

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



North Sea Fishing Ketch's

Report compiled by:

Graeme Perks

Report Title:

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*Canterbury Bell***

Compiled by:

Graeme Perks
graperks@aol.com
Sutton Coldfield
UK

On behalf of:

Nautical Archaeology Society
Fort Cumberland
Fort Cumberland Road
Portsmouth
PO4 9LD
Tel: +44 (0)23 9281 8419
E-mail: nas@nauticalarchaeologysociety.org
Web Site: www.nauticalarchaeologysociety.org

Managed by:

Malvern Archaeological Diving Unit
17 Hornyold Road
Malvern
Worcestershire
WR14 1QQ
Tel: +44 (0)1684 574774
E-mail: MADUdiving@gmail.com
Web Site: www.madu.org.uk

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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 Canterbury Bell was built at Rye in Sussex in 1865 as a fishing trawler for Charles Meritt of Hull. The Canterbury Bell operated as a trawler from Hull until about 1889 when it was sold by auction at Plymouth under a deed of mortgage. The Canterbury Bell operated as a fishing trawler from Plymouth until 1892 when it appears in the shipping reports carrying coal. The Canterbury Bell was aground on St Patricks Causeway in April 1893 on route from Dublin to Portmadoc and was assisted into port by the Barmouth Lifeboat.

Canterbury Bell continued as a coaster with different owners travelling to Spain, France, the Channel Islands and around the coast of the United Kingdom. It was severely damaged by fire in Plymouth in 1897 and fell over on its side in Bideford while unloading in 1898 with the owners being sued for the costs of righting her. Canterbury Bell was involved in two collisions and was run ashore to prevent her sinking in 1904. Canterbury Bell took six weeks to travel from Scotland to Plymouth in 1907 being damaged by gales and the master being recovered after being washed overboard. In 1908 Canterbury Bell was recovered by the Southend Lifeboat after losing her anchors on route to Dunbar where she again was damaged by a gale, lost her anchors and was driven ashore becoming a total wreck at West Wemyss, the crew survived.

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2.4 Contributors

Madu

2.5 Abbreviations

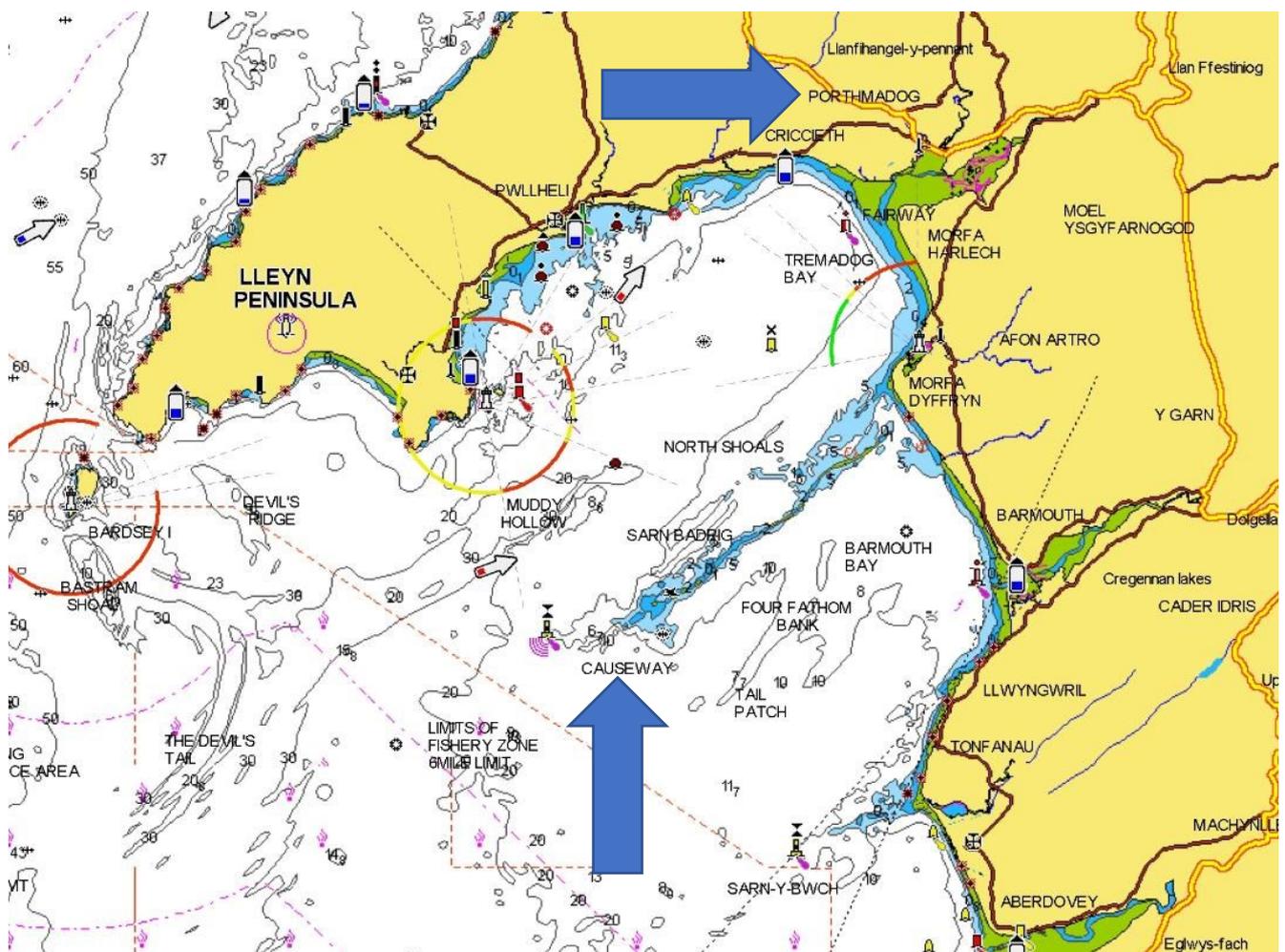
LR	Lloyds Register of shipping
BNA	British Newspaper Archives
MADU	Malvern Archaeological Diving Unit
MNL	Mercantile Navy List
NAS	Nautical Archaeology Society
NAW	National Archives of Wales
NPRN	National Primary Resource Number
OS	Ordnance Survey
RNLI	Royal National Lifeboat Institution
WNL	Welsh Newspapers on Line
w/e	Week ending

3.0 Introduction

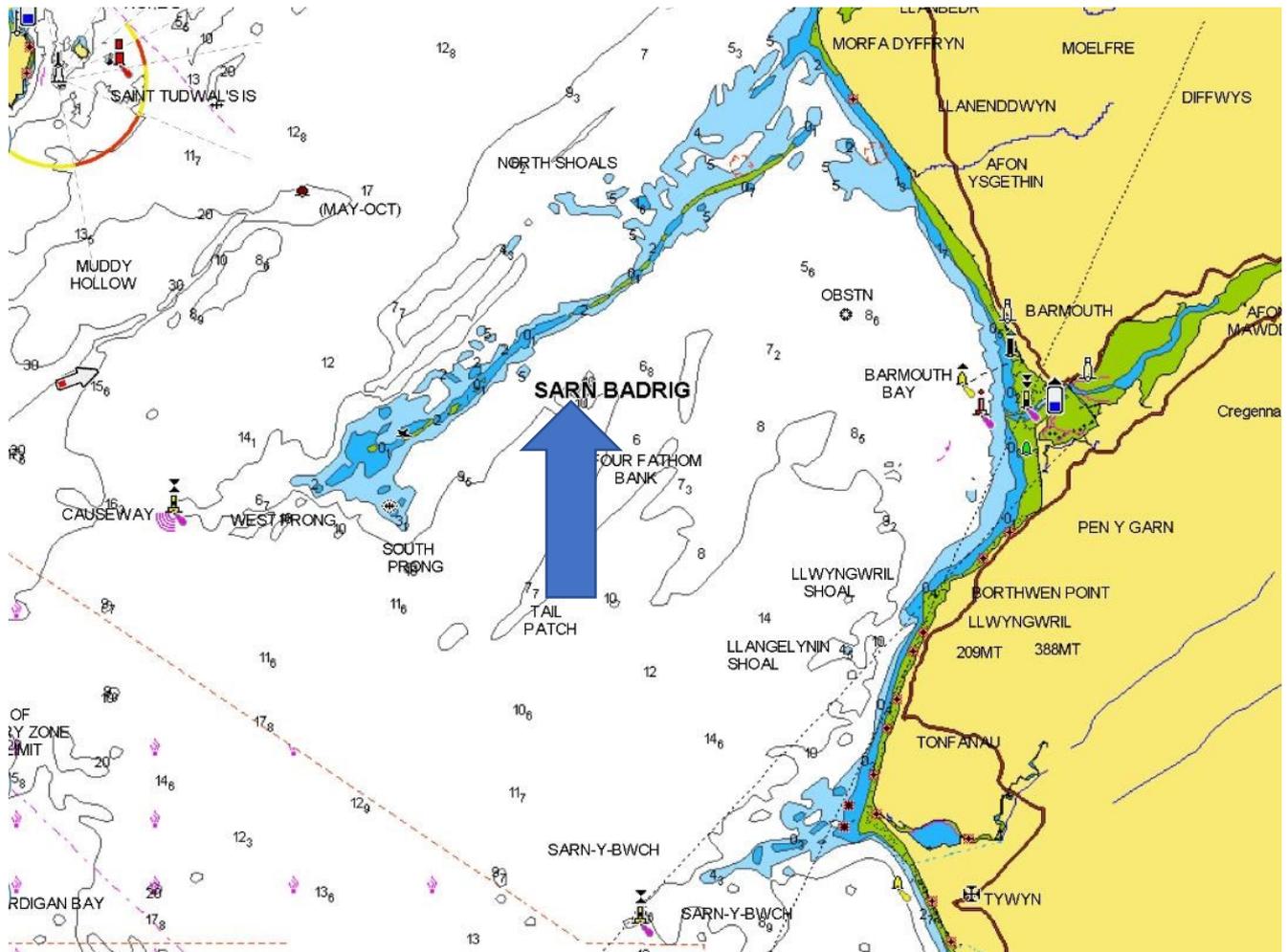
1. I selected Canterbury Bell to research because she had apparently survived going aground on St Patricks Causeway (Sarn Badrig) and I wished to see how much information I could find about her and I wanted to find out what had happened and to discover:
2. The dimensions of the vessel, who the builder was and when she was built and any other information available about her.
3. Information concerning the voyages, cargo's, any events affecting the vessel, details of its masters, crew and owners.
4. To find out the sequency of events leading up to the loss of the vessel, whenever that was and the event in 1893.
5. To discover the cause of the event in 1893 and if the vessel survived, the cause of its eventual loss.
6. The events that happened after the incident in 1893 and up to and after its loss if it survived.
7. If there were any previous research of the vessel for the 1893 incident and its story.
8. If there was a wreck site for Canterbury Bell and if it had been identified, dived and recorded.
9. If any salvage of the vessel and its cargo had been carried out
10. If any previous reports had been produced for the Canterbury Bell.

4.0 Background

When I started my research it was reported that the Canterbury Bell was a ketch that had been aground on the causeway and re-floated on 24th April 1893.

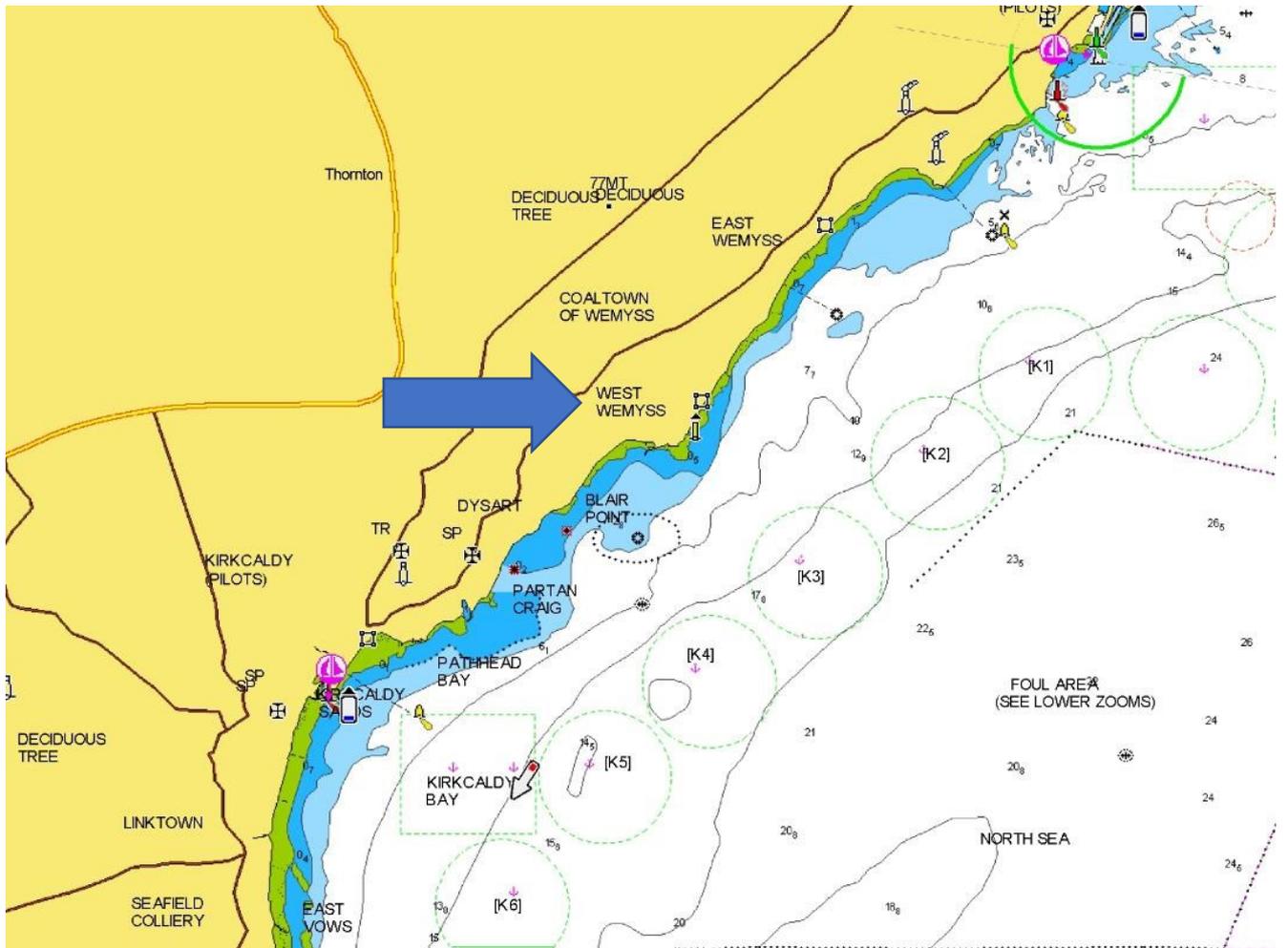


Porthmadog and Sarn Badrig (St Patricks Causeway)

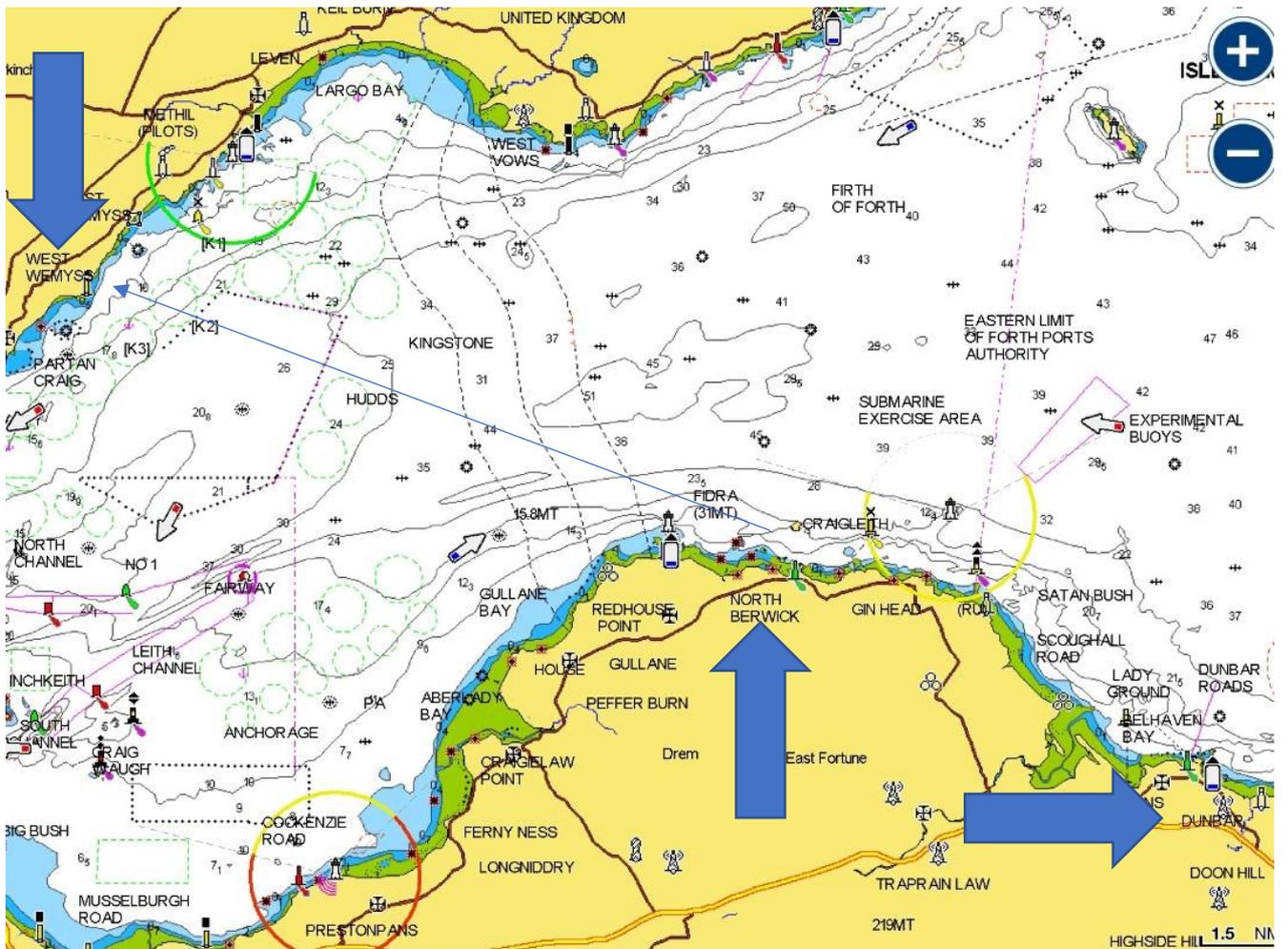


Sarn Badrig (St Patricks Causeway)

The darker blue on the chart are shallow areas and green where it is uncovered on low tides.

