

## **Welsh Wreck Web Research Project**

**(North Cardigan Bay)**

**On-line research into the wreck of the:**

***Active of Whitehaven***



**A Brigantine**

*Active of Whitehaven*

Report compiled by:  
**Graeme Perks**

Report Title:

**Welsh Wreck Web Research Project  
(North Cardigan Bay)**  
**On-line research into the wreck of the:**  
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## 1.0 Abstract

The “www Research Project” is about, discovering by on line research details of ships, on the MADU data base of wrecks of North Wales, the circumstances of their loss, details of the owners and crew, the cargo carried and their history.

The Active was a wooden Brig of 134 tons built by T & J Brocklebank in Whitehaven in 1800, who were the first owners. Active made voyages to Archangel, and other ports in Russia, Barbados, the Azores, British America and to Ireland, mainly Dublin. The Active travelled in a Naval convoy from Cork to Barbados to protect it from being captured in 1807. It was 1814 before Active was reported as being chased by a privateer in the English Channel for 4 hours before it escaped.

Active was returning from Quebec in British America with timber when after calling at Waterford in Ireland she continued to her destination at Cardigan. Active then encountered a N W gale as she was at anchor waiting for the tide and was driven on shore on the Cardigan bar and wrecked. The captain and two boys were drowned but the remaining crew of 9 and the captains wife were rescued by boats from the shore. The captains wife had been lashed in mast top of Active and was cut free shortly before the masts fell overboard. The cargo was washed ashore, some of it in Aberystwyth.

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## 2.5 Abbreviations

BNA	British Newspaper Archives
IJNA	International Journal of Nautical Archaeology
LR	Lloyds register of Shipping
MADU	Malvern Archaeological Diving Unit
NLW	The National Library of Wales
NAS	Nautical Archaeology Society
NPRN	National Primary Resource Number
OS	Ordnance Survey
RCAHMW	Royal Commission on the Ancient & Historical Monuments of Wales
w/e	Weekending
WNL	Welsh newspapers on line
URL	Uniform Resource Locator

### 3.0 Introduction

I came across Active while researching another vessel, and the fact she was sailing for part of the time when Britain was at war with France and her empire interested me. I had only researched one vessel from this period and little information was available, so I wanted to see if I could do better with this vessel.

The only specifications available on line for Active is that she was a Brig built of wood in 1800, with one deck supported by beams, had a draught of 11 feet fully loaded and was 134 tons.

The Active had a varied career, sailing to Russia, Barbados, Portugal, including the Azores, British America and Ireland, most of her voyages to Dublin carrying coal. One of the early voyage completed by Active was to Archangel, Russia, returning with flax, pitch and timber products. The Active sailed to Barbadoes (Barbados) in a Naval escorted convoy from Cork in 1807 as protection against privateers and the French Navy. The return cargo was sugar and Cotton. It was not until 1814, during the war with the USA that Active was pursued by a privateer in the English Channel and that lasted four hours before she escaped.

The Active called at Waterford after crossing the Atlantic from Quebec loaded with timber and continued to her destination at Cardigan when she anchored waiting for the tide when she encountered a severe N W gale and was driven ashore on the Cardigan bar at low water.

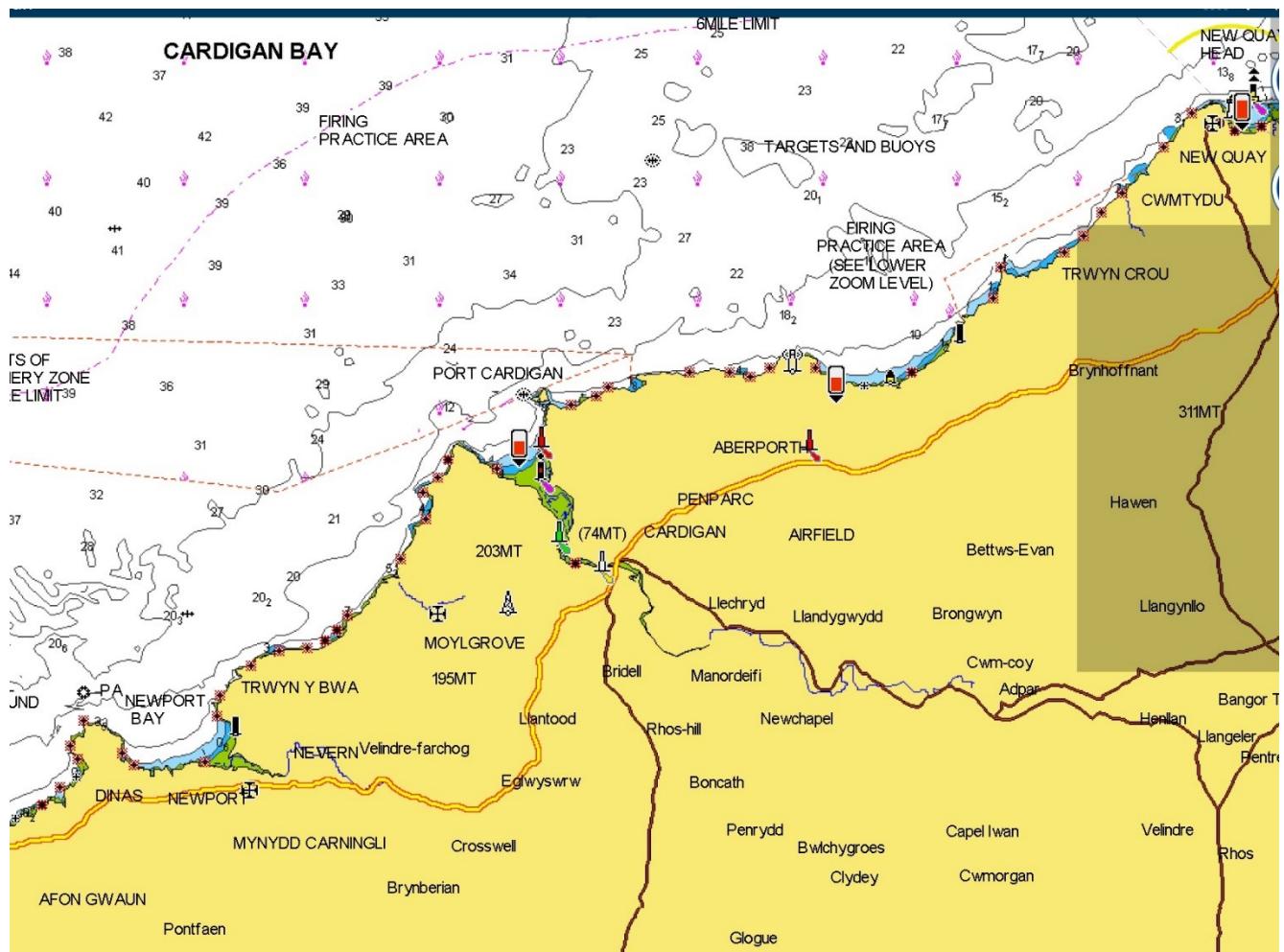
The reports state the anchor chains were cut to run into Cardigan but after striking the bar the vessel did not survive long before it was reduced to wreckage. The captain's wife was lashed in the mast top and was rescued just before the seas caused the masts to fall overboard, surviving with numerous bruises. The captain and two boys drowned but there were 10 survivors due to the efforts of local boats from the shore. Most of the cargo washed ashore.

There is a mention in an entry on Coflein of the loss of the Active but no other research on line.

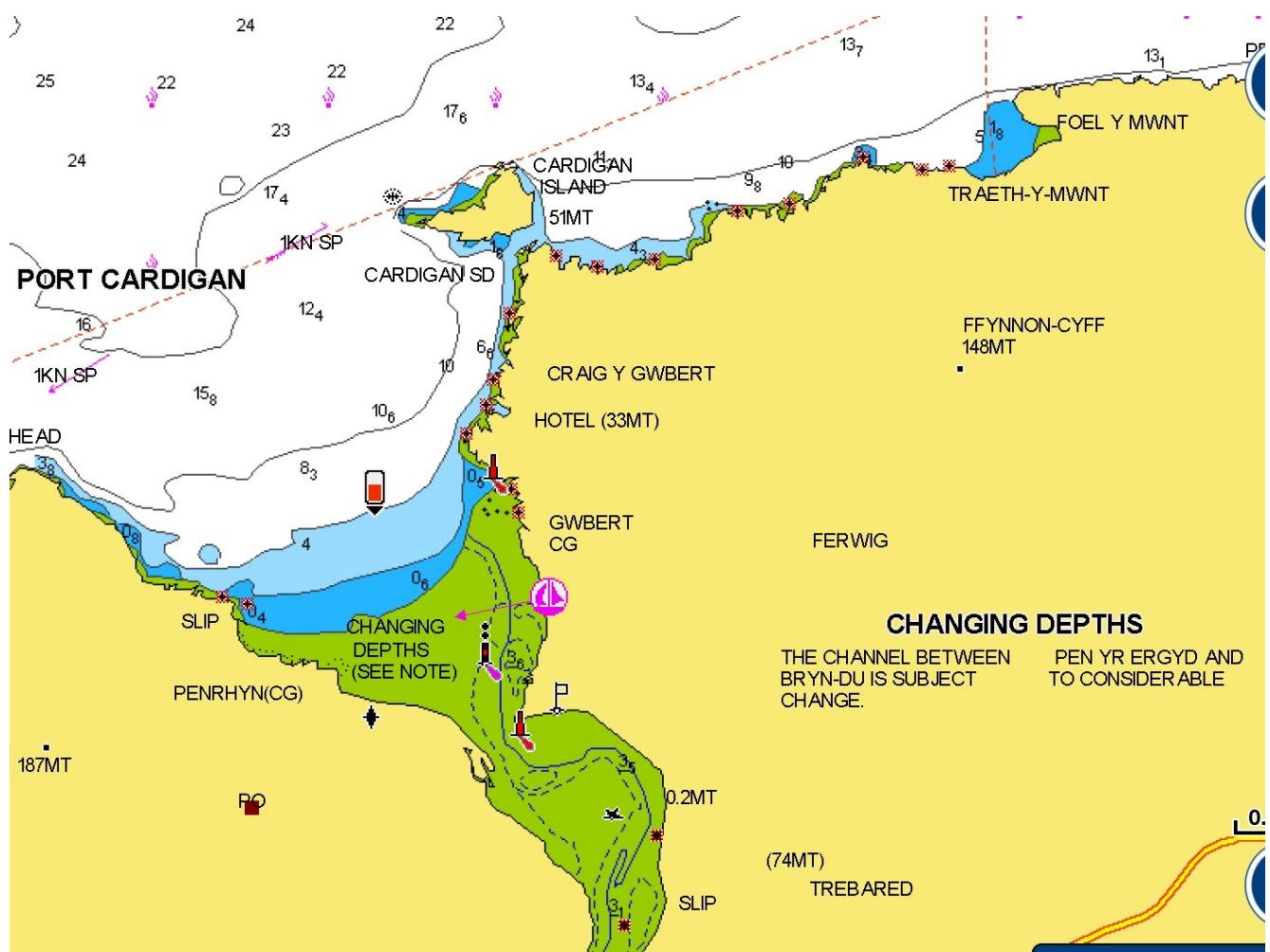
There is no wreck site for the Active, it was totally destroyed on the bar and the cargo washed ashore some of it in Aberystwyth and was secured by the authorities.

