C and suite to inspect ship. (*The 88 year old empress, widow of Napoleon III and owner of the Thistle, lived in Farnborough, Hants.*)"

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www.elilustradordebarcos.wordpress.com
Andrew Clark – Author of Pleasures of the Firth: Two Hundred Years of the Clyde Steamers (Stenlake 2012) – images and steamer information.
Colin Thomas, Kenny Morrison & Colin Cowley - images and steamer information.
The Clyde River Steamers Club - www.crsc.org.uk
James C Speirs , Alain MacLeod & Peter Milne – CRSC magazine Clyde Steamers
The Caledonian Maritime Research Trust – Thistle (1) & Heather Bell.
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The Daily Telegraph – details of The Tazza.
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David Hughes, Honorary Historian, Royal Yacht Squadron, Cowes.
The Isle of Wight County Press, Archives.
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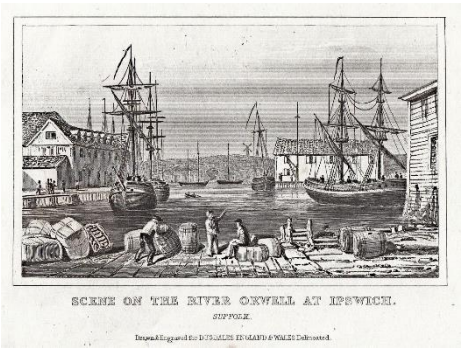

***Scene on the River Orwell at Ipswich.* ***

(Drawn and Engraved for Dugdales England & Wales Delineated, 1846. Included purely for earlier interest)