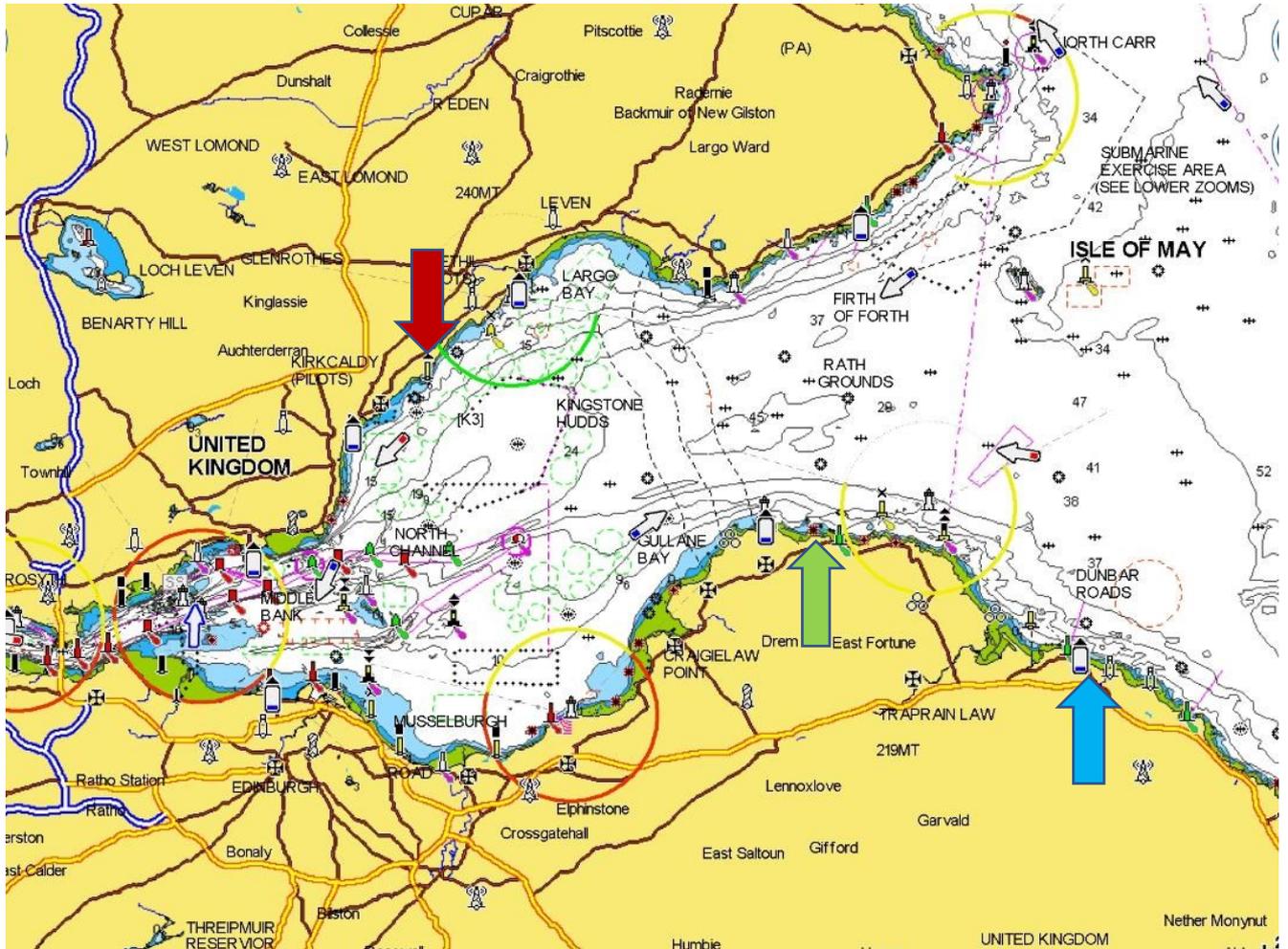


West Wemyss



North Berwick to West Wemyss and Dunbar

Line showing route from North Berwick to West Wemyss before being wrecked



Firth of Forth

 West Wemyss  North Berwick  Dunbar

5.0 Research Methodology

I used a Microsoft Pixel laptop with access to my home internet running 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 searched Lloyds Register of Shipping (LR) for "Canterbury Bell " looking for details of her dimensions, master, builders and owners from 1865 with no match. I then searched yearly until 1870 and again from 1892 to 1894 when she started carrying cargo with no matches.

I searched LR ships, plans and survey reports for "Canterbury Bell" with no match.

I searched the Crewlist Project for " Canterbury Bell" looking for her official number and links to MNL, appropriation book, crew lists, owner and master with a match. I followed the links for crew lists and found matches.

I searched The British Newspaper Archives (BNA) for "Canterbury Bell", "Canterbury Bell Hambly", "Canterbury Bell Holberton", "Canterbury Bell Lewis", "Canterbury Bell Martin ", "Ketch Canterbury Bell", "Canterbury Bell Murt", "Canterbury Bell Long", "Canterbury Bell Tope", "Canterbury Bell Allen", and " Canterbury Bell Edmunds" looking for sailings, arrivals, a launch, owners, builders, mishaps and any details of her loss and found a number of matches. I also searched "Plymouth Mercantile Shipping" looking for details of the business and found matches after an unsuccessful search for "Davis Plymouth" the managing owner. I searched "Roscoff imports" looking for the likely cargo carried by Canterbury Bell in 1896 and found matches. I searched "fishing apprentices" and found many matches detailing abuse and defence of their use on fishing smacks. I searched "Cawle" and "Coles" in Plymouth, "Merrit" and "Hill" in Hull, and "Hausbly" in Calstock with no matches.

I searched Welsh newspapers on line for "Canterbury Bell" looking for sailings, arrivals, a launch, owners, builders and any details of her loss and found some matches.

I searched Coflein site for "Canterbury Bell" looking for any details of the wreck and a chart with no match.

I searched wreckeu site for "Canterbury Bell" looking for any details of the wreck with no matches.

I searched "Canterbury Bell" in Google looking for any reports of her and "Ship building Rye" looking for her builder but only found details of ship builders and their association with building fishing vessels for Hull owners.

I searched "Fishing ketch 1880" looking for examples of the type of ketch and details of there use and the industry. I found an account of the way they were used and the crews including apprentices who were mainly from public institutions such as work houses and reformatories.

6.0 Results

Vessel	Name/s	Canterbury Bell	
	Type	Ketch	
		Fishing trawler converted to Cargo vessel	
Built	Date	1878	
	Builder	Unknown	
		Rye	
Construction	Materials	Wood	
	Decks	One	
	Bulkheads	None	
Propulsion	Type	Sail	
	Details	Fore and aft rigged on two masts	
Engine	Details	N/A	
	Boilers		
Drive	Type		
	Number		
Dimensions	Length	75 ft	2 ins
	Beam	20 ft	2 ins
	Draught	9 ft	11 ins
Tonnage	Gross	74	
	Net	59	
Owner	First	Charles Meritt	
		Hull	
	Last	J. H. Davis	
		Plymouth Mercantile Shipping Co., 26 Woolster Street, Plymouth	
	Others	John Hill 29, Newton Street, Hull George Coles 4 Hoe Gardens, Plymouth Theophilus Hausbly Calstock, Cornwall	
Registry	Port	Hull H1138, Plymouth	
	Flag	British	
	Number	79040	
History	Routes	Hull fishing, Plymouth fishing. Plymouth to England, Ireland, Scotland, Wales, Spain and France	
	Cargo	Coal, Oats, Cement, Grain, Manure, Arsenic, Gravel, Copper Ore, Clay, Fish, Iron dross, Rope, Iron	
Final Voyage	From	Dublin	
	To	Portmadoc	
	Captain	Hambly	
	Crew	Unknown	
	Passengers	None	
	Cargo	Wheat	
Wrecking	Date	22 nd April 1893	
	Location	St Patricks Causeway, Cardiganshire	
	Cause	Poor navigation	
	Loss of life	None	
	Outcome	Refloated and assisted into Portmadoc	

Final Voyage	From	London 8 th December 1908
	To	Dunbar
	Captain	A. Tope
	Crew	2
	Passengers	None
Wrecking	Cargo	Cement
	Date	28 th December 1908
	Location	West Wemyss, Fife, Scotland
	Cause	Severe weather, loss of sails and anchor chains parting
	Loss of life	None
	Outcome	Wrecked - total loss

The Smacksmen of the North Sea by John Rule

The fishing vessels were described as fishing smacks but were mainly ketch rigged, they operated as a fleet of up to a hundred vessels operating at sea for up to eight weeks a voyage. The catch was gutted, packed in ice and transferred by small boat to a carrier vessel which took it ashore for sale. This transfer in all weathers caused many crew to be drowned, often apprentices. Hull was one of the large centres operating this system in the North Sea fishing all year round with the vessels having a skipper, a mate and usually three other hands. The majority of the seamen apart from the skipper and mate were apprentices usually from Public Institutions like Workhouses and reformatories. They were indentured until 21 years of age, often starting at 13 to 15 years old and were paid pocket money. This system suited the ship owners as they had a workforce at little cost and the skipper's and mates received a percentage of the profits on each voyage. The apprentices were forced to sea by the threat of imprisonment under the Merchant Shipping Act of 1854, if they failed to sail with their vessel, 10 weeks for being absent without leave and 12 weeks for desertion. No warrant from a magistrate was necessary. Under section 246 of the act master, mate, owner, ship's husband or consignee were empowered to apprehend crewmen for these offenses without police or warrant and convey them on board or take them before a court, and, if the last, to detain them in custody. At the major trawling ports use of this power was extensive. A casual hand after serving a period of imprisonment could chose not to sign on another ship and avoid further punishment, the apprentices did not have any choice. Despite these sanctions desertion and absenteeism were not uncommon. After the Payment of Wages Act of 1880, the sanction of summary imprisonment was in theory removed but some courts found them guilty of failing to carryout orders and imprisoned them anyway. The 1880 act did enable the apprentices to abscond without being returned and this caused the end of the apprenticeship system in fishing. The vessels themselves were changing to steam vessels from sail with steam

capstans to raise the nets and in the 1890's fishing from sailing vessels in the North Sea virtually finished.

Hull Packet - Friday 18 March 1881

HULL SMACKS IN THE LATE STORM. By Friday's tides above a score of fishing smack arrived at Hull from sea, and most of them had sustained damage in the late gales. One of the smacks, the Doncaster, owned by Mr Drake, had lost her cook, the youth having been washed overboard by a heavy sea which struck the vessel. The Wilberforce, owned by Mr C. Pickering, was towed up on Friday afternoon by the smack Tyro. The master of the Wilberforce reports that on Saturday, whilst on the fishing ground, the vessel was struck by a heavy sea, and the crew observing it as it bore down upon them, jumped below. It was well they did so, for the huge mass of water did not leave anything on deck which it was in the power of the sea to remove, and no man could possibly have held on. When the crew again came on deck they found the vessel a complete wreck. The mizen mast had been taken over the side, the companion-hatch carried away, the mainsail and the headsails all in ribbons, the boom and gaff carried away, and, what is still more surprising, the capstan, a strong iron structure, had also gone. The vessel was half full of water, which had poured down the companion and the ice-room, the hatches of the latter having been also washed away. The crew at once rigged the pump, and, the hull of the smack not having been injured, they eventually freed her from the water. They lay until the following Monday helpless from loss of sails, when they were fallen in with by the Tyro, which took the Wilberforce in tow, The smack Canterbury Bell had also been caught in the same gale, and-being struck by a heavy sea she was hove down on her beam ends, losing main boom and gaff, and all the fishing gear. Several other smacks lost boats, booms, bowsprits, and fishing gear.

Hull Packet - Friday 09 February 1883

PERILOUS ADVENTURE OF A SMACK'S CREW.-Frederick WM. Minus, skipper of the fishing smack Canterbury Belle, reports that when lying-to with the vessel in a gale of wind, about seventy miles from the Spurn, on Wednesday forenoon, Robert Bradwell, aged 17 years, cook on board the smack, and belonging to Hull, was in the act of drawing a bucket of water, when he overbalanced himself, and fell overboard. Ropes were thrown to him, and a boat, manned by three of the crew, launched, but in consequence of the heavy sea that was running at the

time, all efforts to save him were of no avail. The boat's crew were unable to reach the smack again, and were drifted - seawards for about four miles, when they were picked up by another smack and conveyed to their own vessel.

Hull Packet - Friday 22 May 1885

SMUGGLING.-At the Borough Court, yesterday, Wm. Ryder, fisherman, was fined 6s 10d for smuggling 11b. of tobacco, on board the smack Canterbury Belle.

South Yorkshire Times and Mexborough & Swinton Times - Friday 04 May 1894

The Board of Trade proposes to hold a much-needed inquiry into the treatment of boys employed in the Grimsby Fishing Industry, and pending the result Boards of Guardians and similar institutions have been circularised, the effect of the communication being to advise them not to permit any of their boys to be apprenticed to the fishing industry until the serious allegations of ill treatment of fishing apprentices have been investigated. The question is one that affects the whole of this district. Dozens of boys during the year are sent from Doncaster, Rotherham, and Barnsley Workhouses to be bound apprentice to smack owners of Grimsby, and if only a tenth of the allegations made with respect to the treatment these lads receive are true then the greatest care must be exercised by the Guardians of the Poor in these districts in allowing any of the boys under their care to be sent to Grimsby. We have some knowledge of the subject, and under the most favourable conditions the life of a fisherman is a terrible one. Its risks are equivalent to, if not greater than those run by the miner, while it frequently happens that the greater the industry the less the earnings of the fishermen. But many poor boys, drawn from workhouses and orphanages, live little better than a dog's life. The Board of Trade requires a fishing smack to be manned by at least five hands, one of which may be an apprentice. One generally is an apprentice, who is the butt end slave of the other four. Nobody troubles to protect him against ordinary ill-usage, and in nine cases out of ten when one of the crew goes overboard it is the apprentice that meets this fate. Heaven only knows how many of these so-called accidents are deliberate suicides. Should one of these lads run away he is promptly brought back and taken before a bench of smack-owning magistrates, one of whom not so long ago actually sentenced an apprentice to a month's hard labour for impudence. With these facts before us it will be agreed that no Board of Guardians should allow any of the lads under its

care to be sent to Grimsby until the Board of Trade has whitewashed or condemned the industry, and in the latter case of course the time when workhouse lads can be sacrificed to torture will have ceased

Sheffield Evening Telegraph - Saturday 16 June 1894

GRIMSBY APPRENTICES.

WORKHOUSE FISHER LADS.