## 4.0 Background

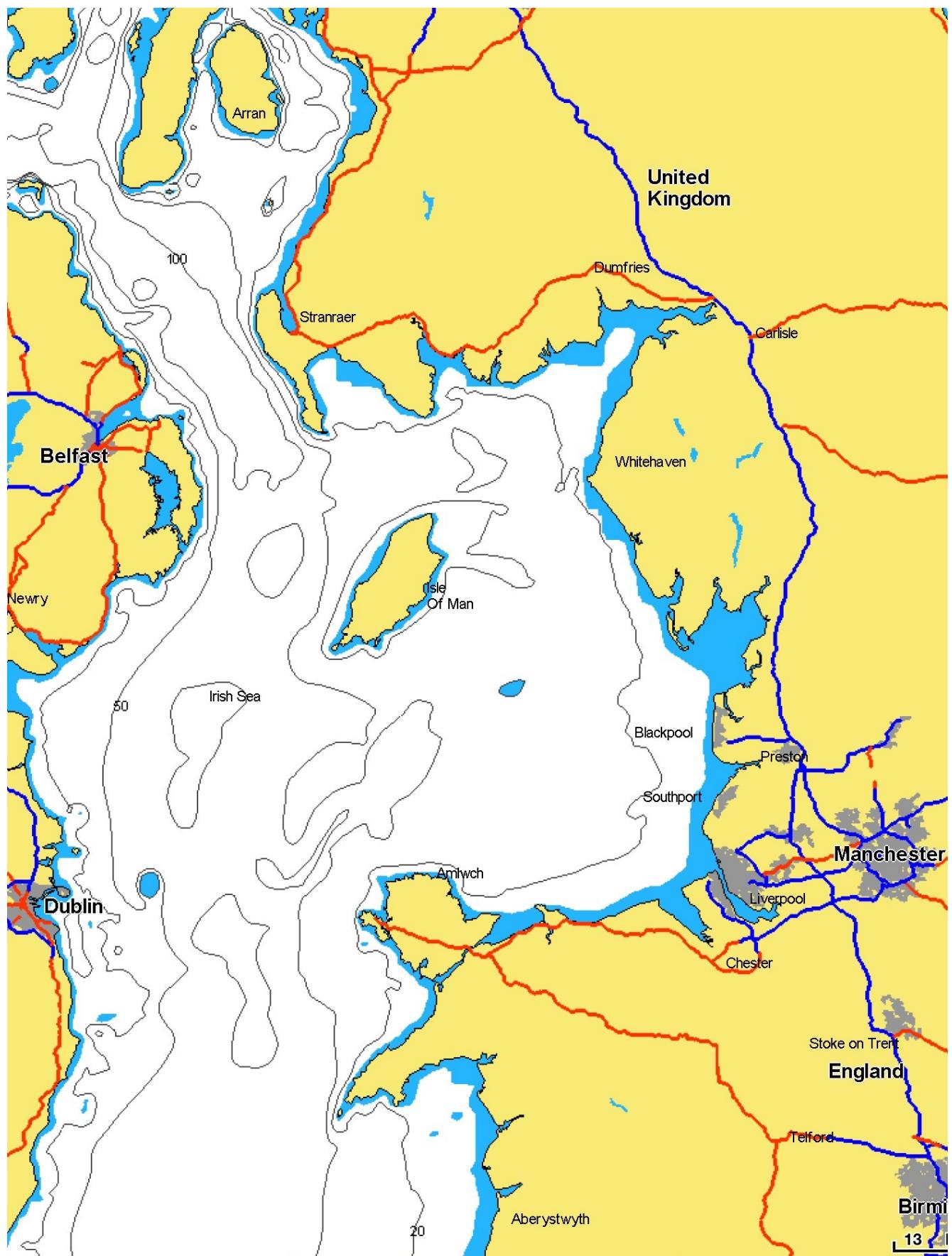
When I started researching Active I knew it was a sailing vessel which was involved in an incident onshore at the Cardigan Harbour Bar on 7<sup>th</sup> October 1825.



Cardigan Bay showing Cardigan



Entrance to Cardigan



Location of Whitehaven

## 5.0 Research Methodology

I used a Microsoft Pixel laptop with access to my home internet running the windows 10 operating system. I also used my Apple I pad for research when I was away from the laptop and to assist in transcribing reports from the British newspaper archives. The new internet provider has now connected my home by a fibre connection so it is very much faster. The Lap top uses bling search engine but I also use Goggle which produces less advertisements and less Americanised content.

I went to search Lloyds Register of Shipping ( LR ) for "Active" looking for details of her dimensions, master, builders and owners from 1800 and found a match in 1801. I then searched each year from 1801 to 1816 & 1817 when the entries finished.

I searched the LR for plans or survey's with no match.

I searched The British Newspaper Archives (BNA) in 1871 for "Active Murry" & "Active Murray" looking for sailings, arrivals, a launch, owners, builders, mishaps and any details of her loss and found no matches. I then searched "Active Brocklebank" and found a match. I then searched "Active Whitehaven" and searched each year from 1800 until 1825 looking for sailings, arrivals, mishaps and any other information concerning the vessel with matches. The master changed during 1804 so I searched "Active Taylor". I checked year by year to avoid mistakes in recording the year and to complete it in manageable pieces of work. The master changed and I searched "Active Piper" and found some matches. The master changed so I searched "Active Witrigal" with no match. The master changed so I searched "Active Johnston" until 1826. I had few matches before 1814 when the "c" in active appeared more like an "f" and the electronic readers were reading it as a "&" or "ie" so I searched again with "Aftive" and the masters name and found some more matches. I then searched on just the masters name in each year the "c" was an old English version and found many more matches. I searched "Brigantine Active" with matches.

I searched Welsh newspapers on line (WNL) for "Active Taylor" from 1804 until 1825 looking for sailings, arrivals, a launch, owners, builders and any details of her loss and found some matches. I also searched "Active Brocklebank", "Active Murray" " Active Witrigal" with no matches. I searched "Brig Active" and found matches.

I searched Coflein site for "Active" and found a match looking for any details of the wreck and a chart.

I searched WrecksiteEU for “Active” with no match for this vessel

I saw looking at the time line, Active had arrived with passengers at Quebec in 1824 and searching “Active Johnston” had not found an advertisement for passengers. So I searched 1824 for “Johnston” and found the advertisement in a Carlisle newspaper. I then tried searching Lloyds list for the years 1820 to 1826 for “Johnston” and found some new matches.

I searched “Hornblower Peck” on google and found a match.

## 6.0 Results

Vessel	Name/s	Active	
	Type	Brigantine	
	Cargo		
Built	Date	1800	
	Survey	August 1800	
	Builder	Brocklebank & Co Whitehaven	
Construction	Materials	Wood	
	Decks	One with beams	
	Bulkheads	None	
Propulsion	Type	Sail	
	Details	Square Rigged with fore and aft sails on main mast	
Engine	Details	N/A	
	Boilers		
Drive	Type		
	Number		
Dimensions	Length	Unknown ft	ins
	Beam	Unknown ft	ins
	Draught	11 ft	0 ins
Tonnage	Gross	134	
	Net		
Owner	First	Brocklebank & Co Whitehaven	
	Last	Unknown	
	Others	Captain T Taylor	
Registry	Port	Whitehaven	
	Flag	British	
	Number		
History	Routes	Whitehaven to Dublin, Whitehaven to Russia, Whitehaven to West Indies, Whitehaven to Canada, Whitehaven to Portugal	
	Cargo	Coal, cattle, timber, sugar	
Final Voyage	From	Quebec via Waterford	
	To	Cardigan 7 <sup>th</sup> October 1825	
	Captain	James Johnson	
	Crew	12	
	Passengers	Captains wife	
	Cargo	Timber	
Wrecking	Date	7 <sup>th</sup> October 1825	
	Location	Cardigan Bar	
	Cause	Driven onto Cardigan bar during a severe Gale	
	Loss of life	Captain and two boys	
	Outcome	Total wreck	

**Cumbria Archive Service**

Active, Brigantine, 134 tons, built 1800, registered at Whitehaven,  
port No. 26/1800, ref. tsr/1/2, page 56

**Cumberland Pacquet, and Ware's Whitehaven Advertiser - Tuesday 24 April 1804**

SON, SUNDAY, APRIL 24, 1804.

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**FOR SALE by PRIVATE CONTRACT.**



**A New VESSEL, on the Stocks,**  
215 Tons, Register Measure, and  
Copper-Bolted;—may be launched in  
Two Months.

The Brigantine **ACTIVE**, 134 Tons  
per Register, not Four Years old.

The Brigantine **EXPERIMENT**, 89  
Tons per Register, Two Years old.—Apply to  
**THOMAS AND JOHN BROCKLEBANK.**  
Whitehaven, 5 March, 1804. [10]

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**WORKINGTON.**

**TO be SOLD, in Public Sale, a**

**Cumberland Pacquet, and Ware's Whitehaven Advertiser - Tuesday 20 November 1804**

Particulars may be known, by applying to Dr. CROSTHWAITER, of Whitehaven, the Owner. [42]

### TIMBER and DEALS.

**ON SALE by Messrs. THOMAS and JOHN BROCKLEBANK,**

A Choice Cargo of

**MEMEL FIR TIMBER, and DEALS,**

Just Imported.

Also a small Parcel of

**ARCHANGEL FLAX,**

**ARCHANGEL TAR,**

Ditto PITCH,

**F I R O A R S,**

**— S P A R S,**

**AND BASS MATS,**

Per the ACTIVE. from ARCHANGEL.

\* \* \* Wanted, a few STOUT LADS, as APPRENTICES to the Sea.—Apply as above.

Whitehaven, 7 Aug. 1804.

(36)

(\* \* \* One Property.)

### WHITEHAVEN.

**TO be SOLD, in Public Sale, to the highest Bidder, at the House of Ann Buckham in King Street, Whitehaven, on WEDNESDAY Evening, the 11th of October, instant, 1804.**

**Manchester Mercury - Tuesday 26 February 1805****Imports****Ireland**

Active. W Taylor, from Waterford with 50 sacks and loose 500 qrs., Wheat 700 qrs. Oats for W Farrer & Co.

**Chester Courant - Tuesday 06 August 1805**

JUST ARRIVED from LIEBAU,

the ACTIVE, Taylor, master, with FLAX, TOE FLAX, : PASHEMP, SALTED COW and OX HIDES, (average weight about 42lbs. each) DRY CALF, and GOAT SKINS.— For sale apply to

JOHN SORTON HUGHES.

**Cumberland Pacquet, and Ware's Whitehaven Advertiser - Tuesday 24 February 1807**

The Role, Creighton, sailed for Jamaica; did the *Active*, *Taylor*, for Barbadoes, but both were put back, by contrary winds

**Cumberland Pacquet, and Ware's Whitehaven Advertiser - Tuesday 07 April 1807**

The Port of Whitehaven has fifty-two fine and well-constructed ships their (character, for all the purposes of navigation, is admitted) employed at this time upon voyages to and from the West-India Islands. Several others, we understand, are chartered. In confluence of this branch of commerce having so much increased, and the probability of it still increasing,—we have the happiness of announcing that, in future, there will be a direct communication between the Admiralty Board and this Port, respecting the Appointment of Convoys. The West India Fleet sailed from Cork on Saturday the 28th ult. It consisted of 65 sail, under convoy of His Majesty's ships Dedalus, Barbara, and Laura; —and the Dryad at far as Madeira.—The following vessels, belonging to Whitehaven,, form a part of the fleet, viz Carleton, France; Trinidad. Rose, Stewart ;Brown, Fisher, Jamaica. *Active*, *Taylor*, Barbadoes. Friends, Mc. Master, Tobago. Ann,

Carruthers, St. Vincent. Fame, Braithwaite ; Elizabeth, Falcon. Antigua :—and Neptune, Bouch, St. Domingo.

**Cumberland Pacquet, and Ware's Whitehaven Advertiser - Tuesday 23 June 1807**

The Providence Success, Penniment, of this port arrived Grenada, the 15th of April all well. The Neptune, Patterson, from hence for St. Domingo ; Chilham Castle, Plasket; Brown, Fisher: and Rose, Stewart, for Jamaica ; Fame, Braithwaite, for Antigua. Friends, Mc Master, for Tortola. Industry, Jacques, for St. Vincent's. *Active, Taylor, for Barbadoes* and Carleton, France, for Trinidad, with the fleet under convoy of his Majesty's ship Dedalus arrived Barbadoes the 30<sup>th</sup> of April, after a pleasant passage of 33 days from Cork.

**Cumberland Pacquet, and Ware's Whitehaven Advertiser - Tuesday 27 October 1807**

FOR SALE,

**I**MPORTED in the ACTIVE, Capt. TAYLOR, from BARBADOES,

**320 Hogsheads. Tierces, and Barrels of FINE SCALE SUGARS.**

**Also 30 Bales of COTTON.**

**Enquire of W. WILSON, Lowther-Street.**

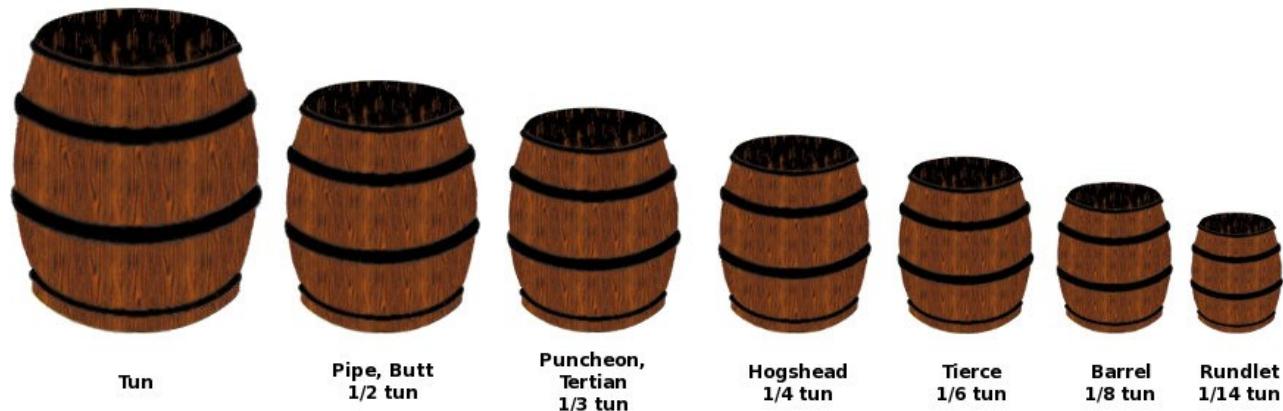
**Whitehaven, 31 Aug. 1807. (35)**

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**NORTH AMERICAN TIMBER.**

**T**O be SOLD, in Public Sale, on THURSDAY the 29th of October, at the Yard in How-

Blocks of sugar were packed into large wooden barrels known as hogsheads. Each hogshead would weigh between 800 and 1500 pounds, as well as smaller wooden containers called a tierce and barrels



**Fig. 1 Measures used for sugar and other products**

**Saunders's News-Letter - Thursday 02 August 1810**

The Active, Thomas Taylor, of Whitehaven has made thirteen Dublin voyages in the last 12 months and four days;

**Cumberland Pacquet, and Ware's Whitehaven Advertiser - Tuesday 05 February 1811**

The Active, Taylor, which failed from hence is put into Kirkcudbright.

**Cumberland Pacquet, and Ware's Whitehaven Advertiser - Tuesday 12 February 1811**

HARBOUR OF NEW LIVERPOOL,

LOWER CANADA,

SITUATED on the River St LAWRENCE Six Miles above the City of Quebec, is ably to accept, and capable of containing sixty Sail of merchant Vessels, where they may load in perfect Security, moored the without making use of either anchor or

Cable, and without incurring the risk of desertion of their hands so, frequent of late years, at the Port of Quebec. The Proprietors, having been to great Expense to render this Harbour commodious and of easy access, beg Leave inform Owners and Masters of VESSELS, that they have constantly on Hand extensive of OAK and PINE TIMBER, STAVES, MASTS, & c., from which Cargoes will be furnished at the lowest Market Price, and put aboard with the greatest Dispatch, as no Detention from stormy Weather can possibly take Place.

For further Information, they beg Leave refer Strangers to the Captains of Vessels, which loaded at New Liverpool, the last Season.

Ship Lady Cremorne R. Johnson, Master, Whitehaven  
Ship Bryan, David Purvis, Master, Hull  
Ship Brutus, John Rayner, Master, Hull  
Ship Richard John, William Burns, Master, Hull  
Ship Lively Peggy, Murphy, Master,  
Ship Richard, Castles, Mailer, Liverpool  
Ship Ocean, Wilson, Master, Hull  
Barque Conference, James Gray, Master, Aberdeen  
Barque Collins, C Clark, Mailer, North Shields  
Brig Clara, William Bygate Master, Sunderland  
Brig Thetis, John Norey. Master, Sunderland  
Brig Economy, George Nevln, Master, Sunderland  
Brig Ann, Thomas Parkinson, Master, Sunderland  
Brig Mary, James Ross, Master, Aberdeen  
Brig Juno, John Master, Sunderland  
Brig Fame, Alexander Gibbons, Master, Aberdeen  
Brig James David, J. Cairns, Master, Aberdeen  
Brig Robert, T. Higginbotham, Master, Liverpool  
Brig Aid, George Brown, Master, Workington  
Brig Favourite, William Warren, Master, Bristol  
Brig Friends, Thomas Warren, Master. Bristol  
Brig Mary Anne, T. Brierley, Master, Liverpool  
Brig Concord, Wm. Errington. Master, N. Shields  
*Brig Active, Henry Piper, Master, Harrington*  
Brig Harmony, W. Curwen, Master, Harrington  
Brig Endymion, P. Whitt, Master, Sunderland  
Brig Ocean,—— Blyth, Master, Sunderland  
Brig Brothers, Janett, Master, Sunderland  
Brig Francis, Hutton, Master, Liverpool.

The following CHARGE, which is ½ per Cent, lower than the Charge now made the Wharfs at Quebec, will made against all Vessels loading, or unloading, at New

Liverpool. For each Ton of 40 Cubic Feet, Sixpence. For each Day, Two Shillings and Sixpence.

GEORGE and WILLIAM HAMILTON New Liverpool, Lower Canada,  
-7 Oct 1810.

### **Bristol Mirror - Saturday 14 December 1811**

#### **BRISTOL IMPORTS**

Active, Piper, from New Brunswick W. Sheppard, 160 pieces pine timber, 1c. 2q. deals, 7 fathoms lath wood. H. Piper, 24 spars or masts, 6 pieces birch timber.

### **Public Ledger and Daily Advertiser - Thursday 10 February 1814**

In the Downs, Active; Taylor, from St. Michael's, after being chased for four hours, by two lugger privateers, between Farleigh and Dungeness.

### **Lloyd's List - Tuesday 12 March 1822**

Whitehaven, 6th March. The following Vessels left this port yesterday morning for Ireland, during a fresh gale at WSW. Dove, Wilson ; Active, Taylor; Mary, Lancaster; Mary Isabella, Blaystock, Fanny, Bouch; Defence, Bourke; Falcon, Burrows; two Schooners and a Sloop. At 4 p.m. a gale commenced, wind WSW. at 5 the gale increasing, the Dove was observed reaching towards the harbour, it was, perceived she had lost her foretopsail andtrysail; in the act of waring off shore she struck upon the Redness point, and went to pieces. One Seamen and two boys drowned. The gale continued unabated fury during the night. The following particulars have been received relative to the other vessels, viz. *Active*, and *Fanny*, on shore to north of Workington. Crews saved.

### **Cumberland Pacquet, and Ware's Whitehaven Advertiser - Monday 25 March 1822**

The Active, that was on shore to the northward of Workington got into Maryport

**Carlisle Patriot - Saturday 01 May 1824**

WITH PASSENGERS ONLY.

FOR QUEBEC.

And if sufficient number of Passengers offer,

will Land them at PRINCE EDWARD'S ISLAND,

THE fine fast sailing Brig ACTIVE, James Johnstone, Master, Burthen Tons, will sail from WHITEHAVEN for Prince Edward's Island on or about the 12th May. The Active is the only Vessel that is likely to take Passengers from the Port this Spring, consequently an early Application is requisite to secure eligible Births.—A sufficient quantity of water and Fuel will be supplied, and every care taken make the Births, &c. comfortable as possible.

For Passage apply to Mr. John Gentile, Hawick; Mr. James Burgess, Annan; Captain James Johnstone, or to Thos. Harrison, Ship Broker, Whitehaven.

**Cumberland Pacquet, and Ware's Whitehaven Advertiser - Monday 09 August 1824**

Extract letter from Edward Tyson, of the brig Harmony, of Harrington, dated St. John's. Antigua, 26<sup>th</sup> June:

The Active. Johnson, from hence in the River St. Lawrence on the 7th July; and was afterwards spoken when about 40 miles below Quebec.

**Cumberland Pacquet, and Ware's Whitehaven Advertiser - Monday 16 August 1824**

The Active, Johnson, from hence at Quebec with passengers, 10th July 43 days passage; all well.

**Cumberland Pacquet, and Ware's Whitehaven Advertiser - Tuesday 20 September 1825**

The Matty, Coffey, from Quebec at this port on Saturday, after 38 days passage. On the 17th ult. spoke the Paris, of Maryport, for Tralee, off St. Paul's. The Henry, of Harrington, would be ready to sail the 11th ult. The Hope, Tomlinson, for this port, was nearly ready. The Grace, Little, was loading with wheat for Liverpool, and would be ready in five or six days. *The Active, Johnson*, would ready in ten days.

**Southern Reporter & Cork Commercial Courier Thursday 13 October 1825**

MELANCHOLY Shipwreck.—By a letter from Cardigan, we learn that the brig Active, of Whitehaven. Johnstone, was wrecked the bar of that port on the 7th inst. said Capt. Johnstone and two boys drowned. By great exertions Mrs. Johnstone was taken from the rigging just before the masts went overboard, and brought safe to shore, much bruised in her person. The remainder of crew were saved. Shortly after the ship went to pieces.

**Cumberland Pacquet, and Ware's Whitehaven Advertiser Tuesday 18 October 1825**

The Active, Johnson (of Whitehaven) from Quebec and Waterford, was driven on shore yesterday during heavy gale from the N. W. near the entrance of the Bar, and totally wrecked ; the master and two apprentices ( Jefferson and Pratt) were drowned. Cargo washed out, and great part floated on shore.

**North Wales Gazette October 27<sup>th</sup> 1825**

The Brig Active, of Whitehaven, Johnson, master from Quebec laden with timber, for Cardigan, being at Anchor in that bay during the violent gale of Friday se'nnight (week), was obliged to cut her cables and run on shore at low water. In a few minutes her bottom went out, and the decks giving way the Captain and two seamen were drowned. Those on board, consisting of Mrs. Johnson, and nine seamen remained on the wreck, poor Mrs. Johnson being lashed in, the for top. Several boats came to their assistance; the crews of which in the most imminent peril of their lives, and with persevering courage, continued in the tremendous element for upwards of three hours, when they succeeded in rescuing the whole. The vessel in a few minutes became a complete wreck; but the greatest part of the cargo is saved.

**Bristol Mercury - Monday 31 October 1825**

Several pieces of pine and oak timber,- cattle, sheep, and pigs, have, during the last week, have been washed on shore at, and within the limits of the port of Aberystwith; the timber is supposed to be part of the cargo of the brig Active, of Whitehaven, Johnstone, master, from Quebec, wrecked off Cardigan Bar, on the morning of the 7th instant ; and the cattle, &c. to be part of' the cargo of the, schooner Horatio, Macarthy, master, from Kinsale, for Bristol, lost off St. David's Head, on the same day. The timber has been taken Possession of by the Officers of the Customs in the above port.

**Cumberland Pacquet, and Ware's Whitehaven Advertiser - Tuesday 01 November 1825**

NOTICE. ALL Persons Having any Claims against the Owners the late Brig ACTIVE, James Johnston, Master, deceased, are requested render the same its early possible to THOMAS HARRISON, Ship Broker.

This will not be repeated.

Whitehaven, October 31,1825.

**Bristol Mercury - Monday 05 December 1825**

A subscription was lately set a foot by some of the respectable inhabitants of Cardigan and its neighbourhood, having for its object the rewarding of those who saved the lives of ten persons from the wreck of the brig Active, of Whitehaven, lost on Cardigan bar, on the 7th of October last for defraying, the funeral expenses of Captain Johnson and two of his crew and, for clothing the survivors and we are glad to add, that in the course of a few days, the sum of £54. 4s. was collected for the laudable and benevolent purposes above stated. In addition to the above the Royal National Institution for the Preservation of Life from Shipwreck, has remitted the sum of £50 to be divided among the boats crews for their praiseworthy exertions

**Coflein**

The ACTIVE was a wooden sailing vessel on passage from Quebec. The report printed in Lloyds List on 11 October 1825 noted the master's name as Johnston and that the vessel had been driven ashore on 7 October near the entrance the Cardigan Bar and wrecked. The master and two of the crewmembers had been drowned. It was also noted that the cargo had been washed out of the wreck and a great deal had floated ashore.

### **Cardigan Residents**

Some drowned by crossing the bar.

George Jefferson, 17 years old, and John Pratt, 22 years old, both drowned when the brig Active sank, in June 1825, residents of Cardigan.

### **Thos. & Jno. Brocklebank (Brocklebank Line)**

#### **National Museums Liverpool: Maritime Archives and Library**

The firm of T. & J. Brocklebank Ltd., was one of the oldest in shipping with its origin dating back to the late eighteenth century. The firm was formed in 1801 when the two sons of the founder of the business, Thomas and John, took control following their father's death. Their father was Captain Daniel Brocklebank (1741 - 1801), a shipmaster and shipbuilder who, after emigrating from Cumberland to New England in 1770, began a shipbuilding enterprise at Sheepscut, near Portland, Maine. Daniel Brocklebank was a loyalist and when the Revolution broke out in 1775 he sailed back to Whitehaven in his own ship, Castor. The letter of marque for the Castor's privateering activities during the American War of Independence is the oldest surviving document in the collection [B/BROC/6/1].