In the third of articles "'Our Dark Places," the ' London Chronicle' today describes the ' life of the workhouse fisher lads at Grimsby. A special 'commissioner writes :There is a fine opening at Grimsby for Guardians of the Poor with lads of thirteen and fourteen their hands. For the sum of £5 the Grimsby ,smack-owners will take them off the rates, give them a sea outfit, and find them employment afloat and accommodation ashore for the space of seven years. The lads are arriving now. I have just met five of them on the pontoon on their way to the Board Trade office to be floated off to a new career. They came from the Romford Union, and their schoolmaster brought them down in their peaked caps and workhouse outfit to hand over from the custody of one arm the State to another – The Board of Trade standing in loco parentis to the lads who go sea. The workhouses have, I have been told,

KEPT THE SMACK OWNERS IN APPRENTICES

for at least forty years past; one or two, or perhaps three, lads are working out their indentures on each vessel of the fleet of smacks that lies in the fish dock, or drags her trawl away out in the North Sea or off the island of Iceland, raking the sea beds for the plaice and haddock, the halibut and whiting, that are laid out in the huge sheds by the dock side. I dare say the hearts of those five brave lads rose with great expectations as they picked their way between the boxes and barrels and splashed along the fishy ooze that covers the planks, for it must be stirring experience for workhouse lads to see the rows of smacks with their flags a-flutter, hoisting the gleaming blocks of ice on board, or discharging basket after basket of fish, to catch the stinging sea breeze their cheeks, and see the waves tumbling about outside under a keen north-easter. Even the bell of the fish merchant as he announces his stock for sale must sound pleasantly after the workhouse bell. Yet I must confess that was sorely tempted to advise the schoolmaster to

TAKE HIS CHARGES BACK AGAIN,

to get them sent underground, to enlist them: anything, fact, rather than send them for this seven years' apprenticeship to a Grimsby smack owner The plain fact is—and it may well be stated last—this apprenticeship business is a diabolical one, and guardians and reformatory managers who hand their charges over to

the fishing interest will have a heavy reckoning to pay. I say the fishing interest advisedly, for the smack-owner is a joint stock company nowadays. The fisherman who used to own his smack pay his instalments and his interest to that end has gone under. Scores and scores of them, after paying away hundreds of pounds and for years, have found themselves bankrupt, and ship and savings have had to go. They have reverted to the fishing interest, and you will be safe in your reckoning you if put it down that not one man in fifty who has started recent years to work his ship out—that the technical term—has ever succeeded. Nowadays the owners have their

TWENTY, FIFTY, OR EVEN 100 TRAWLERS,

and apprentices to correspond. One company has 250 lads in its employment; so that the relation between master and apprentice is distant; the obligation to teach him his trade cannot be enforced, and the lads are herded together without home Influences of any kind when they are ashore. When a boy is bound the Superintendent of the Board of Trade certifies that the master is "a fit and proper person to take the boy and teach him or cause him to be taught the business of fisherman". The fact remains, however, that the majority of the lads are taught nothing. The skipper and the mate hate them, are forced on them by the owner, and dread them because if they should happen to turn out to be good fishermen there will be so many more hands presently to crowd out of their places. The casual hands hate with an even bitterer hatred, for the apprentices take the bread out their mouths. The rates for apprentices are a 6d week for a cook, 1s for deck hand, and 1s. 6d. for a third hand; that there is

NOT MUCH OF A LIVING WAGE

here for the fishermen or lads. "Well, how goes it?" asked my companion man in a sailors guernsey, who passed us the other day. "Bad," he answered, with a bitter laugh. "I've been ashore a fortnight and this morning I was done out of a job. Yes, after I was aboard and he'd agreed take me as third hand for 16s. a week ("he" was the company's superintendent) he came round again and there was a lad who would go. So here I am. Yes. trade's bad;" and the poor fisherman, who had a wife and family at home, set his teeth, pushed his fingers into his pockets as though would fain finger the coins weren't there, and trudged away. The difference between 1s. 6d. and 16s. a week is important both to the smack owner and fisherman. As it was the man had under bidden the ports price by several shillings—for third hand reckons to get 20s. Deck-hand and steward when are engaged in the open, want their 14s and 10s. week respectively. Note the difference here also, and then, when you have reflected that these unfortunate boys are

LOOKED UPON AS BLACKLEGS AND INTRUDERS

that they are absolutely green, and can no more fry fish, coil a rope, tie a knot

than any other lads from the city workhouse, does it seem wonderful that when the method of education vogue is persuasion with the rope's end or a piece of fish box or the nearest missile, that the lads get sour and brutalised afloat, and that they go instantly and by the shortest cuts to the devil when they are ashore. I don't know which is the sight that makes you feel queerest, that of this sea urchin, his sou'wester, stiff from the voyage and well smeared with dirt and slime, dragging himself along his barrack in a pair of huge sea boots and sack-like trousers, with a cod a whiting slung over his shoulder, or the same figure in his shore togs, more now more recognisable as the weedy slum type of Bethnal Green and Poplar,

MIDDLESBOROUGH & SHEFFIELD,

he reels home from the music-hall, perfectly drunk, the stump of a cigar between his lips, and his female friends, who live him off him not far off. These sights are so familiar here that nobody seems to concern himself about them, but no one who keeps his eyes open would deny it. The lads have had no training in spending money at the workhouse, that when they land after a few weeks at sea, and find themselves with four or five shillings of wages in their pockets, and another four or five as their share of "liver money" which is a perquisite for all hands, they find plenty of people who are glad to entertain them, and teach them how to get rid of their wealth. In fact, the education ashore is not a kind to make up for the neglect at sea. The sea apprentice's troubles begin when he finds himself installed steward, with the duties of cook and ship's boy to get through as best he may

HIS WORKING DAY

starts at five the morning, and goes on till nine at night. As soon as he is awake he must go and coil the trawl warp while the night's catch is hauled by the engine. Imagine a child of thirteen struggling with 150 to 200 fathoms of wet rope from 6½ in. to 8 in. in circumference in sometimes freezing weather down in a dark hole below, going from that to fry the breakfast fish and get the tea ready at the little stove the steerage, where everything is done, or maybe the engine room, where has just room squeeze him' self between the boiler and the stove, getting half roasted in the process. Then after breakfast ' cabin and engine room must be cleaned up, and all the time the men on deck, mending the nets, setting the fish cleaned, will shouting for this thing or that—tarred twine, grease, or tea. Between twelve and one the dinner of beef, potatoes, and pudding ready, and the if meat is hard the pudding cindery the poor steward gets

PAID IN OATHS AND BLOWS,

The gear is shot after dinner, and hauled at five or six o'clock, when the warp must be coiled again; But the steward must have the tea ready and the lamps cleaned trimmed, and then there are the cabin and engine room to be scrubbed

out after the day's work. If he can keep awake at his work he is lucky. When he turns and settles himself in his wet clothes on the floor or locker of the cabin, the steward cannot be sure of resting his stiff body for long. He may be called up two or three times in the course of the night, and if he happens to be on a steam trawler, his rest is certain to be broken when the trawls are hauled in. It is a hard life under the best of circumstances and for the stoutest of frames, but for orphaned boys, mostly of sickly town-bred physique, it is simply murderous. Without guardians or friends they are cast upon the seas, whose buffing, in the forlorn days of seasickness, is gentle compared with the usage to those in whose power they are. I shall have to deal in another letter with further aspects of this trade and especially with the sentences passed on lads who desert or disobey orders. But meanwhile here are the statistics of the trade from June 1881 to December 1885. I do not think there could be more conclusive evidence of the miserable lives that the apprentices lead:—

1,915 apprentices registered:

435 had indentures annulled or cancelled;

623 deserted;

118 died or were drowned;

734 served their time.

Hull Daily Mail - Thursday 08 August 1895

HULL AND GRIMSBY TRAWLERS AT WORK IN THE NORTH SEA. It might prove of interest to many people to know something of Jack Fisherman's manner of life, his hardships, the nature of his work, the ships he goes to sea in, and the like. Be understood are speaking of deep-sea fishermen, of the men who go trawling, chiefly in the North Sea, for month or six weeks at a spell. The finest and most powerful vessels of the great North Sea fleet hail from Hull, Grimsby, Lowestoft, Brightlingsea, and Ramsgate. They are vessels ranging from five-and-twenty to sixty and even seventy tons, all built on one model, broad beam, bluff bows, fine lines under water, and a high, bold sheer forward. Generically speaking, every fishing boat is a "smack," but in the fishermen's own acceptance of the word it means only a vessel that is cutter rigged. Most of the larger trawlers are rigged as ketches or dandies, the second proving a very useful sail when they are laying-to. The number of hands carried by one of the larger North Sea smacks is four men and an apprentice. Of this number one is the skipper and the other the mate, but the dignity these titles do not prevent the men from working like the rest of the crew. The apprentice is usually a huge ungainly hobbledoy, blanket breeches and knee-boots, who is learning his business. From time to time—at very long intervals, indeed—one sees accounts in the newspapers of cases of ill-treatment of apprentices by the skippers or mates of fishing vessels, and these

reports seem to have general impression that smacksmen, on the whole, are an exceedingly brutal community of men. No notion could be more unjust mistaken. A rough calling naturally breeds a rough class of men; but under the rugged and uncouth exterior usually beats a staunch and manly heart. Balance the few accounts of brutality amongst the black sheep of the great crowd who form our fishing population, by the almost numberless records of heroism, of the perilous rescue of shipwrecked crews, of the timely rendering of sore-needed assistance, and judge of the true character of these men by the result.—" The North Sea Trawler," Watch, for August.

Western Morning News - Tuesday 01 January 1889

Auctions

First-class Trawler—.Under Powers of sale contained In Deed of Mortgage.

E. A. NORTHEY is instructed to SELL by AUCTION, on FRIDAY. 4th January 1889. at the Three Crowns Hotel, Parade. Plymouth, at five o' clock In the afternoon (subject conditions be then read), the well-built TRAWLER. CANTERBURY BELL, register tonnage 74-0-07 ; length 75 2-10 feet, main breadth 20 2-10 feet, depth In hold about 10 feet, built Rye, Sussex in 1878; fitted with improved steam capstan, the Vulcan Iron Works; together with all her stores, good standing and running rigging, masts, spars, sails. chain, anchor, boat, and every requisite. Also two trawls, foot ropes. beams, trawl heads, spare rope, net, and extra sails, all fitted ready for sea.

May seen at time In Sutton Pool.

Would make a very good coaster.

Western Morning News - Tuesday 26 November 1889

Plymouth trawler Canterbury Bell, belonging to Mr. G. Cowle, fish salesman, arrived in Sutton Pool, and her skipper, James Sheldron. reported very heavy weather the Bristol Channel, where he had been fishing the gale be carried away the topmast, and came home under double reefs. Several Brixham trawlers on the ground had run into Milford for shelter.

Cork Constitution - Tuesday 17 March 1891

THE LATE STORM

Great anxiety has been felt Plymouth to the safety of the two fishing trawlers Canterbury Bell and Mary Jane, which have been missing since the storm of Monday night last. Yesterday afternoon it was reported that the Mary Jane had been found ashore on one of the Scilly Isles. None of the crew have been heard of and it is feared that they have perished. The crew consisted of four men and a boy. No news has yet been received of the Canterbury Bell, A later telegram from Plymouth states that the missing trawler Canterbury Bell has been towed in, in a battered condition. The crew of five hands suffered much from exposure, but no lives were lost.

Western Morning News - Tuesday 17 March 1891

Great anxiety was also felt at Plymouth as to the safety of the two trawlers Canterbury Bell and Mary Jane which have been missing since the storm of the 9th Inst. Yesterday it was reported that the Mary Jane has been found ashore on one of the Scilly Isles. None the crew have been heard of, and it is feared that they have perished. The crew consisted of four men and a boy.

The Canterbury Bell, Captain Jessop, was towed into Plymouth in a disabled condition last evening. The crew of five hands suffered much from exposure, but no lives were lost.

South Wales Daily News 30th July 1892

Newport

Exports Coastwise July 29

Plymouth. Canterbury Belle, 110 coal, G J Dunn

Lloyd's List - Monday 24 April 1893

CANTERBURY BELLE.—Barmouth, April 22, 9 25 p.m. —Ketch Canterbury Belle, of Plymouth, from Dublin for Portmadoc, on St. Patrick's Causeway. Lifeboat despatched and rendered assistance. Vessel floated; pilot left on board for Portmadoc.

The Cambrian News and Merionethshire Standard 28th April 1893

BARMOUTH. ANOTHER SHIP ON THE CAUSEWAY.—The Canterbury Belle, laden with wheat and bound from Dublin to Portmadoc, a boat of about 120 tons, went aground on the Causeway about seven o'clock on Sunday morning. The Barmouth Lifeboat crew succeeded in getting her afloat and one of the crew safely piloted her into Portmadoc.

Huddersfield Chronicle - Saturday 13 May 1893

THE LIFEBOAT INSTITUTION AND ITS WORK. On Thursday a meeting of the Royal National Lifeboat Institution was held at its house, John-street, Adelphi, London, Colonel Fitzroy Clayton, V.P., in the chair. Mr. Charles Dibdin, the secretary, having read the minutes of the previous meeting, rewards amounting to £257 were granted to the crews of lifeboats of the institution for services rendered during the past month. The Barmouth Lifeboat rendered assistance to the stranded ketch Canterbury Bell, of Plymouth.

Lloyd's List - Tuesday 27 June 1893

LORD IDDESLEIGH.—Scarborough, June 26, 1 50 p.m. —Barge Lord Iddesleigh, from London for Montrose, put in here leaky, cargo cement; also ketch Canterbury Belle, Grimsby for Westray, cargo fish, windlass damaged.

Western Morning News – Sunday 30th September 1893**AUCTIONS**

THIS DAY.

TO SHIPOWNERS AND OTHERS.

SKARDON and SONS have received instructions to SELL by AUCTION, SATURDAY. October 7th. 1893. Three o'clock p.m., the Commercial Sale Rooms, Cornwall street. Plymouth, the fast sailing, faithfully built KETCH, CANTERBURY BELL of Plymouth. Built at Rye In 1878 A Registered tonnage, 71-07 tons ; length, 76 2-10 feet; depth of hold, 9-95 feet.

The vessel is excellent order. built of oak. Is well found, and admirably suited for the coasting trade for which she was built.

May be viewed any day previous to sale by applying to the Captain on board, at the Great Western Docks ; and further particulars may obtained at the Auctioneers Offices, Cornwall-street. where an inventory her Sails, running and standing gear may be seen.

Gloucestershire Chronicle - Saturday 23 December 1893

PORT OF GLOUCESTER.

Exports for the Week Ending Dec 21.

For Plymouth, Canterbury Bell, Holberton 84 tons salt from J Corbett

Gloucestershire Chronicle - Saturday 19 May 1894

PORT OF GLOUCESTER. Exports for the Week Ending May 17

Gweek, Canterbury Bell. Holberton, 110 tons coal, from J V Thomas.—

Lloyd's List - Thursday 25 November 1897

Plymouth, Nov. 24, 1 30 p.m.—The ketch Canterbury Bell, Holberton, discharging cement, was burnt this morning through fire at the oil stores at Stonehouse Creek. Both masts, rigging, all sails, bulwarks, stanchions, mainsail, deckhouses on port side were completely destroyed, and considerably damaged on starboard side.

Exeter Flying Post - Thursday 25 November 1897

DESTRUCTIVE FIRE AT STONEHOUSE.

OIL STORE ABLAZE.

A disastrous fire occurred at Stonehouse on Wednesday evening. At a quarter to seven flames were discovered issuing from the windows of the Bear Creek Oil Store, Newport-street, in which half a thousand barrels of petroleum oil and many hundred empty oil barrels were stored. When the Stonehouse Brigade and the steamer arrived on the scene the building was then in flames and the efforts of the brigade were principally directed to the prevention of the fire extending to

surrounding properties. The burning oil poured over the Quay and presently covered the surf of the creek, the flames rising 20 feet from the surface of the water, Alongside one of the wharves the schooner Canterbury Bell and the steamer Liverpool were moored. The former took fire, her mast, riggings and sails being shortly, ablaze. The sheet, of burning oil then encircled the steamer, which, fortunately was iron built. and beyond having her paint burned off, was not much damaged. With the ebb tide the floating mass of flame was I carried to Messr., Fox and Elliott's timber yard, where there are thousands of pounds worth of property. A large number of workmen and willing volunteers beat the flames off, by throwing mud and stones on the floating, oil. The building belongs to Mr. S. Vosper, and is insured in the Liverpool, London, and Globe Office. The damage is estimated at £4,000 but it is doubtful whether the insurance will cover all.

Lloyd's List - Friday 13 May 1898

CANTERBURY BELL.—*London, May 12.* —The following telegram has been received from the shippers dated Dublin, May 12: Canterbury Bell, Cork to Bideford. listed over while discharging, breaking her side in. Vessel been got right again, but hold full water.

North Devon Gazette - Tuesday 17 May 1898

SALE THIS DAY.

DAMAGED MANURE.

(From the Cargo of the Canterbury Belle)

TO FARMERS, GARDENERS OTHERS.

Messrs, J.J. Braddick & Sons have received instructions to offer for Sale by Public Auction at Clarence Wharf, East-the-Water, Bideford, THIS AFTERNOON at 4.30 o'clock, a quantity of DAMAGED SUPERPHOSPHATE in bulk, just landed from the Ketch Canterbury Belle, in 4 Lots.—For the benefit of all concerned.

J. U. FULFORD

(Consignee of the Cargo)

Dated May 17th. 1898.

Lloyd's List - Monday 04 July 1898

CANTERBURY BELL, Cork for Bideford, damaged May 1898

The Committee at Lloyd's hereby give notice that they have received from their Agent at Bideford the sum of £9 18s , the proceeds of salvage of super phosphate ex the above vessel.

Any person interested in these salvage proceeds is requested to apply to the secretary

H. Hozier Secretary.

Lloyd's June 22 1898

North Devon Gazette - Tuesday 28 February 1899

A SHIPPING CASE.

COURTIS v DAVIS.