Daniel Brocklebank re-started his shipbuilding business at Whitehaven in 1785 and the surviving plans and specifications of the vessels built by his yard, provide an important source for the construction of eighteenth and early nineteenth century merchant ships. [See B/BROC/8/1-2 for their specifications and

agreements.] Valuable information concerning the activities of the Whitehaven shipyard can be found in the journals of accounts and ledgers, 1808-1865 [B/BROC/4/1-3] and letterbooks, 1801-1860 [B/BROC/1/2/1-7]. By 1795 Daniel Brocklebank owned a fleet of eleven vessels of 1,750 tons. After Daniel's death in 1801 the firm of T. & J. Brocklebank was formed by his two sons, Thomas and John Brocklebank, and despite the firm suffering heavily in the Napoleonic Wars, by 1809 it was sending ships as far as South America. In 1815 the success of the Princess Charlotte's maiden voyage to Calcutta, following the end of the East India Company's monopoly, led to the beginning of a Calcutta trade that was to eventually eclipse Brocklebank's South American and China trades many years later.

Thomas Brocklebank (1774 - 1845) moved to Liverpool in 1819 and the firm opened an office in Rumford Street in 1822. In 1827 Brocklebanks built their first paddle steamer, the Countess of Lonsdale, and two years later in 1829 Brocklebanks began trading to China. In 1843 Thomas made his forty year-old cousin Ralph a partner (who was later to become Chairman of the Mersey Docks & Harbour Board), and also his nephew Thomas Fisher, who took the name Brocklebank, and was made a Baronet in 1885. By 1844 the Brocklebank fleet had reached its highest number ever, comprising a total of fifty vessels. After the closure of the Whitehaven shipyard in 1865 and the move of its headquarters to Liverpool, the company concentrated solely on shipowning, purchasing larger iron and steel sailing ships mainly from Harland & Wolff, Belfast. [For specifications of these vessels see B/BROC/8/1/2-3.] Brocklebanks were reticent in investing in steam and did not purchase their first steamer, the Ameer until 1889.

In 1895 Sir Thomas, the second baronet, became Chairman and in 1898 the firm became a limited company. On his death in 1911, his brother Harold succeeded him as Chairman, followed in 1913 by Sir Aubrey, who had been Managing Director since 1898. In 1911 Brocklebanks ceased to be a family business after a substantial shareholding was sold to Sir Percy, Frederick and Denis Bates, grandsons of Sir Edward Bates, who had built up the Indian trading firm of Edward Bates & Sons. In the same year Cunard acquired the Anchor Line, which retained its independence and in turn gained a controlling interest in Brocklebanks in 1912. The business was strengthened by the presence on the board of the Bates brothers, Sir Alfred Booth and Sir Thomas Royden. In 1916 the Well Line was acquired and in 1919 Cunard bought out the Brocklebank and Bates shares; the final one-fifth shareholding held by Anchor was acquired in 1940. In 1929 Colonel Denis Bates became Chairman on Sir Aubrey's death.

## National Museums Liverpool: Maritime Archives and Library

Brocklebank's experimented with motor ships with the first all-welded vessel, the coaster Fullagar 1920. The shipping depression of the 1930s resulted in the company performing what was, at that time, a quite unique operation, that of reducing the size of four of its ships, the Mathura, Mangalore, Magdapur and Manipur in 1935 [see photographic record in B/BROC/8/7/1]. The firm suffered heavy losses during the Second World War, losing sixteen of its fleet of twenty-six ships, including the Malakand, which blew up with a cargo of ammunition in Liverpool docks in 1941. The fleet was re-built and services extended because of the decline of business at Calcutta after Indian independence in 1948. In 1964 Brocklebanks bought H.E. Moss & Co., tanker owners, and in 1967 Cunard Line became responsible for the passenger business and a new Cunard Brocklebank company took over all cargo services, including two Cunard-owned container ships in the Atlantic Container Lines consortium.

### **Cumberland Pacquet, and Ware's Whitehaven Advertiser - Tuesday 07 October 1800**

Yesterday morning a fine new vessel (for the West India trade) was launched here by Mr. Thomas Brocklebank called the CUMBERLAND the property of John Hartley Esq., & Sons it is 340 tons per register copper-bottomed bolted, the only vessel of the name, and the finest belonging to the coast.

### **Hampshire Chronicle - Monday 06 April 1801**

DIED. At Whitehaven, in the 59th year of his age, Mr. Daniel Brocklebank, ship-builder and rope-maker; from the business of which he had lately retired. Mr. Brocklebank in the course of very active life, made (among others) twenty-five voyages across the Atlantic ; and after quitting the sea, and settling as a ship-builder, (to which he was originally brought up) he built at Whitehaven twenty-five ships!—

### **Lancaster Gazette - Saturday 04 June 1803**

Ship building. — Into our last paper a paragraph was copied, purporting, that a vessel had been launched by a Mr. Bradley, of Lynn, called the Patent; "*built upon an entire new plan*, with regard to the more effectually securing the beams to the side of the ship, without the aid of knees & c., and for which the builders base obtained the King's patent"—In justice to the port of Whitehaven, we cannot omit observing, that the method of building without knees , is not an

entire new plan —Most the master-builders of that place have practised it for years, viz. Messrs. Brocklebanks, Nicholson, Kirk, Shepherd, and Wilson —We can enumerate twelve vessels, each from 250 to 300 tons burthen, which have been constructed agreeably to an invention, now ascribed to a builder, who produced the first specimen his art only five weeks ago ! —It is six since the Ceres, of that port, was built in that manner ; within the last three years it has been almost generally adopted of which there are abundant proofs, in the ships Dispatch, Thomas, Ann, Lightfoot, Sarah, Industry, John, Martha, Eleanor, Augusta, and a new ship not launched: - none of which vessels have a knee in them. We not pretend to know to whom the invention ought in justice to be attributed but it is certain that scheme which, we are told, may prove an object of great importance to the shipping interest," has been long tried at Whitehaven, before it was announced as an entire new plan, at Lynn.

The LR of 1800 has an abbreviation NK for no knees, shown in the fifth column

**Cumberland Pacquet, and Ware's Whitehaven Advertiser - Tuesday 07 August 1804**

VV MERCER and LINEN-DRAPER,  
 Apply to Mr. COLLINS, Roper-street, White-  
 haven.—7 Aug. 1804. [12]

TIMBER and DEALS.  
 ON SALE by THOMAS and JOHN  
BROCKLEBANK,  
 A Choice Cargo of  
**MEMEL FIR TIMBER, and DEALS,**  
 Just Imported.  
 Whitehaven, 7 Aug. 1804. (32)

SUGARS at MARYPORT.  
 TO be SOLD, by Private Contract, THIR-  
 TEEN HOGSHEADS of SUGAR—Samples  
 may be seen by applying at the House of CALED

#### Carlisle Journal - Saturday 16 June 1804

On Monday last was launched from the building yard of T & J Brocklebank a fine new vessel called the Queen Charlotte

#### London Gazette

Whitehaven Militia

To be Captains,

Lieutenant Thomas Brocklebank, vice Dixon, promoted. Dated September 12, 1804.

**Cumberland Pacquet, and Ware's Whitehaven Advertiser - Tuesday 26 February 1805**

(See our Proprietary)

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**For KINGSTON, OLD HARBOUR, and  
SALT RIVER, JAMAICA,**



**THE Ship KING GEORGE,**  
[JOHN CARRICK, Master] intended  
to sail with the First CONVOY from  
**CORK**, appointed for the 2d of March.  
For Freight, or Passage, apply to the  
Master on board, or to  
**T. and J. BROCKLEBANK.**

**N. B. Wanted, for the said Vessel, a few Stout APPRENTICES, to whom liberal Wages will be given.**

**Whitehaven, 21 Feb. 1805. (7)**

Whitehaven, 16 Feb. 1805.

**Cumberland Pacquet, and Ware's Whitehaven Advertiser - Tuesday 22 October 1805**

HEMP  
- ON Sale, few Tons of St.PETERSBURG CLEAN HEMP.  
Apply to BROCKLEBANKS Co.  
Bransty Ropery. (Whitehaven)

**Cumberland Pacquet, and Ware's Whitehaven Advertiser - Tuesday 09 July 1805**

the Month of August, 1805.

(28)

## WHITEHAVEN.

**T**O be SOLD, by Auction, with her Stores, (as per Inventory) at the House of Mrs. Ann Buckham, in King Street, Whitehaven, on FRIDAY the 26th of July, Instant,

*The remarkably fast sailing Coppered-Schooner  
Privateer*

## CAROLINE,



Burthen per Register 95 Tons.

This Vessel was repaired and completely fitted with new Sails, Cordage, &c. about Five Months ago.

A Deposit of Five per Cent on the Purchase Money, and the Remainder in Four Months, from the Day of Sale, giving satisfactory Security.

On the following Day will be Sold, at the Ropery of Messrs. Hartleys, and Co. (for Ready Money) the Whole of the Warlike Stores, Provisions, &c. of the said Vessel; consisting of 12 6-Pounders, Muskets, Pistols, Cutlasses, Boarding Pikes, Shot, and Gunpowder;—Beef, Pork, Bread, and various other Articles.

For further Particulars, apply to

Messrs. T and J. BROCKLEBANK;  
Or Mr. WILLIAM STITT.

[\* \* One Concern.]

Whitehaven, 5 July, 1805.

**Lancaster Gazette - Saturday 08 July 1809**

The brigantine Maranham, belonging to Messrs Thomas and John Brocklebank, of Whitehaven completed a voyage from that port to the Brazils and to Liverpool 5<sup>th</sup> March to the 28<sup>th</sup> June

**Cumberland Pacquet, and Ware's Whitehaven Advertiser - Tuesday 09 February 1813**

Thursday last a fine new vessel called the COSSACK was launched here from the yard of Messrs. T. and J. Brocklebank,

On Wednesday last a fine new vessel was launched from the building yard Messrs. Brocklebank and Nephew in Lancaster, she is called the LANCASTER, burthen 358 tons and intended for the West India trade.

**Cumberland Pacquet, and Ware's Whitehaven Advertiser - Tuesday 15 March 1814**

Yesterday se'ennight, fine new vessel was launched from the building yard Messrs. T. and J. Brocklebank, called the WESTMORLAND...

**Cumberland Pacquet, and Ware's Whitehaven Advertiser - Tuesday 14 February 1815**

Friday last, a fine new, coppered vessel was launched from Messrs. Brocklebank's building-yard, called the JAMAICA. She is two hundred and fifteen register tons, and expected to sail in about fortnight, for Jamaica.

**Carlisle Patriot - Saturday 25 September 1819**

SHIPPING. Whitehaven, September 22. Yesterday morning was launched from the building-yard of Messrs. Thomas and John Brocklebank, a fine new vessel, called the Perseverance, copper bottomed, with two decks, and measuring per register 512 tons, built for the East India trade, and is supposed will carry one thousand tons. She is the longest in keel any ship built at Cumberland : the launch was beautiful in the extreme; and the morning being remarkably fine, thousands of spectators were assembled witness he sight. This is only the second vessel ever launched full sail , from the building-yards in the harbour. It is

somewhat remarkable that the oldest and youngest vessels were launched yesterday, viz. the Prosperity upwards of seventy years old, which has been about three months repairing, and the above-mentioned Perseverance.

### **Cumberland Pacquet, and Ware's Whitehaven Advertiser - Tuesday 18 October 1825**

The keel of the new Steam Packet intended to ply between this port and Liverpool, was last week, laid down in the building-yard of Messrs. Thos. and John Brocklebank. It is 114 feet in length, and the vessel when completed will measure upwards of 130 feet on deck.

### **Cumberland Pacquet, and Ware's Whitehaven Advertiser - Tuesday 25 October 1825**

We have this week detail the particulars of an occurrence strongly illustrative of the system which the all wise Mr. Hume has the honour of having introduced amongst large majority of our mechanics and artisans. It is well known to every one resident in this vicinity, that Messrs. Brocklebank are very extensive shipbuilders in Whitehaven; and their numerous workmen and apprentices, from the oldest to the youngest, would say, if they spoke the truth, that they have uniformly proved themselves not merely just and kind masters, but masters public-spirited and liberal in a degree which has had few parallels. For example, they never acted upon the system of doing all or the greater part of their work with apprentices, but kept upon their establishment a fair and proper proportion of journeymen, even in the worst of times. When work was slack, they refused to accede to the proposals made to them some masters—that of lowering wages to 15s. per week, and continued to pay 18s. to their own manifest loss, from an impression that those employed by them could not otherwise properly sustain themselves and families. Moreover, in the periods of the greatest depression of the shipping interest, when many vessels were laid up for want of freight, and consequently there was no demand for new ones, Messrs. Brocklebank still kept their hands in full activity, launching vessel after vessel, without any prospect sale, and if not disposed of, why they manned them and themselves, at no small risk, and often, in the nature of things, to their own pecuniary injury. Finally, When the ship-carpenters of Whitehaven recently turned out for advance of their wages to 22s per week, Messrs. Brocklebank were among the foremost to

comply with the demand. If anyone, therefore, were entitled to respect and attachment from those employed under them, these gentlemen of whom we have been speaking surely might have put in their claim to such an indulgence. But no gratitude, it seems, no longer forms part of our operatives vocabulary. "Union" and "Combination" have usurped its place, and are now-a-days held to lie the first of virtues as well as duties by the hopeful professors of the great Mr. Hume's new philosophy. For some time past, the workmen in this yard, as well as others, and even the boys, have exhibited pretty strong Symptoms of the spirit with which they are imbued. Insolence to the masters and overseers is the order of the day; and these men who do not belong to the "Union" are annoyed on every possible occasion. This "Union" they are pleased to call a Benefit Society but it is anything rather than that either to themselves, their masters, or the public. They are connected with the shipwrights of Liverpool and other ports; and should any disagreement take place with their employers as to wages, regulations, or the engagement of men not belonging to the confederacy, any one branch of it receives from the others such assistance as shall enable them, (in their own phraseology) bring the masters to terms." Thus the servant become dictator; nothing must be done without his concurrence: to decide what are the rights of property, what is most suitable for the interests of the master, and who is not proper person admitted to the employer's confidence. In this way have the masters been treated from about midsummer; and Messrs, Brocklebank at length formed determination no longer to submit to it. In our last paper, they advertised for men at 24s. per week, on this condition, that they were unconnected with any union. This, however, could not have led what took place Tuesday morning, for the plan of that proceeding had been laid the Monday, some hours before the advertisement alluded went forth the public. It appears that Messrs. Brocklebank had engaged a man at the recommendation Mr. Peile, of Harrington. This man went to work on Tuesday morning, at the usual hour; and on his entering the yard, the apprentices flocked round him, and intimated what might expect if he dared to make a beginning. The threats of these fellows had the desired effect; and the new hand determined to stand idle till Mr. Brocklebank came to the yard. Meanwhile, however, the apprentices, about forty in number, and several of them stout young men, seized the obnoxious stranger, mounted him upon pole, and carried him through the town to the Patent Slip, and from thence to a public-house at the bottom of Queen's-street, and subsequently around the Market-house, where they let him go. Having performed this feat, without any very great regard to delicacy, they went to their breakfasts, and afterwards again repaired to their Work, highly pleased with what they chose call their triumph. In short time they bethought themselves of another freak. A marked man—one who did not belong to the Union," and had not conformed, we presume, to their regulations, was picked out by them as a —he, too, was hoisted upon pole, shoulder high, and they were boisterously proceeding with him into the town,

when they were met at the foot of Duke-street by Mr. Brocklebank, who endeavoured to prevail upon them to liberate the man, but in vain—a scuffle ensued, Mr. B. pressed in among them, and was either knocked or thrown down by one of his own apprentices and did rise again without soiled apparel, and bloody face ! Justly incensed, Mr. Brocklebank immediately proceeded to his yard, and dismissed every man and boy employed in it, and shut it up. He afterwards applied to the Magistrates, and subsequently set off for the Sessions where he obtained a warrant against the offenders, and on Thursday, a great many of them were had at the public office here, and the Magistrates sent eight them to the House of Correction. The affair will most likely beard of before another tribunal, for you may rest assured that Messrs. Brocklebank will act with their wonted energy in the line punishment of the refractory. Ostensibly, the journeymen took no part in this affair but is one silly enough not to know that they were at the bottom of it,' —that they planned the whole proceeding, and instigated the actors. The punishment will in the end probably fall on the right heads.

### **Evening Mail - Monday 28 June 1830**

BROCKLEBANK V. SUGRUE. this case several questions were mooted, but the only one on which became necessary for the Court to decide related to the construction of the Stamp Act, with regard to the policies of insurance where an alteration made in the original destination of the voyage. The action had been brought against one of the members of late St. Patrick's Insurance Company Ireland, on two policies, one on the ship Hebe, and the other on the freight of that ship. The risk first insured was at and from Liverpool to Quebec, and by memorandum the foot of the policies, two to three months after the insurance was effected the voyage was changed from Liverpool to St. Johns, New Brunswick. The question at the trial was, whether this was new contract which required a fresh stamp to the policies. Lord Tenterden was of the opinion that it was and the plaintiff was to recover only the premium paid in respect of the insurance on the freight. A rule nisi for a new trial having been obtained, the case was now argued by Mr. F. Pollock and Mr. Hutchinson on part the plaintiff, and by the Attorney General and Mr. Campbell for the defendant. The Court, alter a full consideration of the various clauses; in the Stamp Act, were of opinion that no additional stamp was necessary, and therefore ordered the rule to be absolute.

### **Carlisle Patriot - Friday 09 July 1847**

#### WHITEHAVEN JUNCTION RAILWAY. Compensation case.

This was inquiry before Sheriff and a Special Jury respecting the amount of compensation to be paid by the Railway Company for the interest of Messrs. T. and R. Brocklebank, of Whitehaven, ship builders, lessees for term of years granted in 1775 of which term about nineteen years are yet unexpired.

The case proceeded with Mr. Greig appeared as council for Messrs. Brocklebank and Mr. James for the Railway Company. Mr. Greig said, in bringing this case before the court his clients had instructed him express them the great loss to which he would necessarily subjected, consequent on the land being taken from them, and of the irreparable injury their ship building business, for which no compensation, it was in their power to award, could repay them. Their case was an extremely hard one; they were compelled to part with that to which they owed their prosperity in life. Messrs. Brocklebank had endeavoured by every means in their power to reach an amicable understanding with the railway company, arbitration, which he considered the most proper course a complicated case like this, requiring the investigation of accounts. By the step contemplated, that depriving them a most important part their building premises, they would be greatly crippled in their business, and it would the duty of the jury to award Messrs. Brocklebank what they considered something like remuneration. The number their vessels was so great, and to such an extent was their mercantile business carried on, that they kept regular monthly communication with India, China, America, and other portions of the globe, and the whole of this enormous traffic was conveyed in their own ships. The founder of the establishment at Whitehaven was Mr. Daniel Brocklebank, the grandfather of the present Mr. Thomas Brocklebank. In the year 1775, Mr. Daniel Brocklebank leased of the then Earl of Lonsdale the principal part of the ground required by the Railway Company. The original term of the lease was for ninety nine years, nineteen of which are unexpired. Mr Daniel died in 1801 and his sons, Thomas and John, succeeded the property and the business; a cousin of these two gentlemen, also called John Brocklebank, was a joint proprietor in all these premises. The two brothers carried on the ship-building business and the cousin John was engaged as a ropemaker. In the year 1817, Mr. Thomas thought it necessary to extend his business going to Liverpool, leaving his brother John to carry on the ship-building establishment at Whitehaven. Up to the time of the elder brother, Mr. Thomas Brocklebank, going to Liverpool, the vessels built were principally for customers, but afterwards they were wanted for their own use—for the purpose of the Liverpool trade. After the death of Mr. John Brocklebank, in 1831 or 1832, the vessels were exclusively built for their own use at Liverpool. The cousin John died 1839, after which Thomas purchased his late cousin's interest in the business, and thus became the sole proprietor, and under whose management the business was increased to its present enormous magnitude—indeed, it was one the largest if not the very largest, in Liverpool. and its ramifications extended over the entire globe. Their ships have obtained such a reputation for safety, strength, and speed that insurances can be effected upon them at a cheaper rate than those of any other builder. [Mr. Greig here handed plans of the ship-building yards in question to the Jury, and pointed out very minutely the portion ground required by the Railway Company, the various buildings which would have to be removed, and explained the great inconvenience, trouble, and loss, to which Messrs. Brocklebank would necessarily put, by the change which would be required consequent upon their being deprived of the inner yard] Mr. Grieg then continued —He thought he had satisfactorily shown that when they had been deprived of the ground required by the Railway Company, they would be reduced to the very narrowest limits which alone would enable them carry on their business. Ought

that to be allowed? Was it just? Was it reasonable? It was for the jury to look at the case in all its bearings, and to award that amount of compensation which they thought Messrs. Brocklebank were entitled to. After some further observations, Mr. Greig said, the amount compensation which the jury would have to award for the various losses which Messrs Brocklebank would sustain, could be arranged under eight different heads, which were as follow:

1<sup>st</sup> - What was the actual value of the land taken, with the consideration of a forced sale.

2nd.—What was the amount of the damage to that part of the yard, not taken, for ship-building purposes exclusively, by the severance.

3rd.—The cost of replacing the buildings in the inner yard, and removing the sheds, which will be swept away from the outer yard.

4th.—The expense of the removal of the materials, including the removal of the sheds along the wall; also the removal of the timber, and all sorts of apparatus in the inner yard.

5th.—The amount of compensation for damage sustained for the interruption in their business, during the time the removal of the buildings.

6th.—The cost of fencing the outer yard from storms and depredations.

7th.—The amount of damage sustained, and expense incurred, consequence of the communication between the moulding rooms at the rope-walk and the building yard being lengthened.

8th—The amount of damage their business, as merchants, in Liverpool.

This finished the opening of the case, and Mr. Grieg then proceeded to call the following witnesses:— Mr. James Crook, of Liverpool, bore witness to the high reputation of Messrs. Brocklebank as shipowners and merchants. He believed they possessed thirty forty ships, and they were all built at Whitehaven. He considered that the yard at Whitehaven is essential to Messrs. Brocklebank's business at Liverpool; they could not carry it on with the same facility, nor with the same satisfaction without the ship-yard. If they were deprived of the yard it would injure and cripple their business in Liverpool; the one is dependent upon the other; the Whitehaven yard is the mother of the whole business. (Edited)

## **Carlisle Patriot - Friday 30 July 1847**

WHITEHAVEN JUNCTION RAILWAY. In our paper the of the 9<sup>th</sup> inst., we gave report of an Inquiry before the Sheriff and a Special Jury, to determine the amount compensation to paid by this Railway Company to Messrs. T. and R. Brocklebank, of Whitehaven, for land, buildings, &c, required by the Railway Company. The Jury awarded for land and buildings £1,379, for compensation and severance £1,344, total £2,723. Messrs. Brocklebank not being satisfied with this decision, an application was made last week to the Vice-Chancellor of for an injunction to restrain the Whitehaven Junction Railway Company, their secretary, servants, &c., from depositing in the bank the amount awarded by the verdict of the Jury to the plaintiff, as the price for certain land belonging to him, near Whitehaven, or from issuing any precept to the Sheriff of the county, to deliver possession of any part of the plaintiff's land to the said company, or any person appointed by them to receive the same. The injunction was granted (edited)

**Jollies Cumberland Guide & Directory, 1811  
Whitehaven Shipping**

Active br 134 T. Taylor Captain and Co.

**WHITEHAVEN****Cumberland Pacquet, and Ware's Whitehaven Advertiser - Tuesday 06 October 1801****WHITEHAVEN**

Since our last six vessels have arrived from Ireland, one from Isle of Man and 15 coastways 23 vessels have sailed for Ireland, 2 for Isle of Man and 12 coastways.

**Chester Courant - Tuesday 25 February 1806**

Whitehaven, Feb. 11.—Sunday afternoon arrived here, the Spanish lugger Barbarossa, under the command of Mr. Patterson, from San Andero, a Spanish port in the province Biscay, which place she left about three o'clock in the morning of the preceding Sunday, the 2nd instant, but whence she had been intended to sail for La Vera Cruz, in the Gulph Mexico. Her destination was altered in the following manner:—

26 English prisoners were confined in a Castle near the place where the Barbarossa was fitting out. They formed the resolution of attempting to liberate themselves, and to try to make their passage home in her. When the time arrived for carrying their project into execution, the majority them shrunk from a design, which was to be attended with so much danger. Eleven of them, however, persevered: four of these belonged to port, viz. Mr. Patterson, who had been mate of the Curwen, Capt. Shipland, of Workington, captured some time ago; the carpenter of the same; and two others.