This was a claim by Capt. W H Courtis, of Bideford, against John Henry Davis, ship owner, of Plymouth, for £5 due for services rendered to the ketch Canterbury Bell . Mr T A Goaman and Mr James represented the plaintiff and defendant, respectively. Capt. Courtis deposed that on May 11th, 1898, whilst he was in Mr Baker's store. East-the-Water, the ketch, Canterbury Belle, of which the defendant was owner, which was lying alongside the Brunswick wharf, fell over on her side, a considerable quantity of water pouring into her hold. Captain Martin, master of the vessel, asked plaintiff to make a survey, and do what he could to save the ship and cargo. Plaintiff then engaged four men 2d a ton, and eight tons of manure were thereby saved, and as the tide rose they, by means of anchors, chains, and tackle, successfully righted the ketch, taking out considerable quantity more of the cargo. Then the vessel had to caulked, and plaintiff supplied the materials for this, also assisting. He remained by the ketch for three days. The owner was telegraphed for, immediately the ketch went over, and he soon came to Bideford. Plaintiff saw him at Appledore, where appointment was made to meet at certain time. Defendant, however, failed to keep the appointment, and plaintiff, hurrying to Bideford, just managed to see defendant he was on his way to the station. Mr Davis offered him 7/6 a tide and 10s for his survey, but plaintiff told him that would not pay the " outs ". Had plaintiff not got the vessel righted, in all probability she would have become a total wreck. He

paid the four men 18/-, which was returned by defendant. Other out of pocket expenses amounted to £1 11s 9d, which was now included the claim.—Cross-examined by Mr T James : Witness admitted that a survey was made on behalf defendant when the ketch was righted. Had sent his account to the underwriter (who replied that Mr Davis would be reimbursed after payment) and also to Messrs Goulding, the consignees —Joseph Bissett, one the men employed by plaintiff, deposed to hearing Captain Martin direct Captain Courtis to right the vessel.—William Copp stated that Captain Courtis assisted to pump the ship. The oakum for caulking the ketch was supplied by Captain Courtis ; but the work was done by Messrs Cock.—John U Fulford, corn merchant, said he cautioned captain Martin at twelve. Saw plaintiff on board, and Captain Martin, replying to remark of witness, said I have employed Courtis to help. I have got as much as I can attend to in getting the things out of the cabin. If the vessel had not been righted till Mr Davis came on the following day, 40 tons of cargo instead of 20 would have been lost; nor did he think that the ketch could have been righted until the cargo was lightened.— Cross-examined: Captain Martin remarked to him that Captain Courtis had been there, he (witness) might use his influence with the owner to get him the survey —Captain Webb stated that sometimes as many as twenty surreys were made. The ketch was bound have become a total wreck had she not been righted, and thought that if Captain Courtis at the time had said "I want £20 or £25 to raise her," he would have got the money. Witness would not have attempted it for less than that amount.—Mr W Johns (representing Lloyds agent) stated that he did not think the charge at all unreasonable.

For the defence, Mr James contended that the plaintiff was only employed with the other men, and 6s had been paid into court for his services. The other men were only paid 4s each. Captain Martin, master of the Canterbury Bell, stated that on the day the vessel listed over, he engaged Courtis with the other four men. Courtis did not engage the men, although he (witness) paid him 18s for the four men. First when the vessel went over the crew took their belongings ashore, as also did witness, and then the men were engaged to work at 2d a ton- When witness saw it was about time to right the vessel, the men agreed to lift her on tide work. The ship's own halyards were used, with an anchor and some chains that were on the quay. Captain Courtis gave witness a bill for the 18s, which he paid. Witness did not authorise plaintiff to make a survey, but Captain Courtis asked him to speak to the owner for him about one. Plaintiff did no pumping. Afterwards plaintiff said he was employed by the underwriters and expected a bigger sum from them, and therefore would not ask him (witness) for anything. The only survey was that made by Mr Cock and Mr Pengilly.—Cross-examined: Did not think 6s was a fair remuneration for what Captain Courtis had done, but plaintiff's claim was too high.—The defendant said employed Mr Cock, and ignored the plaintiff. He had a survey made after the ship was set right. No

report had been received from Captain Courtis.—Cross examined : Did not try to avoid Captain Courtis. Did not remember offering to pay him anything. As he did not employ plaintiff, be kept clear of him.

The Judge expressed surprise that Mr Davis should have defended an action like this, because if the plaintiff had claimed £15, he (the Judge) should certainly have given it to him. There could be no doubt that the services rendered by Captain Courtis were most valuable and virtually saved the Canterbury Belle. Judgment would entered for plaintiff for the amount claimed.

London Daily News - Wednesday 09 October 1901

Ketch Canterbury Bell in Dover Roads coming in next tide, and is reported have sustained sundry damage through being fouled by a vessel while anchor at Dungeness – Dover Oct. 8

Drogheda Independent - Saturday 07 December 1901

TO BUILDERS ETC

NOW DISCHARGING EX "CANTERBURY BELLE" FROM LONDON,

A CARGO OF PORTLAND CEMENT.

WHITE BROS' celebrated brand
low quotations on Application

MARTIN BURTERLY & CO., LTD.,
Coal and Cement merchants, & c North Quay

Drogheda

Irish News and Belfast Morning News - Thursday 30 October 1902

SHIPPING

BELFAST

Arrived at this port

The Canterbury Bell, Tope, from Plymouth, with Government stores for H.M.S. Hermes.

Lloyd's List - Wednesday 06 April 1904

CANTERBURY BELL *Gravesend* April 7, 7 40 p.m.—Ketch Canterbury Bell, of Plymouth, for Barnstaple, collided yesterday morning with schooner Florence Musprat, of Chester, for Padstow, anchored below here. Former vessel has stern damaged; latter vessel is apparently uninjured.

Lloyd's List - Thursday 14 July 1904

CANTERBURY BELL. Plymouth, July 13, 1 p.m.—Arrived, Canterbury Bell, Cardiff for Plymouth. cargo coal ; master reports colliding last night off Lizard with vessel Jubilee, Pembroke for Plymouth, contractors plant. The former vessel lost mizenmast and some sails, and sustained damage to bulwarks.

Exeter and Plymouth Gazette - Friday 07 October 1904

LIFEBOAT SERVICE AT TEIGNMOUTH.

A Plymouth Ketch Ashore.

Late Wednesday night the sound of the lifeboat gun attracted a large number of persons the Point. With such a night—the wind off the land and the sea quite smooth— very few thought the summons was for active service. It appeared, however, that the herring drifters, while coming in from the bay, noticed a ketch in difficulties off Minnicombe.

Mr. W. J. Burden, the local hon. secretary of the Lifeboat Institution, was informed of the occurrence, -but on going to the sea front saw nothing to warrant the assertion.

On his going to the lifeboat house, Mr. S. A. Croydon, a member of the Lifeboat Committee, offered the use of his motor boat Starlight, and Mr. Burden, and Mr. G. Rice (coxswain the lifeboat), together -with Mr. Croydon, went over the bar. On looking towards Babbacombe, they noticed a lantern being waved to and fro. It was soon realised that the vessel in distress the ketch Canterbury Belle, Plymouth, owned by Mr. J. H. Davis, of 26, Woolster-street, Plymouth. Mr. Burden, on coming ashore, summoned the lifeboat crew, and the craft proceeded on her work of rescue.

On reaching the Canterbury Belle it was found that she had about four feet of water in her hold, and that she was aground. The ketch only left Teignmouth

about 2 o'clock in the afternoon, with about 20 tons ballast to carry her to Plymouth to be repaired. She had been on the "hard" for some days before she left the port, having been "corked," was thought, sufficient for the voyage. getting over the bar, however, she sprung a leak, and the skipper made for the shore. The lifeboat took off the crew, viz.: W. Allen (Watchet), captain; E. Clemens (Plymouth), mate; and Alfred Jago (Devonport), seaman. Where the craft was beached is very rocky, it being low water when she was run ashore. landing, the men were taken to Mr. J. W. Finch, who, until recently, was local hon. agent of the Mariners' Society, who made himself responsible for the comfort of the crew during the night. The men, who were able save their own clothing launched their own boat, but it got stove in. Yesterday the skipper and the other two sailors boarded the ketch, and in the afternoon the steam tug Teign went to the scene, but the captain, receiving no official instructions to attempt to tow the craft off, left again. She is lying in a dangerous position. The 'Canterbury Belle, which is well known along the South coast, having come from Exmouth to Teignmouth Wednesday week, light, is 56 tons register, and was built in 1878.

Weekly Mail 8th October 1904

SEVERE GALE. LOSS OF LIFE AND DAMAGE ON LAND AND SEA. A gale of great force swept the Bristol Channel on Wednesday night, and was very violent towards midnight. Lloyd's Teignmouth correspondent states that the schooner Canterbury Bell, of Plymouth, sprung a leak and was run ashore west of Teignmouth last night. The crew was landed by a lifeboat.

Lloyd's List - Saturday 08 October 1904

CANTERBURY BELL Teignmouth, Oct. 7. The Canterbury Bell was towed off the beach and brought into harbour this morning by the tug Teign.

Exeter and Plymouth Gazette - Tuesday 11 October 1904

It is expected that the ketch Canterbury Bell will be towed to Plymouth to-day from Teignmouth to be repaired.

Lloyd's List - Wednesday 19 October 1904

CANTERBURY BELLE.—Teignmouth, Oct. 18. —The Canterbury Belle has been towed to Plymouth (light) for repairs.

Lloyd's List - Thursday 20 October 1904

MARITIME DEPOSITIONS. The following Depositions have recently been sworn before a Receiver of Wreck or Justice of the Peace:—

CANTERBURY BELL (ketch), of Plymouth, from Teignmouth for Plymouth. Deposition of Walter Allen, master. [4,005.]—Teignmouth, Oct. 6

Torquay Times, and South Devon Advertiser - Friday 21 October 1904

The ketch Canterbury Bell, which was run ashore leaking near Babbacombe a fortnight since left Teignmouth on Tuesday in tow of the steam tug Regia for Plymouth, where she will undergo repairs.

Lloyd's List - Thursday 31 January 1907

CANTERBURY BELL. *Flamborough Head*, Jan. 30 2.30 p.m.—Ketch Canterbury Bell, with sails blown away, put into Bridlington Bay. 2 20. Northerly gale, sea rough.

Bridlington, Jan. 30. Heavy northerly gale. The ketch Canterbury Bell, of and for Plymouth from St. Andrews, with potatoes. has been assisted in here with loss of sails.

Lloyd's List - Monday 25 February 1907

CANTERBURY BELL. London Feb. 25. Plymouth ketch Canterbury Bell, arrived at Plymouth yesterday from St. Andrews, had encountered a gale which carried away a number of sails and smashed rudder.

Bridlington Free Press - Friday 01 February 1907

A CAPTAIN WASHED OVER. BOARD.

The past few days have been characterised extremely wintry weather, with northerly gales blinding snow and hail showers. For several days a large number of ships have been riding at anchor in the bay. and there have been some exciting incidents in connection with them.

The ketch Canterbury Bell, of Plymouth had had somewhat eventful experience before reaching the bay. While coming down the coast her captain was washed overboard, but fortunately the crew were able to rescue him. The little vessel also lost her mainsail, and had been good deal knocked about.

Belper News - Friday 01 March 1907

ADRIFT IN THE GALE.

KETCH TAKES SIX WEEKS TO MAKE FIVE DAYS' VOYAGE. !

The Plymouth Ketch, Canterbury Belle, arrived at Plymouth on Sunday having been about six weeks making the voyage from St. Andrews which is usually accomplished in five days.

At the outset a snowstorm was encountered, and huge seas smashed the rudder, while the gale carried away number of sails. The captain, Mr. Long, when in the North Sea, was swept overboard by a wave, but managed to grasp the mizzen sheet, to which he held on until the crew hauled him aboard again.

Weekly Mail 2nd March 1907

CASUALTIES OF THE GALE, LOSSES AND HARSHIPS BY LAND AND SEA. Many exciting incidents by land and sea. have been reported in connection with the gale which raged along the coast and throughout the country generally during the past week-end. Captain Long, of the Plymouth ketch Canterbury Belle, which arrived at Plymouth on Sunday, had a very narrow escape from drowning in the North sea. during the gale. He was swept overboard by the seas, but he clutched at the mizzen sheet, to which he held until the sailors safely hauled him on board again. The vessel had her sails blown away, and during a blizzard and snowstorm she was rendered unmanageable owing to seas damaging the rudder.

Lloyd's List - Thursday 10 December 1908

CANTERBURY BELL.—Southend, Dec. 10, 11 8 a.m.—Ketch Canterbury Bell drove ashore 10 30 west Southend pier. Lifeboat launched. South West gale, sea rough.

Belfast News-Letter - Friday 11 December 1908

The ketch Canterbury Bell drove ashore to the west of Southend Pier yesterday morning. The lifeboat was launched, and she was assisted into Leigh. She lost her anchor and chains.

Flintshire Observer Mining Journal and General Advertiser 17th December 1908

GALE HAVOC. MEN SWEEP OVERBOARD. The first serious gale of the winter raged round the coasts during last week, causing considerable delay and damage to shipping. In the Channel the wind blew with exceptional violence, and the Continental mail steamers had exceedingly rough passages. The ketch Canterbury Bell parted from her anchors at Southend and drifted out to sea.

Lloyd's List - Wednesday 30 December 1908

CANTERBURY BELL — Methil, Dec. 29, 2 12 p. m. —Ketch Canterbury Bell, from Plymouth, stranded between West Wemyss and Dysart.

- Dysart, Dec. 29.—

Ketch Canterbury Bell, of Plymouth, 59 tons. Tope master from London for Dunbar, cargo cement, stranded West Wemyss. probably become total wreck. Crew saved.

- Methil, DEC. 29, 5 p.m.

—Canterbury Bell : Fear ship and cargo (cement) total loss. Crew safe.

- Dysart Dec 30, 10.15 a.m.

- Ketch Canterbury Bell, reported yesterday, has become a total wreck. Vessel and cargo total loss.

Dundee Courier - Wednesday 30 December 1908

VESSEL GOES ASHORE AT WEMYSS.

CREW SUFFER SEVERE HARDSHIP.

The ketch Canterbury Bell, of Plymouth, a sailing vessel of 59 tons register, went ashore on the west side of West Wemyss yesterday afternoon. The vessel was voyage from London to Dunbar with cargo of cement. On Monday about midnight she experienced heavy weather, which carried away nearly all her sails, and damaged her hull. She anchored under the headland near North Berwick, but yesterday forenoon her cable broke, and she drifted across the firth and stranded as stated. The men got safely ashore in their own boat, and the lifeboat and rocket apparatus, which had been summoned from Leven, were not required. The crew, which consisted of Captain A. Tope and two men, were taken charge of by Mr C. H. Sheather, R.N., chief coastguard, Dysart, the local agent of the Shipwrecked Mariners' Society, who supplied them with warm food and dry clothing, and also found lodgings for them. The men had suffered much from exposure.

Western Morning News - Wednesday 30 December 1908

SNOW AND GALE.

SEVERAL WRECKS AROUND THE BRITISH COAST,

IN PERIL OFF CORNWALL.

SENNEN LIFEBOATMEN'S TEN HOURS' BUFFETING.

SNOW STOPS WORK

THE DISLOCATION TRAFFIC AND TRADE.

Reports from all parts of country bear testimony to the exceptional severity of the blizzard commenced in the United Kingdom on Sunday - and many parts still shows no sign of moderating. Many correspondents compared the visitation in its extent and effects with the memorable blizzard of March 1891. As was the case then many towns were completely isolated owing to the dislocation of the railway service and exceptional inconvenience was caused by the interruption of traffic following so closely on the Christmas Holidays. Fortunately fatalities due to the storm are few in number although several casualties have been reported at sea

where the storm has been severely felt they are are happily unattended with loss of life.

PLYMOUTH KETCH ASHORE.

A shipping casualty occurred on the Fifeshire coast, near Kirkcaldy, where the Plymouth ketch Canterbury Bell from London to Dunbar, was driven ashore. The Leven lifeboat were summoned but the crew, with the aid of coasts guards, managed to get ashore in their own boat. It is feared, however, that the vessel which carried a cargo of cement, will become a total wreck.

The Canterbury Bell, a ketch of 60 tons, was built in 1878. and owned by the Plymouth Mercantile Shipping Co. (Limited). 28. Woolster street.

Lloyd's List - Thursday 31 December 1908

CANTERBURY BELL—London, Dec. 30.—The Salvage Association have received the following telegram from Lloyd's Agents at Methil, dated Dec. 30, re Canterbury Bell :—Total loss. Completely broken up.

Fife Free Press, & Kirkcaldy Guardian - Saturday 13 March 1909

WEST WEMYSS

The storm has had the effect of completing the breaking-up the ketch "Canterbury Bell," which was wrecked opposite the Chapel Gardens fully two months ago, the wreckage the vessel being strewn along the shore. At this part, too, considerable encroachment has been made on the foreshore by the heavy seas the past few days, but, so far as can ascertained, there has been no damage to property.

The Lifeboat Journal 1st May 1909

December 10 1908 Southend on sea, Essex

James Stevens No. 7 lifeboat – At 10.15 am during a heavy southerly gale and very rough sea, a vessel was observed drifting, with a distress signal in her rigging towards the shore west of the pier. The Coxswain of the lifeboat at once assembled his crew, got under weigh and proceeded to the ship. He proved to be the ketch Canterbury Bell of Plymouth, bound from Northfleet to Dunbar with a

cargo of cement; she had parted both her anchors and was in difficulties when the lifeboat reached her. The lifeboat men were employed to save the vessel, and with their assistance the ketch and her crew of four hands were taken into safety. – Property salvage case.

Plymouth Mercantile Shipping Company

Western Morning News - Tuesday 11 February 1902

A DEMURRAGE CLAIM.

CUSTOM THE PORT OF PLYMOUTH.

Judge Lush Wilson, K.C., Stonehouse County Court yesterday heard claim by John H. Davis, manager of the Plymouth Mercantile Shipping Co., against the Dean Stone Co. for £14 0 s. 6d.. for freight, gratuity, and demurrage, Mr, H. O. Burgess for Mr. T. D. Geake for plaintiff, and Mr. J. W. Bickle for Burgess explained that defendants had paid £8 0s. 6d. into Court for the freight and gratuity, leaving claim of £6 for demurrage in dispute. December last plaintiffs' vessel, the Emma, was chartered by the defendants to convey 60 tons of stone from St. Keverne to Sutton Pool. She arrived Sutton Harbour December 11th to discharge at Bayly's Wharf. There was another cargo of stone belonging defendants however, on the quay, and in consequence the Emma did not complete discharging until December 16th. Under ordinary circumstances the vessel could have been discharged in one day, and plaintiff claimed four days' demurrage at 30s. a day.

Plaintiff, cross-examined, said the vessel commenced to discharge Saturday. December 14th, and completed the following Monday. The demurrage note was made out the 13th. but not signed by captain until the 14th. It was not custom in the port discharge only 30 tons a day. He however, admitted having in a letter to defendants stated that the vessel had two days in which discharge.

Thos. Lewin collector for the Sutton Harbour Co., said his company had on several occasions complained to defendants that Bayly's Wharf was congested with their stone. On December 12th witness wrote to the defendants warning them they would not allowed to discharge any more cargoes on the wharf until they had removed the stone. At that time there were five cargoes on the quay.—

Cross-examined : Was aware that stone on the quay, though landed by the defendants, belonged to the Plymouth Corporation.—James Thain, clerk of works Sutton Harbour, gave corroborative testimony.—Cross examined witness declined to say it was custom of the port to discharge only 30 tons day. With the steam crane they could discharge 300 tons and the cargo of Emma was discharged in 3½ hours.—Mr, Burgess said the cargoes of stone consigned to the defendants were always discharged with the steam crane.—Edward Carder, master of the Emma, stated that on morning December 13th he went to defendants' office and informed the foreman that his vessel was prevented from discharging her cargo.—Cross-examined. It was not customary to advise the merchant when a vessel arrived. Mr. Bickle submitted that his clients were not liable for demurrage. It was customary for the port to give notice to the merchant of arrival of ship, it was also the custom of the port discharge 30 tons a day. Even if the defendants received notice on the Friday, as alleged by the captain, having that day and the next discharge vessel they would liable for only one day's demurrage. But notice was not given until the Saturday, and the discharge of cargo was commenced on that day and completed on Monday. Plaintiff, therefore, could not claim demurrage. Moreover, the stone belonged to Plymouth Corporation, and in any case, therefore, his clients could not liable for demurrage.

Thos. B. Provis. partner in the defendant company, had a contract to deliver stone to Sutton Harbour for the Plymouth Corporation. Immediately it reached quay it passed under the control of Corporation. He first received notice of the Emma's arrival December 14th. On the day previous when the captain alleged that called his firm's office, their foreman out of town. It was the custom in the port to give the merchant notice of the arrival of a vessel.—George Maddock cement merchant; Wm. Burgoyne, shipping agent, also testified that it was customary in the port for the merchant to receive notice of the arrival of a vessel. The latter also stated was the custom of the port discharge 30 tons day unless otherwise specified in the charter party,—Chas. Huish. shipping agent, and Wm. H. Steer, master mariner, gave corroborative. His Honour, in giving judgment, said it was not altogether an easy case to decide, but had been greatly assisted by the able way which Mr. Bickle had presented his case. Having regard to plaintiff's letter, he should allow two days for the vessel to discharge. He could not disregard the evidence that it was the custom of the port give notice merchant of the arrival of a vessel. But for a custom become law must be certain and reasonable, and this custom was not certain nor reasonable, he was little doubtful whether he ought not to say the whole custom was contrary to law; but he felt some difficulty to saying that and should hold that the plaintiff was entitled to recover only after notice was given to the Merchant. A notice was given on the Friday, he allowed that day and Saturday for the discharge of the

cargo, and held that plaintiff was entitled to two days' demurrage. The only other point as to who was liable for the demurrage might seem hard that defendants should be liable, when the quay was blocked by a third party: but under the charter they took risk and were responsible for the delivery of the cargo. Verdict, therefore, for plaintiff for £3 beyond the amount paid into Court.

Western Evening Herald - Wednesday 21 January 1903

A SALVAGE CASE.

A GALE INCIDENT IN PLYMOUTH SOUND.

SEQUEL IN THE COUNTY COURT.

At Plymouth County Court, today, before Judge Lush Wilson, K.C., and Captain R. Quince and Captain J. T. Hardinge, nautical heard the action of Andrews and others v. the owners of the brigantine, Snowdrop, and Mumford and others v. the same. Mr. H. Wolferstan appeared for plaintiff, and Mr. Percy T. Pearce was for the defendants. Mr. Wolferstan said that the first of these actions was brought by George Andrews, owner of the steam tug Reynard, of Plymouth, and by her master and crew against the owners of the British brigantine Snowdrop, her cargo, and freight, for salvage services rendered in Plymouth Sound in the early morning of November 25th last. The second action was a similar one brought by David Mumford, coxswain, and crew of the Plymouth lifeboat against the same defendants. The Snowdrop was a brigantine of 125 tons, registered at Plymouth, and belonging to the Plymouth Mercantile Shipping Company. Her value had been, agreed to £500, for the purposes of that action, at Her cargo consisted of 241 tons of coal, said to be worth £136 9s. 2d., and her freight was £60 5s. The total value of the salvaged property was £696 14s. 2d. She arrived in Plymouth, and dropped anchor in the Sound on the afternoon of Sunday, November 23rd.

Addressing the Judge, Mr. Pearce said it was not the policy of the country for those engaged in the saving of life to bolster, up cases in order to make an immense profit by milking the unfortunate owners of the search concerned. He was satisfied that the Court would make an award commensurate with the services rendered. He characterised the effort to extort from the owners money by an extravagant and wicked claim. This was not a claim of salvage but one which fair remuneration should be given.

The Judge expressed the opinion that Plaintiffs had an extremely weak case to show that there was any drifting after two o'clock.

Western Morning News - Thursday 10 December 1903

DAMAGED CARGO AT PLYMOUTH, VOYAGE FROM HULL. At Plymouth County Court yesterday, the Plymouth Mercantile Shipping Co. (Ltd.) sued Stanley T. Pitts and Co., oil-cake merchants, for £39 5s balance freight and gratuity in respect of a cargo of oilcake from Hull to Plymouth. There was a counter-claim £30 for damage the cargo.—Mr. D. Stephens, instructed by Mr. T. H. Geake, appeared for the Shipping Company, and stated that the amount the claim had been paid into court and taken out, and he was present solely present to meet the counter-claim.—Mr. Pitts explained that he purchased 100 to 130 tons cotton seed-cake. The Amethyst was chartered to bring it from Hull to Plymouth on arrival it was found that against the sides the vessel all the cakes were badly mildewed.—Mr. W. B. Richardson assessed the damage at £20.—Cross examined : The cargo was damaged through insufficient dunnage. Under a leakage the cargo was also damaged.—Thomas Curtis, cake-house foreman of Graves Mill, Hull, deposed that the cake was delivered to the Amethyst in good condition.—James Nicholas, superintendent. Victoria Wharves. Plymouth, stated that for a cargo of this description it was usual to have mats or dunnage bags. The cakes which came into contact with vessel were more or less mildewed.—Cross examined: A cake cargo had tendency to sweat.—Mr. Richardson, cake merchant, said was positive the damage was not done by over-heating.—John Curtis, chartering clerk. Bellamy and Co., and James King, stevedore, were among other called support the counter-claim.

Ernest Rice, master the Amethyst said the hold of the vessel was good condition and very dry when the cake was shipped. On leaving the Humber steam trawler ran into Amethyst, but no damage was done. They had a rough passage, and through stress of weather they had to put into Grimsby, Yarmouth, on the Isle of Wight for shelter, - By his Honour: There might have been sufficient water in the vessel to cause the platform on which tower layers cake to become damp.—Frederick Riggs, labourer. stated that battens were used in packing the cargo. Some of the cakes mildewed and heated, the sides of the ship were dry. Mr. Watson said he surveyed the ship on the October 19th. She was a thoroughly trustworthy vessel, with a dry hold.—Mr. J. C. Brown, merchant, said he was interested in the case as a shareholder of Plymouth Mercantile Shipping Company (limited). Cotton cake was more likely to generate heat than linseed-cake. His Honour Judge Lush-Wilson. K.C., gave judgment for the Plymouth Mercantile Shipping Company (Limited) on the claim and counter-claim with costs.

Royal Cornwall Gazette - Thursday 14 January 1904

Newquay Lifeboat to the Rescue.

Newquay lifeboat was called out at 11.55 on Thursday morning to the assistance of the John Rees, Plymouth vessel, disabled off St. Agnes. The lifeboat was launched by 12.13 p.m., and as the wind was south, the weather dirty, and there strong ground sea, the vessel came rapidly along the coast, and was picked up off Pentire Point. When the mist lifted, about 1.30 p.m., the lifeboat was seen apparently towing her, and ultimately anchored about half mile off the Newquay beacon. Five of the lifeboat crew had boarded the vessel. The Padstow steam lifeboat tug, Helen Peele, with her surf boat, Edmund Hawkey, came the scene 3.24 p.m.. but finding their services were not required, returned home. The John Rees is owned the Plymouth Mercantile Shipping Company (Limited), and schooner-rigged of 80 tons register, and was built at Milford in 1874. She was on passage from Bridport to Belfast, and left Falmouth on Wednesday, springing a leak during the night. . The pumps became choked and unworkable, and a portion of her cargo, about ten tons, which consisted of gravel, was jettisoned to save the vessel from foundering. The captain put off in his boat to St. Agnes with a view getting assistance, but was told that owing to the lack of water in the harbour it would impossible to repair the pumps. Mr. J. Hitchins telegraphed to Mr. Hawker for the Newquay lifeboat to turn out The captain returned to his ship and proceeded Newquay, and met with the Newquay lifeboat off Pentire Point. The tide having risen the ketch, with her crew of three hands, assisted by the Newquay lifeboat and the pilot gig, reached Newquay harbour safety about 7.30 pm on Thursday night, after having experienced a very trying time.

Lake's Falmouth Packet and Cornwall Advertiser - Friday 28 December 1906

Vessel Wrecked, —During a fearful storm three vessels were in distress off Aldeburgh, on Wednesday and the lifeboat was launched. One of the vessels, the schooner Alfred, Plymouth (under the command of Captain Thomas Collings, of Port Navis) went ashore at Orfordness, but the crew were saved. The vessel will probably become a total wreck. The schooner Alfred is a vessel of 100 tons register, built in 1875, and owned by the Plymouth Mercantile Shipping Co., manager being Mr. J.H. Davis. A Lloyd's Aldeburgh telegram later says that the Alfred has broken in two. Capt. Callings has had the misfortune to experience

several wrecks, and had with him on this voyage his brother, Mr. Frederick Collings, also of Port Navis.

Vessels recorded in Crew List Index as owned by :

DAVIS JOHN H 26 WOOLSTER ST, PLYMOUTH

BRITANNIA, 105271 PLYMOUTH, 3/1896 1/7/1899 31/12/1899 Devon RO
1976/BRITANNIA/105271

CAMEO, 73852 COWES, 9/1890 1/7/1899 31/12/1899 Portsmouth City RO

JOHN REES, 70554 PLYMOUTH 1/1/1903 30/6/1903 Devon RO
1976/JOHN REES/70554

ALFRED, 114619 PLYMOUTH, 10/1902 21/9/1903 18/11/1903 Devon RO
1976/ALFRED/114619

ECLIPSE, 99259 PLYMOUTH 1/7/1913 31/12/1913 Devon RO
1976/ECLIPSE/99259

The pre-decimal currency in the United Kingdom was 20 shillings (s) to a pound and 12 pennies (d) to a shilling, there were also half pennies and 4 farthings which made a penny. A Guinea was one pound one shilling.

7.0 Analysis

The Canterbury Bell was built as a fishing vessel and since it appears they were not insured she was not surveyed and did not appear in LR. The Canterbury Bell was advertised for sale by auction at Plymouth in 1889 at a time sailing smacks were being replaced by steam vessels in the North Sea and Hull in particular. It was built at the end of rapid growth in the fishing industry which was now able with the railways to supply fresh fish inland.

The model of using boys from public institutions as almost slaves with little chance of escape until the 1880 Payment of wages Act removed the sanction of summary imprisonment for failing to sail on their vessel, although the Magistrates in some ports, often described as fishing smack owners, still used other ways to still imprison apprentices for disobedience until about 1902. There is no reason to believe Hull was any different to Grimsby but the records have not survived.

The fleet of fishing smacks were visited at sea by mainly Dutch vessels called "copers" supplying tobacco at 1s 6d a pound compared with the shore price of 4s but their main profit came from supplying distilled liquor. Hull Packet - Friday 22 May 1885 reports Wm Ryder a fisherman on Canterbury Bell being fined 6s 10d for smuggling 11lb tobacco which can only have come from a "coper". The 16s 6d cost of the tobacco means he was unlikely to have been an apprentice and the fine seems low for the loss of customs revenue of approaching £1 7s 6d.

The Sheffield Evening Telegraph - Saturday 16 June 1894 republished an article "Our Dark Places," from the "London Chronicle" exposing the system of apprentices used on fishing smacks caused public concern and the owners worked hard to counter it as can be seen in the Hull Daily Mail - Thursday 08 August 1895 an article describes the fishing smacks but glosses over the treatment of apprentices. This was even after the 1880 Payment of wages Act led in theory to some escape for the boys and a reluctance of workhouse guardians to send boys as apprentices on fishing smacks after the growing publicity.

The Newspaper advertisement in the Western Morning News on Tuesday 01 January 1889 suggests the vessel was sold by auction due to failing to pay a mortgage taken out against the vessel. It is not recorded if this was an owner based in Hull or Plymouth since she was registered in Plymouth that year, but the date makes it almost certain it was a Hull owner and the vessel was moved to Plymouth, probably as it was likely to sell for a higher price in Plymouth. The single skipper owner found it very difficult to avoid bankruptcy when completing with the joint stock companies owning sometimes over 100 vessels. It was

advertised as a trawler with a steam capstan but suitable for conversion to a coaster.

The only records on line for Canterbury Bell when she was engaged in fishing were events like the drowning of the 17 year old cook and the attempts to save him in February 1893, also being caught in severe weather and losing her fishing gear. South Yorkshire Times and Mexborough & Swinton Times - Friday 04 May 1894 records that it was usually the apprentices who drowned at sea as in the case of the Canterbury Bell above.

In July 1892 Canterbury Bell first appeared in the reports on line carrying cargo with the master named Hambly and in the same year a new managing owner Theophilus Hausbly, Calstock, Cornwall appeared in the MNL.

It was in April 1893 Canterbury Bell ran aground on St Patricks causeway (Sarn Badrig) but was re-floated with the aid of the lifeboat and taken into Porthmadog. The exact location is not given, the causeway juts out 12 nautical miles from the coast, drying out at low tide. In September the same year she was advertised for sale by auction again but as a coaster not a trawler. The new owner in MNL was John Davis who in 1900 became managing owner for the Plymouth Mercantile Shipping Company Limited who owned Canterbury Bell until she was wrecked in 1908.

In November 1897 Canterbury Bell must have required extensive repairs after catching fire when an oil store near where she was berthed burnt down releasing burning oil. She was next recorded arriving from Kinsale on February 28th 1898.

In 1896 Canterbury Bell was making repeated return voyages to Roscoff with no details of the cargo carried so I searched Roscoff imports and there were numerous reports of potatoes and onions being imported from Roscoff in the same period, but no other cargo. So its probable Canterbury Bell was carrying the same cargo's. Roscoff is famous for its pink onions.

On 11th May 1898 Canterbury Bell fell over on her side while discharging at Bideford and a local ship master who raised the vessel to save it and a portion of the cargo had to take court action to receive his payment of £5. The Judge who heard the case stated he would have awarded him £15 if had claimed it. Lloyds then advertised to find the owners of the salvaged cargo to pay them the £9 18s realised by its sale by their agent in Bideford.

In 1904 the Canterbury Bell collided with another vessel on two separate occasions and was run aground to prevent her sinking, with the crew being rescued by the local lifeboat. She had been temporarily repaired in Teignmouth to sail to Plymouth for repair before shortly after leaving she sprang a leak. When

the local tug was given instructions, the Canterbury Bell was towed back into Teignmouth for further work before being towed to Plymouth for repairs. The next time she is recorded on line she was April 1905 in London sailing to Montrose.

While owned by John Davis and the Plymouth Mercantile Shipping company Limited Canterbury Bell sailed all year round except when damaged. In 1907 she left Leith, Scotland about the middle of January and after losing sails and suffering rudder damage in a storm in which the master was washed overboard but recovered as he held onto a rope. She put into Bridlington on January 30th for repairs and finally arrived in Plymouth after six weeks, a voyage that normally takes five days.

On the 10th December the same year she lost her anchors a Southend and was driven ashore after drifting. The local lifeboat recovered the vessel and crew and took it into Leigh.

The 30th December the same year she was on route to Dunbar from London carrying cement when she lost her sails in another storm, anchored, lost her anchors and was driven across the Firth of Forth, on shore and wrecked at West Wemyss, Scotland. The crew reaching shore in the vessels boat.

The policy of sailing in the winter particularly to Scotland seems to have been an expensive mistake with a vessel of this size.