Between two and three in the morning of the 2d inst. they effected their escape out of prison, boarded the lugger, cut her out, passed two strong batteries (by one which they were hailed), arid got out to sea. The next day, they lost two of their masts, in heavy gale of wind; but, pursuing their course with great resolution, and, certainly, with singular success, they arrived safe here, as above stated.

Her cargo cost, in Spain, not less than £25,000 sterling, exclusive of the vessel, which, at a very moderate computation, may be set down at £800.

**Saint James's Chronicle - Thursday 10 December 1807**

Arrived the Richard, of Whitehaven, laden with coals, from Whitehaven bound to Cork; - captured on Friday last by a French privateer; near the entrance of the harbour, of Cork, and re-taken on the following-day, in sight of the French privateer, by the Hero privateer, of Fowey.

**Cumberland Pacquet, and Ware's Whitehaven Advertiser - Tuesday 18 October 1808**

We had another violent gale of wind on Thursday and Friday.—On Friday morning, the brig Brilliant of and from Belfast, with cattle, came on shore behind the North-Wall, and sank. The sea broke over her in the most terrifying manner, and every wave threatened her with instant destruction.—No time was lost in launching the Lift-Boat, which again proved successful in saving the lives of the crew and which consisted of eight persons.

**The Ipswich Journal - Saturday 17 November 1810**

Nearly 400 fine bullocks, from Dublin, were landed Whitehaven last week. Between 7 and 800 more are expected before Christmas.

**Public Ledger and Daily Advertiser - Saturday 29 December 1810**

At Whitehaven, and the other ports of Cumberland, not less than 1000 head cattle were last week, landed from Ireland.

**Lloyd's List - Tuesday 15 September 1812**

The Active. —, bound to Whitehaven; the Ceres, Bowes, from America.- the Russell, Parker, and four other Vessels belonging Shields and Newcastle, have been captured by an American Privateer. The former has been given up to the crews, and was spoken with 6<sup>th</sup> instant by the Commerce, arrived Liverpool from Quebec.

**Lloyd's List - Friday 18 September 1812**

WHITEHAVEN .. arrived Active, Archer from America after being captured by an American Privateer of 18 guns, after being plundered by the same privateer.

**Cumberland Pacquet, and Ware's Whitehaven Advertiser - Tuesday 12 October 1819**

Whitehaven

COALS EXPORTED.

From the 4th of Oct. to the 9th of Oct. 1819, inclusive. Ireland 1539 tons

**The Caroline privateer****Lancaster Gazette - Saturday 09 February 1805**

The Caroline privateer, Capt. Gregg, sailed from Whitehaven on a cruise, last week.

**Lloyd's List - Friday 01 March 1805**

The Aurora, Bleer from Lisbon to Cherbourg is detained by the Caroline privateer of Whitehaven and sent into that port.

**Carlisle Journal - Saturday 02 March 1805**

We are extremely happy to mention the safe arrival in Whitehaven harbour, of the Jan Classes, from Lisbon, bound to St. Sebastian, with a very valuable cargo on board, prize to the Caroline privateer of that port. (This was the vessel we noticed in our last week's paper as daily expected to arrive). When the above vessel left the privateer, she was in chase of a large Spanish ship, supposed to be immensely richly laden; of whose arrival daily expectation is entertained.

**Cumberland Pacquet, and Ware's Whitehaven Advertiser - 16 April 1805**

TO be SOLD, in Public Sale, at the house of Mrs. Dixon, at Langley Park, near Ravenglass Cumberland, on TUESDAY the 23<sup>rd</sup> Day of April, 1805, Twelve o'clock Noon,

## TWELVE BOXES ORANGES ;

Being Part of the Cargo of the AURORA, detained her Voyage from Lisbon to Cherbourg, by the CAROLINE Privateer, and sent into Whitehaven. The Whole are good Quality, and in excellent Condition ; and may viewed on the Day of Sale. Whitehaven, 13 April, 1805.

The two foreign vessels, sent in here by the Caroline privateer, sailed yesterday, for Liverpool.

**Carlisle Journal - Saturday 15 June 1805**

Whitehaven arrived 5<sup>th</sup> to 12<sup>th</sup> June  
Caroline Privateer, Greggs, from Seas,

**Lancaster Gazette - Saturday 22 June 1805**

## SHIP NEWS LANCASTER, June 22.

The Caroline privateer, Capt. Greggs, arrived at Whitehaven from a cruise, on Wednesday sen'night. — On the 4th inst. she detained the Swedish galliot Hoffning, Bleer , master, laden with wheat, from Nantz, bound to Seville, which arrived at Whitehaven on Monday.

**Cumberland Pacquet, and Ware's Whitehaven Advertiser - Tuesday 02 September 1806**

## PRIZE COTTONS.

ON FRIDAY the 12th September, 1806, at Eleven o'clock In the Forenoon, will SOLD, by Auction, at the Bank Warehouse Queen Street,

- 371 Bags Brazil Cotton,
- In GOOD condition

Part of the Cargo of the AURORA from Lisbon to Cherbourg Brought in by the CAROLINE Privateer of this Port.

The Cottons may viewed, and CATALOGUES had on the Two Days previous of the sale Whitehaven, 18 Aug. 1806.

**Cumberland Pacquet, and Ware's Whitehaven Advertiser 21 July 1807**

## PRIZE MONEY.

THE Officers and Crew of the CAROLINE Privateer of this Port, may receive their respective Shares of the PRIZE Money arising from the Condemned Part of the AURORA Cargo, on FRIDAY the 24<sup>th</sup> July by applying to Messrs. JOHN WILKINSON and Co. King Street, Whitehaven.—July, 1807.

**Henry Piper**

1809 master of ship Nile sailed to Quebec from Whitehaven

**Prize Money**

Acts of Parliament(k) were passed on this subject, by each of which the ships or goods of the King's subjects, taken and retaken, were decreed to be restored to their original owner, and the rate of salvage was fixed at one-eighth in the case of recapture by the King's ships In the case of recapture by private ships, whether acting with or without commission, the rate was made to vary according to the length of time during which the vessel might have been in the possession of the enemy; if such possession had not exceeded twenty-four hours, the rate was fixed at one-eighth, if between twenty-four and forty-eight at one-fifth, if between forty-eight and ninety-six at one-third, if above ninety-six at one-half. And in all cases, if the vessel recaptured were set forth as a vessel of war, during its possession by the enemy, the rate of salvage was fixed at one-half.

Once a vessel had been condemned by a Prize Court it became the property of that nation so if recaptured it was a foreign vessel and the original owners had no claim.

Privateers were sent to sea for the benefit of the owners with an agreement to give the crew a share of the profits at a scale agreed when they signed on for the voyage.

## 7.0 Analysis

I have corrected the practise at this time of using f's for s's that we use in more modern times, *otherwise* sail is "fail" or sunk is "funk". The real problem I encountered was the old letter used for a "c" which is like a capital E only with a rounded figure the same height as a capital letter or a "c" on top of the "c" almost touching the letter t. The modern electronic readers used to search the newspapers could not cope with this and Active was produced variously as A&ive, AAivc, Aiftive, AdUve, Aclise, Lifter, A tivc, A<<aivc, Adtivc, Adkive, At.live, Attivc. The search then failed to produce a match and I only found a few matches where Active was read correctly. I noticed that the main number of matches was from the Cumberland Pacquet, and Ware's Whitehaven Advertiser so I searched on the masters name in this paper year by year to overcome this problem.

Active in sailing when Britain was at war with Napoleon and his empire, was in danger of being taken as a prize by privateers from various nations or the French Navy, the New Active from Whitehaven was captured.

There is a report Alert was chased for four hours in 1814 in the channel during the conflict with the USA. The small protection offered can be seen in her sailing in a convoy of 65 vessels to the West Indies in 1807 from Cork, although the location the convoy assembled and its date to sail was widely published in the newspapers. Privateers could capture a vessel from a convoy by taking it and putting a prize crew on board, then threatening another part of the convoy forcing the escort to react to that threat while the captured vessel was sailed away from the convoy. LR had a stamp to amend its records when a vessel was captured and because this was far from a one way event ,started marking vessels in the register as a French, Dutch or Spanish prize when they had been captured and sold.

I had heard and seen in fiction that the Duke of Wellington kept his plans secret to prevent his officers writing to the newspapers detailing them, which were then published. I came across letters published with the details of the whole army, its regiments and units, order of march and commanding officers published. Another letter published gave details of where the army was landed by the navy, where it was marching to attack and the part the navy was take in supporting the attack. I know the French purchased British newspapers from smugglers taking brandy and wine to Britain, but how much use they could make of the information I have no idea. The newspapers continued to publish dates and locations of where convoys assembled before departure and the dates of the departure and arrivals of Naval as well as merchant vessels and their intended destinations. I was not searching for these reports but just saw them when researching the Active. The

idea of censorship had not been invented and spying is not considered by "gentlemen".

The privateer Caroline seems to have been owned or partly owned by T & J Brocklebank who advertised her sale and her ordinance separately, their father sailed a privateer in the War Of Independence against the USA. The LR of 1808 records them as the owners.

The BNA produced almost all the newspaper reports for the Active, the Liverpool Museums produced the information on the Brocklebank's.

The sailing route of the Active in LR is changed in 1810 to Cork to Libau but there is no evidence of Active making that voyage, which may be due to Sweden joining Napoleon's continental system preventing British ships trading in the Baltic in 1810.

I started recording an Active with the master Piper as LR recorded a change in the master to Piper but I then found an overlap of voyages with Taylor as the master. I then found an Active of Harrington had been wrecked and some of the voyages I had recorded involved Harrington as a start or end port. So I discarded them as a dead end. There are 2½ pages of vessels named Active in LR for this period in time so identifying the correct Active was not always simple, I used LR to look for the master's names of other vessels to check I was recording the correct vessel as well as the locations of ports and the masters listed for the correct Active.

The voyages made by Active are two distinct types, Ocean voyages to the Baltic and Russia, the West Indies, Portugal and British America. Then a regular voyages to Ireland, mainly Dublin carrying coal and cattle on return on the few recorded return cargo's. It appears the Irish voyages were a safer route during the war years 1800 -1815 when so many merchant vessels on all sides were being taken as prizes, and even if recaptured before another country had condemned them as prizes, salvage was payable at a fixed rate depending the period of time the vessel had been held as a prize.

The builders of Active are probably T & J Brocklebank as they were ship builders, they are also the first owners and a Brocklebank is the master by 1802. In the call for debtors after the Active was lost the contact given was Thomas Harrison ship broker, the same used when advertising for passengers to Quebec. The LR records Active as a Brig but this probably an abbreviation of Brigantine which she was described as in an advertisement for sale. The differences are explained in Appendix D

In 1824 to provide a load to take to Quebec in the Active Captain Johnson advertises for passengers in the north west England and south west Scotland.

The wrecking of the Active occurred some years before Cardigan had its own lifeboat and the crew were rescued by local boats working for up to three hours in the raging gale on the bar. Whitehaven Harbour did have its own lifeboat stationed in the harbour which after some early problems started saving lives.

The master of Active seems to decided she was dragging her anchors in the gale and to save lives drove the vessel onto the shore.

## 8.0 Conclusions & Recommendations

I have spent about 60 hours on his project with about 95% of time spent on line. The research took longer because of the difficulty encountered with the electronic readers being unable accurately to read the old English "c" in Active producing so many variations that failed to produce a match when searching. I needed to make numerous searches to trace events of any kind involving the vessel instead of one for each master and a search for "Active" produced thousands of matches except the ones I wanted. The newspapers have survived in better condition than I expected considering they are over 200 years old, but the original printing is good for the period but not as clear as later editions.

I have already mentioned a dead end with another Active with a master of the same name as the reported master of Active sailing from Whitehaven and nearby Harrington making similar voyages. I recorded the voyages and in the timeline I was able to see an overlap in the dates and locations, it was impossible to reach in the time between positively known arrivals and the reports for the other vessel. Such as arriving in Whitehaven from Dublin two weeks before setting sailing from British America fully loaded, when the usual time to cross the Atlantic one way is about a month without the time taken to load. I also used the recorded masters in LR for other vessels named Active to eliminate them from the research.

The Active has no wreck site so it is possible to dive or research further in that direction.