John Davis and the Plymouth Mercantile Shipping company Limited operated a number vessels from Plymouth after 1900 but disappeared from newspaper reports after 1903 although they owned a vessel for part of 1913 recorded in the crew list project.

The majority of the newspaper reports came from the BNA with a few from the WNL since it visited Wales infrequently. The Crew List Project supplied the details of the MNL and details of the crew for 1891 and 1900.

The Pilgrim of Brixham Fig. 3 is a similar but later fishing Ketch which sailed past while I was completing this report. It is now used to provide sailing holidays in the Devon area.

8.0 Conclusions & Recommendations

I have spent over 40 hours on this research, about 95% on line, with the search of Canterbury Bell, even with the advanced search reducing many possible matches, still producing hundreds of possible matches.

Some of the crew lists from the time Canterbury Bell was engaged in shipping have survived but are not available on line. An investigation of the two years held at the National archives would show how many apprentices she carried.

The project has answered most of my original questions, except the builders are unknown but many Hull smacks were built at Rye, details of the owners are few on line. There are records for two years of crew lists available on line but without a subscription to ancestry.com I cannot research further. I found no previous research of the Canterbury Bell and salvage was unlikely of cement in a flooded hold.

The Canterbury Bell has no wreck site, since she was driven ashore, broke up and was scattered by further gales.

The Canterbury Bell was another of the many fishing smacks at Hull and does not appear to have been owned by one of the large joint stock companies. The crew are unknown at this time, to establish if it also used mainly apprentices to work the vessel. It had a varied career as a fishing smack then a coaster with some incidents, but most of its mishaps came from sailing in the winter when most vessels of his size were laid up. The story of its career is not sufficiently interesting to need further publication at this time.

9.0 References

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JOHN RULE - THE SMACKSMEN OF THE NORTH SEA

Appendices:

Appendix A – The Timeline for the *Canterbury Bell*

1892

July 28 1892 Newport arrived Canterbury Bell 59 from Plymouth – purple ore

July 29 1892 Newport sailed Canterbury Bell, Hambly 110 tons coal for Plymouth

August 20 1892 Swansea arrived Canterbury Bell 59 from Plymouth - arsenic

August 24 1892 Swansea sailed Canterbury Bell 115 tons coal for Dandypool –
 . J P Colquhoun

September 6 1892 Plymouth arrived Canterbury Bell, Hambly from Swansea

October 10 1892 Liverpool cleared Canterbury Bell for Plymouth

October 17 1892 Liverpool sailed Canterbury Bell, Hambly for Plymouth

October 20 1892 Plymouth arrived Canterbury Bell

December 4 1892 Bristol arrived Canterbury Bell from Rivadasella

December 20 1892 Bristol sailed Canterbury Bell, Hambly for Jersey

December 29 1892 Jersey arrived Canterbury Bell, Hambly from Bristol

1893

January 9 1893 Jersey sailed Canterbury Bell for St Valery

January 31 1893 St Valery sailed Canterbury Bell, Hambly for Birkenhead

March 4 1893 Liverpool cleared Canterbury Bell for Plymouth

March 9 1893 Liverpool sailed Canterbury Bell, Hambly for Plymouth

March 15 1893 Holyhead put in Canterbury Bell, Hambly from Liverpool for
 . Plymouth

April 10 1893 Plymouth sailed Canterbury Bell, Hambly for Dublin

April 27 1893 Portmadoc arrived Canterbury Bell, Hambly from Dublin

May 21 1893 Boston, Linc arrived Canterbury Bell, Hambly from Portmadoc
w/e June 9 1893 Boston sailed Canterbury Bell, Hambly for Grimsby
June 26 1893 Scarborough put in Canterbury Bell from Grimsby for Westray -
. Fish ,damaged windlass
July 31 1893 Sunderland cleared Canterbury Bell for Roseheartly – 100 tons coal
. agent C Wilkinson
July 17 1893 Fraserburgh arrived Canterbury Bell, Hambly from Westray – Stock
July 25 1893 Sunderland arrived Canterbury Bell from Fraserburgh
August 5 1893 Sunderland sailed Canterbury Bell, Hambly for Roseheartly
August 19 1893 Shields arrived Canterbury Bell from Cromarty
August 31 1893 Shields sailed Canterbury Bell for Devonport
October 27 1893 Par arrived Canterbury Bell, Holberton from Plymouth
November 4 1893 Par sailed Canterbury Bell, Holberton for Gloucester
December 15 1893 Sharpness sailed Canterbury Bell, Holberton for Plymouth-salt
December 22 1893 Plymouth arrived Canterbury Bell, Holberton from Gloucester

1894

January 15 1894 Plymouth sailed Canterbury Bell, Holberton for Poole
January 29 1894 Poole sailed Canterbury Bell, Holberton for Cherbourg
February 6 1894 Poole arrived Canterbury Bell, Holberton from Cherbourg
February 23 1894 Poole sailed Canterbury Bell, Holberton for London
March 8 1894 London customs house cleared out Canterbury Bell, Holberton for
. Teignmouth
March 9 1894 Gravesend sailed Canterbury Bell, Holberton for Teignmouth
March 19 1894 Teignmouth arrived Canterbury Bell, Holberton from London
March 27 1894 Plymouth arrived Canterbury Bell, Holberton from Teignmouth
April 3 1894 Dundalk arrived Canterbury Bell, Holberton from Plymouth
April 9 1894 Plymouth sailed Canterbury Bell, Holberton for Dundalk

April 30 1894 Dundalk sailed Canterbury Bell, Holberton for Gloucester
 May 2 1894 Sharpness arrived Canterbury Bell, Holberton 59 from Dundalk -oats
 May 12 1894 Sharpness sailed Canterbury Bell, Holberton for Gweek - coal
 June 17 1894 Gravesend arrived Canterbury Bell from Plymouth
 June 22 1894 London customs house cleared out Canterbury Bell, Holberton for
 . Plymouth
 June 28 1894 Gravesend sailed Canterbury Bell for Plymouth
 July 3 1894 Plymouth arrived Canterbury Bell, Holberton from London
 July 13 1894 Plymouth sailed Canterbury Bell, Holberton for Hull
 July 18 1894 Hull arrived Canterbury Bell, Holberton from Plymouth
 July 30 1894 Hull sailed Canterbury Bell, Holberton for Salcombe
 August 7 1894 Newhaven arrived Canterbury Bell, Holberton from Hull
 September 28 1894 Plymouth sailed Canterbury Bell, Holberton for Charlestown
 October 1 1894 Charlestown arrived Canterbury Bell, Holberton from Plymouth
 October 5 1894 Charlestown (Cornwall) sailed Canterbury Bell for London
 October 14 1894 Gravesend arrived Canterbury Bell from coast
 October 20 1894 London customs house cleared out Canterbury Bell, Holberton
 . for Kingsbridge
 December 2 1894 Salcombe sailed Canterbury Bell for Plymouth
 December 12 1894 Plymouth sailed Canterbury Bell, Holberton for London
 December 27 1894 London customs house cleared out Canterbury Bell, Holberton
 . for Plymouth

1895

January 6 1895 Plymouth arrived Canterbury Bell, Holberton from London -
 . cement
 March 5 1895 Falmouth arrived Canterbury Bell, Holberton from Plymouth -
 . manure , Windbound

March 14 1895 Hayle sailed Canterbury Bell, Holberton for Newport

March 18 1895 Newport arrived Canterbury Bell 59, from Hayle – 35 tons Manure
· T Wilks

March 18 1895 Newport sailed Canterbury Bell for Plymouth – 105 tons coal ,
· Thomas Wilks

May 21 1895 The Lizard signal station passed east Canterbury Bell of Plymouth

October 9 1895 Cardiff sailed Canterbury Bell, Holberton for Plymouth

October 14 1895 Plymouth arrived Canterbury Bell from Cardiff

October 25 1895 Plymouth sailed Canterbury Bell for London

December 18 1895 Plymouth arrived Canterbury Bell from London

1896

January 13 1896 Plymouth sailed Canterbury Bell, Holberton for Poole

January 28 1896 Poole sailed Canterbury Bell, Holberton for London

January 31 1896 North Foreland passed north Canterbury Bell of Plymouth

February 11 1896 London customs house cleared out Canterbury Bell, Holberton
· for Kingsbridge

February 25 1896 Salcombe sailed Canterbury Bell, Holberton for Plymouth

February 26 1896 Plymouth arrived Canterbury Bell, Holberton from Poole

February 28 1896 Plymouth arrived Canterbury Bell, Holberton from Poole

March 17 1896 London customs house entered in Canterbury Bell, Holberton
· from Plymouth

March 17 1896 London customs house cleared out Canterbury Bell, Holberton for
· Plymouth

April 28 1896 London customs house entered in Canterbury Bell, Holberton from
· Plymouth

April 29 1896 London customs house cleared out Canterbury Bell, Holberton for
· Plymouth

May 4 1896 Plymouth arrived Canterbury Bell, Holberton from London

May 12 1896 Plymouth sailed Canterbury Bell, Holberton for Boulogne
May 22 1896 Sharpness arrived Canterbury Bell, Holberton from Dover
May 31 1896 Boulogne sailed Canterbury Bell, Holberton for Roscoff
June 5 1896 Brixham anchored in Tor Bay Canterbury Bell (Ketch) of Plymouth
June 9 1896 Roscoff arrived Canterbury Bell, Holberton from Boulogne
June 12 1896 Plymouth arrived Canterbury Bell, Holberton from Roscoff
June 17 1896 Plymouth arrived Canterbury Bell, Holberton from Roscoff
June 20 1896 Plymouth sailed Canterbury Bell, Holberton for Roscoff
June 20 1896 Roscoff arrived Canterbury Bell, Holberton from Plymouth
June 27 1896 Plymouth arrived Canterbury Bell, Holberton from Roscoff
June 29 1896 Plymouth sailed Canterbury Bell, Holberton for Roscoff
June 30 1896 Roscoff sailed Canterbury Bell, Holberton for Plymouth
July 2 1896 Plymouth arrived Canterbury Bell, Holberton from Roscoff
July 8 1896 Roscoff sailed Canterbury Bell, Holberton for Plymouth
July 9 1896 Plymouth arrived Canterbury Bell, Holberton from Roscoff
July 12 1896 Roscoff sailed Canterbury Bell, Holberton for Plymouth
July 14 1896 Roscoff sailed Canterbury Bell, Holberton for Plymouth
July 16 1896 Plymouth arrived Canterbury Bell, Holberton from Roscoff
July 21 1896 Plymouth arrived Canterbury Bell, Holberton from Roscoff
July 22 1896 Plymouth sailed Canterbury Bell, Holberton for Roscoff
July 24 1896 Roscoff arrived Canterbury Bell, Holberton from Plymouth
July 30 1896 Plymouth arrived Canterbury Bell, Holberton from Roscoff
August 4 1896 Plymouth sailed Canterbury Bell, Holberton for Roscoff
August 5 1896 Roscoff arrived Canterbury Bell, Holberton from Plymouth
August 12 1896 Plymouth arrived Canterbury Bell, Holberton from Roscoff
September 9 1896 Plymouth sailed Canterbury Bell, Holberton for Hull

September 22 1896 Hull arrived Canterbury Bell, Holberton from Plymouth

November 12 1896 Aviles arrived Canterbury Bell from Plymouth

December 6 1896 Plymouth arrived Canterbury Bell from Aviles via Falmouth for
 . London

December 9 1896 Plymouth sailed Canterbury Bell, Holberton for London

December 9 1896 Gravesend arrived Canterbury Bell, Holberton from Aviles

December 21 1896 Falmouth sailed Canterbury Bell for London

1897

February 5 1897 London customs house entered in Canterbury Bell, Holberton
 . from Southampton

February 7 1897 London customs house cleared out Canterbury Bell, Holberton
 . for Montrose

February 13 1897 Gravesend sailed Canterbury Bell, Holberton for Montrose

February 22 1897 Montrose arrived Canterbury Bell, Holberton from London -
 . wheat

March 6 1897 Montrose sailed Canterbury Bell, Holberton for Plymouth –potatoes

March 9 1897 Hartlepool arrived Canterbury Bell, Davis from Portsoy

March 30 1897 Plymouth arrived Canterbury Bell from Montrose

April 15 1897 Poole arrived Canterbury Bell, Holberton from Plymouth

May 2 1897 Gravesend arrived Canterbury Bell, Holberton from coast

May 11 1897 London customs house cleared out Canterbury Bell, Holberton for
 . Teignmouth

May 15 1897 Gravesend sailed Canterbury Bell, Holberton for Teignmouth

May 21 1897 Teignmouth arrived Canterbury Bell, Holberton from Exeter

May 31 1897 Teignmouth sailed Canterbury Bell, Holberton for London

June 17 1897 London customs house cleared out Canterbury Bell 60, Holberton
 . for Guernsey, Greenhithe broker H Sully

June 29 1897 Guernsey arrived Canterbury Bell, Holberton from London

July 3 1897 St Sampson arrived Canterbury Bell, Holberton from St Peter Port
July 10 1897 Guernsey sailed Canterbury Bell, Holberton for London
July 17 1897 Gravesend arrived Canterbury Bell, Holberton from Guernsey
July 19 1897 London customs house entered in Canterbury Bell, Holberton from
. Guernsey, Greenwich broker Manuelle
July 23 1897 London customs house cleared out Canterbury Bell, Holberton for
. Devonport
August 19 1897 Legue arrived Canterbury Bell, Holberton from Plymouth
August 25 1897 Legue sailed Canterbury Bell, Holberton for Plymouth
September 3 1897 Plymouth sailed Canterbury Bell, Holberton for St Brieuc
September 4 1897 Legue arrived Canterbury Bell, Holberton from Plymouth
September 15 1897 Plymouth arrived Canterbury Bell from St Brieuc
October 4 1897 Plymouth sailed Canterbury Bell, Holberton for Antwerp
October 9 1897 Flushing arrived Canterbury Bell, Holberton from Plymouth
October 9 1897 Antwerp arrived Canterbury Bell, Holberton from Liverpool
October 21 1897 Antwerp sailed Canterbury Bell, Holberton for Faversham
October 22 1897 Flushing sailed Canterbury Bell, Holberton for Faversham
October 27 1897 Faversham arrived Canterbury Bell, Holberton from Antwerp
October 31 1897 Faversham sailed Canterbury Bell, Holberton for London
November 8 1897 London customs house cleared out Canterbury Bell, Holberton
. for Plymouth
November 24 1897 Plymouth unloading Canterbury Bell damaged by fire

1898

February 28 1898 Plymouth arrived Canterbury Bell, Lewis from Kinsale
April 4 1898 London customs house cleared out Canterbury Bell, Lewis for
. Plymouth
April 9 1898 Portland put in Canterbury Bell from London for Plymouth

May 2 1898 Cork arrived Canterbury Bell, Martin from Plymouth

May 9 1898 Cork sailed Canterbury Bell, Martin for Bideford

May 11 1898 Bideford discharging Canterbury Bell Canterbury Bell from Cork -
Manures

June 28 1898 London customs house cleared out Canterbury Bell, Martin for
Hayle

July 23 1898 Cardiff arrived Canterbury Bell 59 from canal – light

July 25 1898 Cardiff docks Canterbury Bell 59 from canal – pitwood broker Gower

July 28 1898 Cardiff sailed Canterbury Bell, Martin for Douglas

August 15 1898 Holyhead arrived Canterbury Bell, Martin from Point of Ayr

September 8 1898 Guernsey arrived Canterbury Bell, Martin from Plymouth

September 13 1898 Guernsey sailed Canterbury Bell, Martin for Rochester

September 17 1898 Rochester arrived Canterbury Bell, Martin from Guernsey

September 24 1898 Rochester sailed Canterbury Bell, Martin for Plymouth

November 4 1898 Plymouth sailed Canterbury Bell for Milford

1899

January 4 1899 Poole arrived Canterbury Bell, Holberton from London

January 9 1899 Gravesend arrived Canterbury Bell from Poole

January 17 1899 London customs house cleared out Canterbury Bell, Holberton
for Kingsbridge

February 2 1899 Salcombe sailed Canterbury Bell for Plymouth

February 24 1899 Plymouth sailed Canterbury Bell for Teignmouth

March 3 1899 Teignmouth sailed Canterbury Bell for St Peters, Guernsey

March 6 1899 Guernsey arrived Canterbury Bell, Holberton from Teignmouth

March 16 1899 Guernsey sailed Canterbury Bell, Holberton for Poole

March 17 1899 Poole arrived Canterbury Bell, Holberton from Guernsey

March 30 1899 Poole sailed Canterbury Bell, Edmunds for London

April 3 1899 Gravesend arrived Canterbury Bell from Poole

April 27 1899 Plymouth sailed Canterbury Bell for Truro

April 29 1899 Truro arrived Canterbury Bell, Edmunds from London

May 10 1899 Falmouth sailed Canterbury Bell for London

May 30 1899 Gravesend sailed Canterbury Bell for coast

June 9 1899 Poole arrived Canterbury Bell, Edmunds

June 15 1899 Poole sailed Canterbury Bell, Edmunds for London

June 18 1899 Deal anchored Canterbury Bell of Plymouth

June 19 1899 Gravesend arrived Canterbury Bell from coast

July 3 1899 Gravesend sailed Canterbury Bell for coast

July 25 1899 Poole sailed Canterbury Bell, Edmunds for London

August 15 1899 Plymouth arrived Canterbury Bell from London

August 29 1899 Gravesend arrived Canterbury Bell from Poole

September 14 1899 Plymouth arrived Canterbury Bell from London

September 29 1899 Charlestown, Corn. arrived Canterbury Bell, Edmunds from
Plymouth

October 4 1899 Charlestown, Corn. sailed Canterbury Bell, Edmund for Calais

October 4 1899 Plymouth arrived Canterbury Bell, Edmunds Charlestown,
Cornwall for Calais

October 28 1899 Calais sailed Canterbury Bell for Cliffe Creek

October 30 1899 Cliffe Creek arrived Canterbury Bell from Calais

October 31 1899 London customs house entered in Canterbury Bell 60, Edmunds
from Calais agents Mathews & L

November 28 1899 Plymouth arrived Canterbury Bell from London

December 20 1899 Plymouth sailed Canterbury Bell for Sheerness

1900

January 31 1900 London customs house cleared out Canterbury Bell, Edmunds
· for Southampton

February 8 1900 Poole arrived Canterbury Bell, Edmunds from Southampton

March 3 1900 Poole sailed Canterbury Bell, Edmunds for London

March 8 1900 Gravesend arrived Canterbury Bell Poole

March 19 1900 London customs house cleared out Canterbury Bell, Edmunds for
· Poole

March 25 1900 Poole arrived Canterbury Bell, Edmunds from London

April 4 1900 Poole sailed Canterbury Bell, Edmunds for London

April 10 1900 Gravesend arrived Canterbury Bell from Poole

April 25 1900 London customs house cleared out Canterbury Bell, Edmunds for
· Torquay

April 26 1900 Gravesend sailed Canterbury Bell for the coast

May 21 1900 Teignmouth sailed Canterbury Bell, Edmunds for London

May 23 1900 Brixham anchored in Torbay Canterbury Bell of Plymouth

May 28 1900 Gravesend arrived Canterbury Bell from Teignmouth

June 1 1900 London customs house cleared out Canterbury Bell, Murt for
· Plymouth

June 16 1900 Plymouth arrived Canterbury Bell from London

July 1 1900 Falmouth arrived Canterbury Bell from Plymouth

July 26 1900 Runcorn cleared Canterbury Bell for Padstow

September 20 1900 Padstow sailed Canterbury Bell, Murt for Liverpool

October 15 1900 Holyhead arrived Canterbury Bell, Murt from Padstow

October 20 1900 Liverpool arrived Canterbury Bell, Murt from Padstow

October 26 1900 Liverpool cleared Canterbury Bell for Wadebridge

November 6 1900 Holyhead arrived Canterbury Bell, Murt from Liverpool

December 11 1900 Padstow sailed Canterbury Bell for Bristol

December 13 1900 Bristol arrived Canterbury Bell from Padstow

December 19 1900 Bristol sailed Canterbury Bell for Newport

December 20 1900 Newport arrived Canterbury Bell 59, from Bristol – grain

December 22 1900 Newport sailed Canterbury Bell for Plymouth – 105 tons coal

1901

January 2 1901 Newport, Mon. sailed Canterbury Bell, Murt for Plymouth

February 4 1901 Padstow sailed Canterbury Bell, Murt for Plymouth

February 22 1901 Plymouth sailed Canterbury Bell, Murt for Cork

March 17 1901 Cork arrived Canterbury Bell, Murt from Plymouth

April 29 1901 Cardiff arrived Canterbury Bell 59 from Bideford - gravel

May 4 1901 Cardiff sailed Canterbury Bell, Murt for Plymouth

June 12 1901 London customs house entered in Canterbury Bell, Tope from
Plymouth

June 12 1901 London customs house cleared out Canterbury Bell, Tope for
Weymouth

June 27 1901 Weymouth sailed Canterbury Bell, Tope for Guernsey

July 23 1901 Gravesend arrived Canterbury Bell from Poole

August 1 1901 London customs house cleared out Canterbury Bell, Tope for
Plymouth

August 24 1901 Gravesend sailed Canterbury Bell for the coast

September 1 1901 Gravesend sailed Canterbury Bell for the coast

September 19 1901 Dover arrived Canterbury Bell, Tope from Plymouth

October 2 1901 London customs house cleared out Canterbury Bell, Tope for
Drogheda

November 24 1901 Dover sailed Canterbury Bell, Tope for Ireland

w/e December 7 1901 Drogheda arrived Canterbury Bell, Tope from London

1902

February 14 1902 Jersey arrived Canterbury Bell, Tope from Waterford – oats

March 21 1902 Dungarvan sailed Canterbury Bell for Plymouth

July 2 1902 Teignmouth arrived Canterbury Bell from Torquay

July 4 1902 Teignmouth arrived Canterbury Bell from Torquay

w/e July 18 1902 Teignmouth sailed Canterbury Bell for Hull - clay

August 11 1902 Exmouth sailed Canterbury Bell, Tope for London

August 21 1902 Teignmouth arrived Canterbury Bell of Plymouth from Exmouth
- light

August 27 1902 Teignmouth sailed Canterbury Bell of Plymouth for London - clay

September 18 1902 Newport, Mon sailed Canterbury Bell, Tope for Plymouth

October 29 1902 Belfast arrived Canterbury Bell, Tope from Plymouth – stores

November 3 1902 Belfast sailed Canterbury Bell for Dublin

1903

April 8 1903 Entered Eastham Locks Canterbury Bell Sch from Annalong for
. Ellesmere Port 94 setts

June 23 1903 Hayle arrived Canterbury Bell from Plymouth - wheat

August 3 1903 Port Talbot arrived Canterbury Bell from Hayle

August 8 1903 Port Talbot sailed Canterbury Bell, Allen for Plymouth

September 3 1903 Plymouth sailed Canterbury Bell, Allen for Queenborough

September 15 1903 Vessels lying in River Canterbury Bell Farrant's Wharf

September 17 1903 London customs house cleared out Canterbury Bell, Allen for
. Devonport

September 18 1903 Vessels lying in River Canterbury Bell Ohlendorff's wharf

September 19 1903 Vessels lying in River Canterbury Bell Victoria dock buoy's

October 19 1903 Portsmouth arrived Canterbury Bell, Tope from Plymouth

November 9 1903 Portsmouth sailed Canterbury Bell, Tope for Port Talbot

November 25 1903 Falmouth arrived Canterbury Bell from Portsmouth

December 19 1903 Port Talbot arrived Canterbury Bell from Portsmouth

December 21 1903 Falmouth sailed Canterbury Bell for Port Talbot

1904

January 22 1904 Guernsey arrived Canterbury Bell, Allen from Swansea

January 24 1904 Guernsey arrived Canterbury Bell, Allen from Port Talbot

February 18 1904 Weymouth sailed Canterbury Bell, Allen for Jersey

February 19 1904 Weymouth arrived Canterbury Bell, Allen – flour

March 1 1904 Jersey sailed Canterbury Bell, Allen for London

March 5 1904 Falmouth arrived Canterbury Bell from Jersey

March 12 1904 Falmouth sailed Canterbury Bell, Allen for London

March 22 1904 Gravesend arrived Canterbury Bell from Jersey

March 23 1904 London customs house entered inwards Canterbury Bell from
. Jersey agents Barking Davis Jones.

March 25 1904 Vessels lying in River Canterbury Bell - Erith

March 31 1904 London customs house cleared out Canterbury Bell, Allen for
. Barnstable

April 14 1904 London Vessels lying in River Canterbury Bell Gravesend reach

May 18 1904 Gravesend arrived Canterbury Bell from the coast

w/e June 16 1904 Barnstable arrived Canterbury Bell from Cardiff –
. flour Messrs' Lawes

July 1 1904 Cardiff arrived Canterbury Bell 59, Harris from Bideford – gravel

July 8 1904 Cardiff sailed Canterbury Bell, Allen for Plymouth

July 11 1904 Plymouth arrived Canterbury Bell from Cardiff – coal
. In collision off The Lizard

August 8 1904 Port Talbot sailed Canterbury Bell, Allen for Plymouth

August 19 1904 Plymouth sailed Canterbury Bell

September 1 1904 Rochester arrived Canterbury Bell from Queenborough
 September 3 1904 Plymouth sailed Canterbury Bell, Allen for Queenborough
 September 7 1904 Rochester sailed Canterbury Bell, Davis for Exeter
 September 18 1904 Exmouth arrived Canterbury Bell, Allen from Rochester
 September 19 1904 Exeter arrived Canterbury Bell, Allen from Rochester
 September 28 1904 Exeter sailed Canterbury Bell, Allen for Teignmouth
 September 29 1904 Exmouth sailed Canterbury Bell, Allen for Teignmouth from
 . Exeter
 September 29 1904 Teignmouth arrived Canterbury Bell, Allen from Exmouth
 October 5 1904 Teignmouth Canterbury Bell sprang a leak & ran ashore near
 . Babbacombe
 October 18 1904 Teignmouth sailed Canterbury Bell, Allen for Plymouth
 October 19 1904 Salcombe sailed Canterbury Bell, Allen for Plymouth
 October 26 1904 Plymouth arrived Canterbury Bell, Allen from Teignmouth

1905

April 12 1905 London customs house cleared out Canterbury Bell, Long for
 . Montrose
 May 2 1905 Montrose arrived Canterbury Bell, Long from London - wheat
 May 10 1905 Montrose sailed Canterbury Bell, Long for Cowes – potatoes
 May 15 1905 Portsmouth arrived Canterbury Bell, Long from Montrose
 June 12 1905 Portsmouth sailed Canterbury Bell, Long for Dundee
 June 22 1905 Dundee arrived Canterbury Bell, Long from Portsmouth – whiting
 . agents D & J Nicholl
 June 27 1905 Dundee sailed Canterbury Bell, Long for Morrison's Haven – ballast
 July 10 1905 Newhaven arrived Canterbury Bell, Long from Morrison's Haven
 July 19 1905 Newhaven sailed Canterbury Bell, Long for Plymouth
 July 24 1905 Plymouth arrived Canterbury Bell, Long from Newhaven

August 9 1905 St Helens I W anchored in the roads Canterbury Bell, Long
Plymouth for Yarmouth

August 13 1905 Lowestoft arrived Canterbury Bell, from Plymouth - gravel

August 28 1905 Yarmouth sailed Canterbury Bell, Long for Newcastle

September 2 1905 The Tyne arrived Canterbury Bell from Yarmouth

September 13 1905 Lowestoft arrived Canterbury Bell, from Newcastle

October 26 1905 Lowestoft sailed Canterbury Bell, Long for Newcastle –
rope & Iron

October 29 1905 Shields arrived Canterbury Bell, from Lowestoft

November 15 1905 Yarmouth sailed Canterbury Bell, Long for Lowestoft

November 15 1905 Lowestoft arrived Canterbury Bell, Long from Newcastle –
iron dross

November 21 1905 Yarmouth arrived Canterbury Bell, from Lowestoft

November 29 1905 Flushing arrived Canterbury Bell, Long from Yarmouth

December 2 1905 Antwerp arrived Canterbury Bell, from Yarmouth

December 17 1905 Antwerp sailed Canterbury Bell, Long for Berwick

December 22 1905 Berwick arrived Canterbury Bell, Long from Antwerp

1906

January 5 1906 Berwick sailed Canterbury Bell, Long for Dunbar

January 6 1906 Montross arrived Canterbury Bell, Long from Berwick – ballast

January 20 1906 Montross sailed Canterbury Bell, Long for Jersey – potatoes

January 28 1906 Portsmouth arrived Canterbury Bell, Long from Montross

February 22 1906 St Malo arrived Canterbury Bell, Long from Jersey

March 11 1906 Faversham arrived Canterbury Bell, Long from St Malo

March 24 1906 Rochester sailed Canterbury Bell, Long for Plymouth

April 11 1906 Rochester arrived Canterbury Bell, Long from Plymouth

May 13 1906 Guernsey arrived Canterbury Bell, Long from Plymouth

May 18 1906 Guernsey sailed Canterbury Bell, Long for Rochester

May 23 1906 Rochester arrived Canterbury Bell, Long from Guernsey

June 5 1906 Plymouth arrived Canterbury Bell, Long from Rochester

July 6 1906 London customs house cleared out Canterbury Bell, Long for Totnes

July 21 1906 Dartmouth arrived Canterbury Bell, Long from London

July 30 1906 Teignmouth arrived Canterbury Bell, Allen from Dartmouth

August 21 1906 Aberdeen sailed Canterbury Bell (Ketch), Long for London

September 3 1906 London Vessels lying in River Canterbury Bell
 . Bazeley White's wharf

September 4 1906 London customs house cleared out Canterbury Bell, Long for
 . Pembroke Dock

October 17 1906 Gravesend arrived Canterbury Bell from the coast

October 20 1906 London Vessels lying in River Canterbury Bell Becton Gas Works

October 25 1906 London customs house cleared out Canterbury Bell, Long for
 . Leith

October 26 1906 London Vessels lying in River Canterbury Bell
 . Gray's Chalk Quarries

November 1 1906 Leith arrived Canterbury Bell, Long from London

November 10 1906 Leith sailed Canterbury Bell, Long for Bo'ness

December 13 1906 London customs house cleared out Canterbury Bell, Long for
 . Leith

1907

January 14 1907 Leith arrived Canterbury Bell 59, Long from London - whiting

January 30 1907 Bridlington Bay put in damaged Canterbury Bell of & for
 . Plymouth from St Andrews

February 16 1907 Portsmouth arrived Canterbury Bell from St Andrews

February 23 1907 Portsmouth sailed Canterbury Bell, Long for Plymouth

February 24 1907 Plymouth arrived Canterbury Bell from St Andrews – potatoes

April 7 1907 Methil arrived Canterbury Bell, Long from Plymouth

April 16 1907 Methil sailed Canterbury Bell, Long for Montrose

April 18 1907 Montrose arrived Canterbury Bell, Long from Methil – ballast

April 24 1907 Montrose sailed Canterbury Bell, Long for Southampton

June 3 1907 London Vessels lying in River Canterbury Bell off LCC Jetty, Barking

June 22 1907 London customs house cleared out Canterbury Bell, Long for
Weymouth

June 26 1907 London Vessels lying in River Canterbury Bell off Grays

June 26 1907 Gravesend sailed Canterbury Bell for the coast

July 1 1907 Weymouth arrived Canterbury Bell, Long from London

July 8 1907 Weymouth sailed Canterbury Bell, Long for Poole

July 8 1907 Poole arrived Canterbury Bell, Long from Weymouth

July 9 1907 Poole arrived Canterbury Bell, Long from Weymouth

July 12 1907 Poole sailed Canterbury Bell, Long for Weymouth

July 12 1907 Weymouth arrived Canterbury Bell, Long from Poole

July 18 1907 Weymouth sailed Canterbury Bell, Long for Jersey

July 20 1907 Jersey arrived Canterbury Bell, Long from Weymouth

July 22 1907 Jersey arrived Canterbury Bell, Long from Weymouth - flour

August 10 1907 Poole arrived Canterbury Bell, Long from Guernsey

August 20 1907 Poole sailed Canterbury Bell, Long for Jersey

August 21 1907 Jersey arrived Canterbury Bell, Long from Poole

September 13 1907 Guernsey sailed Canterbury Bell, Long for Weymouth

September 26 1907 Weymouth sailed Canterbury Bell, Long for Jersey

September 27 1907 Jersey arrived Canterbury Bell, Long from Weymouth

October 2 1907 Jersey sailed Canterbury Bell, Long for St Malo - ballast

October 11 1907 St Malo sailed Canterbury Bell, Long for Portsmouth

October 12 1907 Portsmouth arrived Canterbury Bell, Long from St Malo

October 24 1907 Portsmouth sailed Canterbury Bell, Long for Cherbourg
October 29 1907 Cherbourg sailed Canterbury Bell, Long for Portsmouth
October 30 1907 Portsmouth arrived Canterbury Bell, Long from Cherbourg
November 7 1907 Portsmouth sailed Canterbury Bell, Long for Cherbourg
November 8 1907 Cherbourg arrived Canterbury Bell, Long from Portsmouth
November 14 1907 Cherbourg sailed Canterbury Bell, Long for Portsmouth
November 15 1907 Portsmouth arrived Canterbury Bell, Long from Cherbourg
November 30 1907 Cherbourg arrived Canterbury Bell, Long from Portsmouth
December 13 1907 Portsmouth arrived Canterbury Bell, Long from Cherbourg

1908

January 6 1908 Portsmouth sailed Canterbury Bell, Long for Southampton
January 21 1908 Southampton, Eling sailed Canterbury Bell, Long for St Malo
February 1 1908 St Malo sailed Canterbury Bell, Long for St Servan
February 6 1908 St Servan arrived Canterbury Bell, Long from St Malo
February 13 1908 St Servan sailed Canterbury Bell, Long for Exeter
February 15 1908 Exmouth arrived Canterbury Bell, Long from St Malo
February 17 1908 Exeter arrived Canterbury Bell, Long from St Malo
February 25 1908 Exeter sailed Canterbury Bell, Long for Teignmouth
February 28 1908 Exmouth sailed Canterbury Bell, Long for Teignmouth
February 28 1908 Teignmouth arrived Canterbury Bell, Long from Exmouth
March 14 1908 Portsmouth arrived Canterbury Bell, Long from Teignmouth
March 21 1908 Portsmouth sailed Canterbury Bell, Long for Montrose
March 25 1908 Montrose arrived Canterbury Bell, Long from Teignmouth -
pipe clay
April 4 1908 Montrose sailed Canterbury Bell, Long for Cowes
April 7 1908 Portsmouth arrived Canterbury Bell, Long from Montrose