The British Newspaper Archives (BNA) produced almost all the reports concerning the Active and her sailings. The Liverpool archives hold plans for some vessels built by the T & J Brocklebank in the 19<sup>th</sup> century but the names of the vessels are not available on line.

I have learnt the difficulties of researching newspapers in old English using electronic readers and a way to search to overcome the problems. I did try searching "A&ive" after I found that variation but the reader produced every entry it could find for A. It seemed a bit like searching for the variations the Covid-19 is producing.

The research answered more questions than I originally expected. The builders and first owners became a large shipping company surviving until the present day but not now with the same name. The masters and crew have left little trace with the crew names unknown and little information to attempt to trace the family history of the masters. The cargo's carried are not often recorded but the

voyages to Dublin almost certainly always carried coal. The final owner may be Brocklebank again but the entries in LR cease before the date of loss.

The real interest from the first fifteen years of the Active's lifetime was the background in the Napoleonic Wars which has been written about extensively in fiction and using it appears real events as a story line. The arrival of the Barbarossa at Whitehaven in 1807 with a story of the crews escape from Spain is the same story used in a Hornblower book and made into a film starring Gregory Peck in the 1951 film "Walk ashore". The real accounts by the Naval officers involved in this period are way beyond anything I could produce. There is some detail of the rescue of the crew from the Cardigan Bar but less than encountered in newspapers for rescues later in the century.

## **9.0 References**

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## Appendices:

### Appendix A – Table of Lloyd's Registers entries for the Active

The Active appears as a supplement in the 1800 LR as below except masters name spelt Murray.

The screenshot shows a digital reproduction of a historical document. At the top, there is a navigation bar with links for 'ABOUT', 'BLOG', 'PROJECTS', 'HELP', 'DONATE' (with a red heart icon), 'CONTACT', 'JOBS', 'VOLUNTEER', and 'PEOPLE'. Below the navigation bar is a search bar with the placeholder 'Search i...'. The main content is a table with the following columns: Number, Name, Type, Master, Tons, Registered at, Owners, Draught, Sailing route, and Certification. The table is titled '1800-1801'. The entry for the Active is highlighted in blue. The table continues with other entries for the year.

26	Active	Bg	D. Murry	131	Whtvn	00	Brklebnk	11	WnCstr.	A 1
7	—	Sp	T. Nichols	74	Wales	88	Capt & Co.	11	Wa Dbln	E 1
8	—	Sp	W Norton	38	Wales		Love & Co.	7	DaBristl	E 1
9	—	S	O. Oberg	262	Geffle	97	Brndstrm	13	Hl Baltic	A 1
		s 98			rb.91, lrp	96				99
80	—	Bg	Palmer	80	L'wstff	88	Barfoot	8	Lo C'ster	E 1
1	—	Sp	Sheldrick	66	Plymh	95	Capt.	8	Ex Plmth	A 1
2	—	Bg	Stanton	150	Chestr	93	O'Connor	12	DuAntg.	A 1
3	—	Sp	T. Staple	42	Rye	07	L Cloak		Lo C'ster	A 1

1800-1801

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Active, a Brig, d. Murry master, 131 tons, has a single deck with beams, registered at Whitehaven, owners Brocklebank, draught fully loaded 11 feet, sailing route; Whitehaven coaster, certified A1 for 11 years in August 1800.

Only change in 1802 masters name spelt Murray

1803 the master changes to Brocklebank and route to Liverpool to Hamburg and a new survey in May 1803

1804 no change

1805 owner shown as Captain which is still Brocklebank but now sailing as a Whitehaven coaster. Master amended to T. Taylor in underwriters edition.

- 1806 Master has changed to Taylor who also the owner, a new survey in 1805 still classified A1. Sailing route unchanged.
- 1807 unchanged except sailing route now Liverpool to Libau
- 1808 T. Taylor is master, owner again Brocklebank and sailing route Cork
- 1809 only change is a new survey in 1807 still A1
- 1810 owner changes back to captain and sailing route Cork to Libau
- 1811 Master changes to Witrigal
- 1812 Master changes to H. Piper sailing route Whitehaven to Dublin
- 1813 Master changes back to T. Taylor, owner again Brocklebank sailing route Plymouth to Cork
- 1814 owner captain again, sailing route Liverpool to Baltic, it has a new bottom, new wales and thorough repair 1811. New survey May 1813 classified E1
- 1815 owner Brocklebank again, sailing route now Liverpool to Memel
- 1816 No entry
- 1817 No entry

## **Appendix B – The Timeline for the *Active***

### **1800**

September 17 1800 Whitehaven arrived Active, Murray from Chepstow

### **1801**

w/e February 16 1801 Workington sailed Active, Murray for Dublin

w/e July 2 1801 Whitehaven arrived Active, Brocklebank from Cork

### **1802**

w/e 13 January 1802 Whitehaven sailed Active, Brocklebank for Dublin

June 2 1802 Hambro arrived ----, Brocklebank from Liverpool

### **1803**

w/e 27 April 1803 Whitehaven sailed Active, Brocklebank for Memel

w/e July 26 1803 Whitehaven arrived Active, Brocklebank from Memel

w/e November 30 1803 Whitehaven arrived Active, Brocklebank from Cork

w/e November 30 1803 Whitehaven sailed Active, Brocklebank for Chepstow

### **1804**

January 4 1804 Whitehaven arrived Active, Brocklebank from Chepstow

March 12 1804 Whitehaven arrived Active, Brocklebank from Dublin

June 18 1804 Archangel arrived Active, Brocklebank from Whitehaven

w/e August 6 1804 Whitehaven arrived Active, Brocklebank from Archangel

December 1 1804 Whitehaven sailed Active, Taylor for Dublin

### **1805**

February 14 1805 Liverpool arrived Active, Taylor from Waterford -wheat & oats

August 6 1805 Chester arrived Active, Taylor from Liebau – Flax & animal hides

September 22 1805 Whitehaven sailed Active, Taylor for Liverpool

December 4 1805 Whitehaven arrived Active, Taylor from Waterford

## **1806**

February 7 1806 Chepstow arrived Active, Taylor from Whitehaven

April 6 1806 Whitehaven sailed Active, Taylor for Dublin

May 4 1806 Whitehaven sailed Active, Taylor for Dublin

May 21 1806 Whitehaven sailed Active, Taylor for Dublin

June 29 1806 Whitehaven arrived Active, Taylor from Dublin

August 6 1806 Whitehaven sailed Active, Taylor for Dublin

August 23 1806 Whitehaven arrived Active, Taylor from Dublin

September 12 1806 Whitehaven sailed Active, Taylor for Dublin

September 27 1806 Whitehaven arrived Active, Taylor from Dublin

October 14 1806 Whitehaven sailed Active, Taylor for Dublin

October 27 1806 Whitehaven arrived Active, Taylor from Dublin

November 16 1806 Whitehaven arrived Active, Taylor from Dublin

December 10 1806 Whitehaven arrived Active, Brocklebank from Chepstow

## **1807**

February 16 1807 Whitehaven sailed Active, Taylor for Barbadoes

w/e February 24 1807 Whitehaven put back Active, Taylor for Barbadoes

- contrary winds

February 28 1807 Cork sailed Active, Taylor for Barbadoes in Naval Convoy

April 30 1807 Barbadoes arrived Active, Taylor from Cork with Naval convoy

August 7 1807 Whitehaven arrived Active, Taylor from Barbadoes - sugar &

- Cotton

August 25 1807 Whitehaven sailed Active, Taylor for Dublin

October 15 1807 Whitehaven sailed Active, Taylor for Dublin

## **1808**

May 16 1808 Whitehaven sailed Active, Taylor for Dublin

May 23 1808 Whitehaven sailed Active, Taylor for Dublin

September 25 1808 Whitehaven arrived Active, Taylor from Dublin

October 29 1808 Whitehaven sailed Active, Taylor for Dublin

## **1809**

August 1809 to August 1810 Active, Taylor from Whitehaven to Dublin and return  
made 13 journeys with coals to Dublin

## **1810**

## **1811**

January 31 1811 Whitehaven sailed Active, Taylor

March 8 1811 Lisbon arrived Active, Piper from Cork

w/e March 21 1811 Whitehaven arrived Active, Taylor from Bangor – cattle

March 22 1811 Whitehaven sailed Active, Taylor for Dublin

April 8 1811 Lisbon arrived Active, Piper from Cork

May 11 1811 Llanelly arrived Active, Taylor from Dublin

May 18 1811 Tenby arrived Active, Taylor from Cork

July 11 1811 Whitehaven arrived Active, Taylor from Belfast

August 22 1811 Whitehaven sailed Active, Taylor for Dublin

September 15 1811 Whitehaven arrived Active, Taylor from Dublin

September 18 1811 Whitehaven sailed Active, Taylor for Dublin

October 11 1811 Whitehaven arrived Active, Taylor from Dublin

## **1812**

February 17 1812 Whitehaven arrived Active, Taylor from Dublin

March 11 1812 Whitehaven sailed Active, Taylor for Barrow

w/e March 18 1812 Ulverston cleared Active, Taylor for Chepstow

May 1 1812 Chepstow sailed Active, Taylor for Plymouth

May 8 1812 Chepstow sailed Active, Taylor for Plymouth

June 5 1812 Chepstow arrived Active, Taylor from Plymouth

June 19 1812 Chepstow cleared out Active, Taylor from Plymouth

August 15 1812 Whitehaven arrived Active, Taylor from Dublin

September 4 1812 Whitehaven arrived Active, Taylor from Cork

September 22 1812 Whitehaven sailed Active, Taylor for Dublin

October 15 1812 Whitehaven sailed Active, Taylor for Dublin

## **1813**

February 18 1813 Deal came down the river and sailed Active, Taylor for

- St Michael's

March 1813 At St Michael's Active, Taylor from London

April 23 1813 Off Dover Active, Taylor from St Michael's

May 31 1813 Gravesend sailed Active, Taylor for Pillau

June 11 1813 Gothenburg arrived Active, Taylor from London

July 4 1813 Memel arrived Active, Taylor from Liverpool

September 15 1813 Bristol arrived Active, Taylor from Memel

September 23 1813 Gravesend arrived Active, Taylor from Pillau

October 22 1813 Chepstow arrived Active, Taylor from Bristol

November 9 1813 Gravesend arrived Active, Taylor from St Michael's

**1814**

February 8 1814 In the Downs arrived Active, Taylor from St Michael's

February 10 1814 Gravesend arrived Active, Taylor from St Michael's

April 8 1814 St Michael's arrived Active, Taylor from London

April 26 1814 Whitehaven arrived Active, Taylor from Dublin

May 27 1814 Hull arrived Active, Taylor from Varel

June 3 1814 St Michael's sailed Active, Taylor for London

July 9 1814 Whitehaven arrived Active, Taylor from Dublin

October 30 1814 Whitehaven sailed Active, Taylor for Dublin

November 27 1814 Whitehaven arrived Active, Taylor

**1815**

May 1 1815 Whitehaven sailed Active, Taylor for Dublin

May 7 1815 Whitehaven arrived Active, Taylor from Dublin

June 21 1815 Whitehaven sailed Active, Taylor for Monmouth

August 4 1815 Whitehaven arrived Active, Taylor from Dublin

August 13 1815 Whitehaven sailed Active, Taylor for Dublin

October 29 1815 Whitehaven sailed Active, Taylor for Liverpool

November 18 1815 Whitehaven sailed Active, Taylor for Dublin

**1816**

March 30 1816 Whitehaven arrived Active, Taylor from Dunleary

April 3 1816 Whitehaven sailed Active, Taylor for Dublin – coals

May 1 1816 Whitehaven arrived Active, Taylor from Dublin

June 14 1816 Whitehaven sailed Active, Taylor for Dublin

October 26 1816 Whitehaven sailed Active, Taylor for Dublin

November 23 1816 Whitehaven sailed Active, Taylor for Dublin

December 22 1816 Whitehaven arrived Active, Taylor from Dublin

## **1817**

January 15 1817 Whitehaven sailed Active, Taylor for Waterford

February 15 1817 Whitehaven arrived Active, Taylor from Dublin

March 21 1817 Whitehaven sailed Active, Taylor for Dublin

May 7 1817 Whitehaven sailed Active, Taylor for Dublin

May 31 1817 Whitehaven sailed Active, Taylor for Dublin

June 24 1817 Whitehaven arrived Active, Taylor from Dublin

June 26 1817 Whitehaven sailed Active, Taylor for Dublin

July 20 1817 Whitehaven arrived Active, Taylor from Dublin

July 24 1817 Whitehaven sailed Active, Taylor for Dublin

September 28 1817 Whitehaven arrived Active, Taylor from Belfast

October 26 1817 Whitehaven arrived Active, Taylor from Dublin

November 20 1817 Whitehaven sailed Active, Taylor for Dublin

December 12 1817 Whitehaven arrived Active, Taylor from Dublin

December 21 1817 Whitehaven sailed Active, Taylor for Dublin

## **1818**

January 27 1818 Whitehaven arrived Active, Taylor from Dublin

March 24 1818 Whitehaven sailed Active, Taylor for Dublin

April 15 1818 Whitehaven arrived Active, Taylor from Liverpool

April 21 1818 Whitehaven sailed Active, Taylor for Dublin

June 10 1818 Whitehaven arrived Active, Taylor from Dublin

June 30 1818 Whitehaven arrived Active, Taylor from Dublin

July 5 1818 Whitehaven sailed Active, Taylor for Dublin  
July 21 1818 Whitehaven arrived Active, Taylor from Dublin  
July 25 1818 Whitehaven sailed Active, Taylor for Dublin  
August 13 1818 Whitehaven sailed Active, Taylor for Dublin  
September 8 1818 Whitehaven sailed Active, Taylor for Dublin  
September 21 1818 Whitehaven arrived Active, Taylor from Dublin  
September 29 1818 Whitehaven sailed Active, Taylor for Dublin  
October 9 1818 Whitehaven arrived Active, Taylor from Dublin  
October 26 1818 Whitehaven sailed Active, Taylor for Dublin  
November 15 1818 Whitehaven arrived Active, Taylor from Dublin

## **1819**

January 2 1819 Whitehaven arrived Active, Taylor from Dublin  
January 27 1819 Whitehaven sailed Active, Taylor for Dublin  
February 17 1819 Whitehaven arrived Active, Taylor from Dublin  
February 22 1819 Whitehaven sailed Active, Taylor for Dublin  
March 27 1819 Whitehaven arrived Active, Taylor from Dublin  
April 7 1819 Whitehaven sailed Active, Taylor for Dublin  
May 1 1819 Whitehaven arrived Active, Taylor from Dublin  
May 8 1819 Whitehaven sailed Active, Taylor for Dublin  
June 14 1819 Whitehaven arrived Active, Taylor from Dublin  
July 5 1819 Whitehaven arrived Active, Taylor from Dublin  
July 14 1819 Whitehaven sailed Active, Taylor for Dublin  
August 23 1819 Whitehaven arrived Active, Taylor from Dublin  
September 9 1819 Whitehaven sailed Active, Taylor for Dublin  
September 24 1819 Whitehaven arrived Active, Taylor from Dublin

**1820**

February 16 1820 Lisbon arrived Active, Johnson from London

March 17 1820 At Lisbon Active, Johnson from London

April 3 1820 Gravesend arrived Active, Johnson from Lisbon

July 29 1820 Clyde sailed Active, Johnson for Naples

November 3 1820 Deal arrived Active, Johnson from Faro and the Salmon River

December 10 1820 Lisbon arrived Active, Johnson from London

**1821**

January 2 1821 Cork arrived Active, Johnson from Sicily

January 17 1821 Gravesend arrived Active, Johnson from Lisbon

April 4 1821 Belfast sailed Active, Johnson for Sligo – ballast

August 10 1821 Ipswich arrived Active, Johnson from Sunderland – coals

**1822**

March 5 1822 Whitehaven sailed Active for Dublin

December 12 1822 At Rio Janeiro Active, Johnson from Seville

**1823**

July 6 1823 Spoken to Active, Johnson from Whitehaven & Newry at position  
- Lat 45 Lon 47

July 30 1823 Quebec arrived Active, Johnson from Newry

September 18 1823 Tralee arrived Active, Johnson from Quebec

**1824**

February 22 1824 Liverpool arrived Active, Johnson from Tralee

July 7 1824 In St Lawrence River Active, Johnson from Whitehaven

July 10 1824 Quebec arrived Active, Johnson from Whitehaven with passengers

September 22 1825 Cardigan arrived Active, Johnson from Quebec

## **1825**

January 18 1825 Dublin arrived Active, Johnson from Liverpool

July 31 1825 Quebec arrived Active, Johnson from Whitehaven

September 29 1825 Waterford arrived Active, Johnson from Quebec

October 17 1825 Cardigan driven ashore and wrecked

## Appendix C              Ports

**Archangel** in English and Archangelsk in Russian, is a city in the north of Western Russia. It lies on both banks of the Northern Dvina near its exit into the White Sea.

**Chepstow** a former port, a town in Monmouthshire, Wales, adjoining the border with Gloucestershire, England. It is located on the tidal River Wye, about 2 miles above its confluence with the River Severn,

**Harrington** a village on the Cumbrian coast south of Workington and north of Whitehaven. Historically part of Cumberland, its industrial history, which largely ended in the late 1930s, included a shipbuilders, iron works, coal mining and steel making.

**Hawick** a town in the Scottish Borders, historic county of Roxburghshire in the east Southern Uplands of Scotland. It is 10 miles south-west of Jedburgh

**Libau**, founded in 1625, was until 1914 one of the main ports of the Russian empire. Along its spacious harbour there were rows and rows of warehouses where herring from the Atlantic was stored; timber, grain, butter was loaded on ships going to the West. Now Liepāja a port city on Latvia's west coast on the Baltic Sea.

**Miramichi** the largest city in northern New Brunswick, Canada. It is situated at the mouth of the Miramichi River where it enters Miramichi Bay.

**Monmouth** county town of Monmouthshire in Wales, situated where the River Monnow joins the River Wye, 2 miles from the Wales–England border. Monmouth is 30 miles northeast of Cardiff. Wooden ships up to 500 tons were built at a shipyard just south of Monmouth bridge until the new bridge at Chepstow was opened in 1816.

São Miguel (Portuguese for **Saint Michael**), is the biggest island in the Portuguese Azores archipelago

**Varel** a town in the district of Friesland, in Lower Saxony, Germany. It is situated near the Jade River and the Jade Bight,

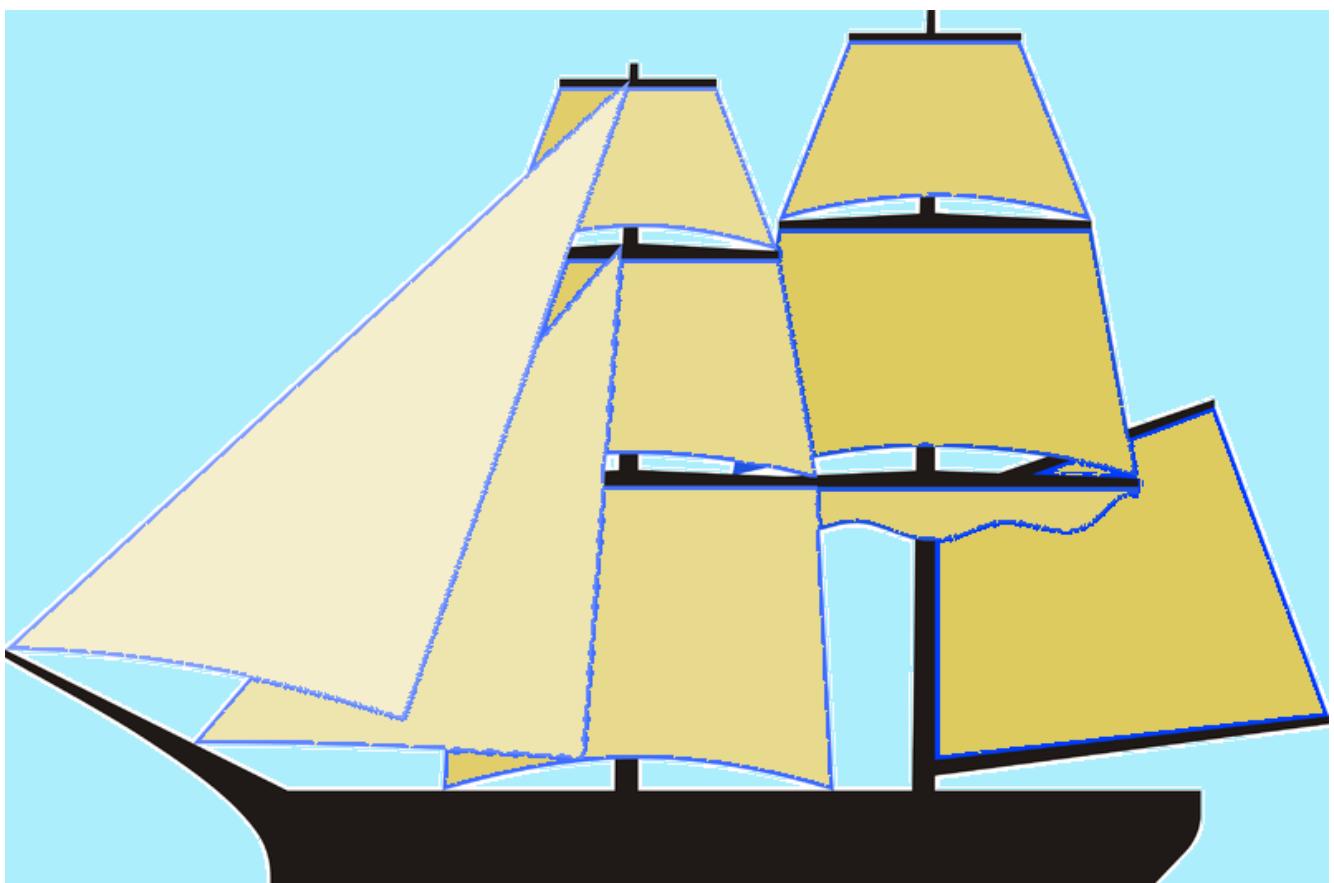
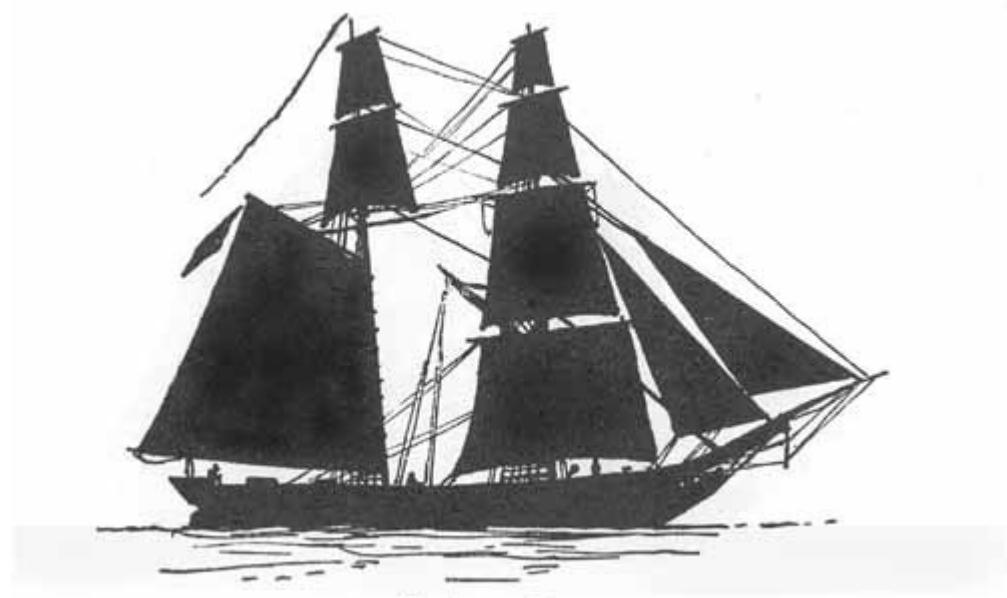
**Appendix D****Brig and Brigantine**

Fig. 2              Typical Brig sailing plan

A brig is fully-rigged with square sails, usually at least a lower course and a topsail, on both masts; a brigantine has only fore-and-aft lower sails on the mainmast, which is the aft mast, but usually has square topsail (s) above the mainsail. It requires more crew because of the additional square sails. The word brig is an 18th-century shortening of the word brigantine, but came to mean a different type of rigging. The gaff-rigged mainsail on a brigantine distinguishes it from the brig, which is principally square-rigged on both masts. In addition to the different sail configuration, the brigantine's mainmast is made from two parts and equal to that of a schooner, a quite long mast and a top mast. The mainmast of a brig is made from three parts and equal to that of a fully rigged ship - a mast, topmast, and topgallant mast.



**- Brigantine -**

Fig. 3