May 10 1908 Kirkcaldy arrived Canterbury Bell, Long from Fareham
May 20 1908 Kirkcaldy sailed Canterbury Bell, Long for Dysart
May 20 1908 Dysart arrived Canterbury Bell, Long from Kirkcaldy
June 4 1908 Ventnor passed west Canterbury Bell (Ketch)
July 11 1908 St Servan sailed Canterbury Bell, Long for London
July 14 1908 Gravesend arrived Canterbury Bell from St Malo
July 16 1908 London Regents Canal dock Canterbury Bell 59, Long from St Malo
July 21 1908 London Regents Canal dock Canterbury Bell 59, Long from St Malo
July 23 1908 London customs house entered in Canterbury Bell 59, Long from
. Jersey agents Barking Davies J & Co
July 25 1908 London Vessels lying in River Canterbury Bell -Barking Guano Works
July 28 1908 Gravesend sailed Canterbury Bell, Long for Jersey
August 2 1908 Jersey arrived Canterbury Bell, Long from London
August 8 1908 Jersey sailed Canterbury Bell, Long for St Servan – ballast
August 13 1908 Jersey sailed Canterbury Bell, Long for St Malo
August 13 1908 St Servan arrived Canterbury Bell, Long from Jersey
August 20 1908 St Servan arrived Canterbury Bell, Long from Shoreham
August 22 1908 Shoreham arrived Canterbury Bell, Long from St Malo
September 14 1908 Shoreham arrived Canterbury Bell, Long from Granville
October 1 1908 Granville sailed Canterbury Bell, Long for St Malo
October 12 1908 St Malo sailed Canterbury Bell, Long for Exmouth
October 14 1908 Exmouth arrived Canterbury Bell, Long from St Malo
October 15 1908 Exeter arrived Canterbury Bell, Long from St Malo
October 17 1908 Exeter sailed Canterbury Bell, Long for Plymouth
October 20 1908 Exmouth sailed Canterbury Bell, Long for Plymouth
November 5 1908 Plymouth sailed Canterbury Bell, Long for London
November 20 1908 Portsmouth sailed Canterbury Bell, Long for London

- November 27 1908 London Vessels lying in River Canterbury Bell- Vic DK Buoys
- November 30 1908 London customs house cleared out Canterbury Bell, Long for
Dunbar
- December 8 1908 London Vessels lying in River Canterbury Bell – Gravesend
- December 10 1908 Southend anchored off Canterbury Bell (Ketch) SW Gale
- December 10 1908 Southend driven ashore Canterbury Bell (Ketch)
- December 29 1908 West Wemyss stranded Canterbury Bell of Plymouth

Appendix B Cargo

Clay - Teignmouth Ball Clay. The section of the Teign valley between Bovey Tracey and Newton Abbot, known as the Bovey Basin, took many thousands of years to fill with sediment from the Teign and the Bovey. The sediment included clay derived from decomposed granite, which is purer and more refined than many others and has been used in several different types of product, particularly in ceramic wares.

Cotton seed cake - Cottonseed meal is the by-product of oil extraction from cotton seeds. As a protein-rich feed, cottonseed meal is a common source of protein for ruminants.

Iron dross - Dross is a mass of solid impurities floating on a molten metal or dispersed in the metal, such as in wrought iron.

Manure – chemicals, usually superphosphate

Purple ore - Bornite is an important copper ore mineral and occurs widely it has a brown to copper-red colour on fresh surfaces that tarnishes to various iridescent shades of blue to purple in places. It is important as an ore for its copper content of about 63 percent by mass.

Roscoff pink Onions - Grown here since the 17th century, these onions were imported by overseas travellers and only grow in certain soils, so they are not found in many places beyond the area around Roscoff.

Setts - a granite paving block.

Whiting - A white, round sea fish, whiting is a small member of the cod family and very similar in flavour.

Appendix C Port Locations

Annalong is a seaside village in County Down, Northern Ireland

Avilés is a town in Asturias, perched on Spain's northern coast between A Coruña to the west and Santander to the east.

Babbacombe is a district of Torquay, Devon, England.

Barnstaple is a river-port town in North Devon, England, at the lowest crossing point of the River Taw flowing into the Bristol Channel

Berwick-upon-Tweed, sometimes known as just Berwick, is a town in the county of Northumberland. It is the northernmost town in England. It is located at the mouth of the River Tweed on the east coast, 2 1/2 miles south of the Scottish border.

Bideford is a historic port town on the estuary of the River Torridge in north Devon, south-west England.

Birkenhead is a town in the Wirral, Merseyside, until 1974, in Cheshire. It is on the Wirral Peninsula, along the south bank of the River Mersey, opposite the city of Liverpool.

Bo'ness or Borrowstounness is a coastal town on the south bank of the Firth of Forth, 16 miles (27 km) north west of Edinburgh and 6 miles (10 km) east of Falkirk

Boston is a port and market town in Lincolnshire, on the east coast of England, about 100 miles north of London.

Charlestown is a village and port on the south coast of Cornwall, United Kingdom, and in St Austell Bay. It is situated approximately 2 miles south east of St Austell town centre. It exported China clay.

Cliffe Creek is a village on the Hoo Peninsula in Kent, England overlooking the Thames River.

Cromarty is a town, in Ross and Cromarty, in the Highland area of Scotland. Situated at the tip of the Black Isle on the southern shore of the mouth of Cromarty Firth, it is 5 miles seaward from Invergordon on the opposite coast.

Deal is a town in Kent, England, which lies where the North Sea and the English Channel meet, 8 miles north-east of Dover.

Devonport, formerly named Plymouth Dock or just Dock, is a district of Plymouth in the English county of Devon, although it was, at one time, the more important settlement.

Douglas is the capital town of the Isle of Man, in the Irish Sea.

Drogheda is an industrial and port town in County Louth on the east coast of Ireland, 56 km north of Dublin.

Dunbar is a town on the North Sea coast in East Lothian in the south-east of Scotland, approximately 30 miles east of Edinburgh and 30 miles from the English border north of Berwick-upon-Tweed.

Dysart is a former town located on the south-east coast between Kirkcaldy and West Wemyss in Fife. The town is now considered to be a suburb of Kirkcaldy.

Eastham Locks form the western end of the Manchester Ship Canal, and is the largest lock in the UK.

Exmouth is a port town, and seaside resort, sited on the east bank of the mouth of the River Exe and 11 miles southeast of Exeter

Exeter is an ancient city on the River Exe in southwest England.

Fareham is a market town at the north-west tip of Portsmouth Harbour, between the cities of Portsmouth and Southampton in south east Hampshire,

Faversham is in the Swale district in Kent, England. The town is 48 miles from London and 10 miles from Canterbury, and lies next to the Swale, a strip of sea separating mainland Kent from the Isle of Sheppey in the Thames Estuary.

Vlissingen, historically known in English as **Flushing**, is a city in the southwestern Netherlands on the former island of Walcheren. With its strategic location between the Scheldt river and the North Sea,

Fraserburgh is a town in Aberdeenshire, Scotland, it lies at the far northeast corner of Aberdeenshire, about 40 miles north of Aberdeen.

Granville is a commune in the Manche department and region of Normandy in north-western France.

Gweek is a village in Cornwall, it is situated approximately three miles east of Helston.

Hayle is a port town in west Cornwall, United Kingdom. It is situated at the mouth of the Hayle River and is approximately seven miles northeast of Penzance

Kirkcaldy is a town in Fife, on the east coast of Scotland. It is about 11.6 miles north of Edinburgh and 27.6 miles south-southwest of Dundee.

Kingsbridge is a market town and former port in the South Hams district of Devon, England, up the river from Salcombe.

Kinsale is a town on the southern coast of Ireland, in County Cork on the River Bandon

Leigh-on-Sea is situated on the northern side of the Thames Estuary, only a few miles from the open waters of the North Sea to the east, and a similar distance from the Kent coast to the south. A district of Southend-on-Sea.

Leith is a port area in the north of the city of Edinburgh, Scotland, founded at the mouth of the Water of Leith

Le Legue/Saint Brieuc is situated on the River Gouet. The port consists of a tidal harbour, lock and basin.

The Manchester Ship Canal is a 36-mile-long inland waterway in the North West of England linking Manchester to the Irish Sea. Starting at the Mersey Estuary near Liverpool, it generally follows the original routes of the rivers Mersey and Irwell through the historic counties of Cheshire and Lancashire.

Methil is an eastern coastal town in Scotland at the mouth of the River Leven was a coal mining area until the middle of the 20th century.

Maidencombe, or **Minnicombe**, near Torquay, Devon

Montrose is a town in Angus, Scotland. Situated 38 miles north of Dundee and 42 miles south of Aberdeen, Montrose lies between the mouths of the North and South Esk rivers.

Morrison's Haven is a former harbour at Prestongrange, East Lothian, Scotland,

Newhaven is a channel ferry port in East Sussex in England, with regular passenger services to Dieppe. It lies at the mouth of the River Ouse

Par is a village and fishing port with a harbour on the south coast of Cornwall, England, United Kingdom. Par is approximately 3.5 miles east of St Austell. Exported China clay.

Pembroke Dock is a town in Pembrokeshire, South West Wales, 3 miles northwest of Pembroke on the banks of the River Cleddau.

Point of Ayr is the northernmost point of mainland Wales. It is situated immediately to the north of Talacre in Flintshire, at the mouth of the Dee estuary.

Port Talbot is a town in the county borough of Neath Port Talbot, Wales, situated on the east side of Swansea Bay, approximately eight miles from Swansea

Portsoy is a town in Aberdeenshire, Scotland, located on the Moray Firth coast of northeast Scotland, 50 miles northwest of Aberdeen and 65 miles east of Inverness

Queenborough is a small town on the Isle of Sheppey in Kent in South East England. Queenborough is two miles south of Sheerness. It grew as a port near the Thames Estuary at the westward entrance to the Swale where it joins the River Medway

Ribadesella is a town in Asturias, on Spain's north coast.

Rochester is a town in Medway in Kent, England. It is at the lowest bridging point of the River Medway about 30 miles from London.

Roscoff is a commune in the Finistère département of Brittany in north western France

Rosehearty is a settlement on the Moray Firth coast, four miles west of the town Fraserburgh, in Aberdeenshire, Scotland.

Runcorn is an industrial town and cargo port in Cheshire, England on the Mersey above Liverpool

Rye is an English town near the coast in East Sussex.

Salcombe is town in the South Hams district of Devon, south west England. The town is close to the mouth of the Kingsbridge Estuary, mostly built on the steep west side of the estuary.

St. Andrews is a seaside town northeast of Edinburgh, on Scotland's east coast.

Saint-Brieuc is a commune in the Côtes-d'Armor department in Brittany in north western France.

St Helens is a village located on the eastern side of the Isle of Wight in the Solent.

Saint-Malo is a port city in Brittany, in France's northwest.

St Sampson and St Peter Port both ports in Guernsey

Saint-Servan is a town of western France, in Brittany, situated 2 miles from the port of St Malo.

Saint-Valery-sur-Somme, commune in the Somme department, is a seaport and resort on the south bank of the River Somme estuary

Salcombe is in the South Hams district of Devon, south west England. The town is close to the mouth of the Kingsbridge Estuary

Sharpness is an English port in Gloucestershire, one of the most inland in Britain, and eighth largest in the South West. It is on the River Severn, at a point where the tidal range, though less than at Avonmouth downstream, is still large.

Sheerness is a town beside the mouth of the River Medway on the north-west corner of the Isle of Sheppey in north Kent, England

Stonehouse Creek, in Plymouth (England), is also known as Stonehouse Lake

Shoreham-by-Sea (often shortened to Shoreham) is a coastal town and port in West Sussex, England. The town is bordered to its north by the South Downs, to its west by the Adur Valley and to its south by the River Adur and Shoreham Beach on the English Channel.

Teignmouth is a large seaside town, and fishing port in the English county of Devon, situated on the north bank of the estuary mouth of the River Teign about 12 miles south of Exeter.

Totnes is a market town at the head of the estuary of the River Dart in Devon, England It is about 21 miles south-southwest of Exeter

Truro is a cathedral city and civil parish in Cornwall, England,

Ventnor is a village located on the east side of Isle of Wight

Wadebridge is a town in north Cornwall, England, United Kingdom. The town straddles the River Camel five miles upstream from Padstow.

Westray is one of the Orkney Islands in Scotland

West Wemyss is a village lying on the north shore of the Firth of Forth, in Fife, Scotland.

Appendix D Mercantile Navy List

Mercantile Navy List, 1879, page 196 Ship: CANTERBURY BELL, Sail

Image source: Memorial University Digital Archive Initiative

Year 1879 GO

Choose section: Steam Sail

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75806	Canterbury, Newcastle	S.	St. John, N.B.	1899	T.G.M.K	1253	Thos. Robson Miller, Ne
290	Cant help it, Halifax, N.S.	Sr.	Jeddore, N.S.	1877		57	John Maskell, Jeddore,
	Canterbury, Faversham	Bge.	Bankside	1835	H.C.G.K	47	J. Richardson Horsley, 3 Kent.
68106	Canterbury, Glasgow	S.	Port Glasgow	1874	M.W.D.B	1245	The Albion Ship. Co., Lt
79040	Canterbury Bell, Hull	K.	Rye	1878		74	Charles Meritt, Hull.
31999	Cantero, Auckland, N.Z.	Bk.	(a)	(a)	Q.T.H.F	278	The Anckld. Stm. Sp. Co
53765	Canthas, Moravy, Jaffna.	Sr.	Quilon	1866		52	Gaspar Sarauemulto,
59908	Canute, ..	S.	Quebec	1869	W.R.P.L	1215	Edme Traves, West.
47560	Canute, ..	S.	St. John, N.B.	1863	V.P.D.N	1391	Thos. Frost, jun., 2, Nev
68315	Canvey, ..	Spl.	Sittingbourne, Kent.	1876		24	Edw. Wood, South B
64985	Cap Rou, Quebec	Sp.	Quebec	1871		38	C. Veuilleux, Notre I
76170	Cape Br, Greenock	S.	Clyde Bank, Dumbarton.	1878	R.C.N.D	1421	Abram Lyle, Greenock.
43940	Cape City, London	Bk.	Sunderland	1861	T.R.C.H	439	Richard Pincombe Ellis,
63168	Cape Clear, Liverpool	S.	Seacombe	1869	J.C.K.R	853	Charles Myers, 5, India
63427	*Cape Comorin, Greenock	S.	Greenock	1869	K.M.T.W	1200	Abram Lyle, Greenock.
72372	Cape Finisterre, Greenock	Bk.	Glasgow	1874	N.P.B.W	882	Abram Lyle, Greenock.
51608	Cape Good Hope, Cape Town	Sr.	Apenrade	1866	W.P.B.S	107	Michael Barry, Cape To
62077	†Cape Horn, Greenock	S.	Greenock	1868	M.V.S.F	1200	Abram Lyle, Greenock.
57506	Cape Pigeon, Hobart Town	Bge.	Tasmania	1869		26	Frederick H. Wise, Hob
67939	Cape Race, Greenock	Bk.	Greenock	1874	N.G.P.T	853	Abram Lyle, Greenock.
72376	Cape Sable, Greenock	S.	Glasgow	1874	W.T.C.K	1416	Abram Lyle, Greenock.
76168	Cape St. Vincent, Greenock	S.	Clyde Bank, Dumbarton.	1877	W.V.M.Q	1422	Abram Lyle, Greenock.
67949	Cape Verde, Greenock	S.	Glasgow	1874	N.L.M.F	1711	Abram Lyle, Greenock.
63458	†Cape Wrath, Greenock	S.	Port Glasgow	1871	K.W.N.M	1199	Abram Lyle, Greenock.
72417	Cape of Good Hope, Greenock	S.	Dalmuir	1876	P.W.Q.C	1399	Abram Lyle, Greenock.
57532	Capella, Adelaide, S.A.	K.	Franklin, Tas- mania.	1873		73	Richd. Honey, Port Ade
54374	Capella, Ardrossan	Sr.	Dorchester, N.B.	1866		154	John Curran, Portaferry
21851	Capella, Bristol	Cr.	Kingswear, Devon.	1846	N.J.B.R	20	Edward Burges, Bristol.
77167	Capella, Brixham	Cr.	Dartmouth	1877		50	Wm. Decent, Brixham.

1880 only change address added for owner Charles Meritt, 12, Lister Street, Hull

1881, 1882, 1883, 1884 No changes

1885 new owner John Hill 29, Newton Street, Hull

1886, 1887, 1888 No changes

1889 new managing owner George Coles 4 Hoe Gardens, Plymouth, now registered in Plymouth

1890, 1891 No changes

1892 International site code signal M.H.B.D added, registered tonnage now 60 tons, new managing owner Theophilus Hambly Calstock, Cornwall

1893 No changes

1894 new managing owner John Hy Davis 26 Woolster Street, Plymouth

1895,1896,1897, 1898,1899 No changes

1900 owner now Plymouth Mercantile Shipping Company Limited, 26 Woolster Street, Plymouth J H Davis same address

1901, 1902,1903, 1904, 1905, 1906, 1907, 1908, 1909 No changes

1910 No Record

Appendix E Appropriation Book Entry

						Notes
5	Westbourne	1127	Steam	..	78	20 " "
6	G. M. Norwood	73	Sailing	..	$\frac{33}{78}$	18 Apr 78
7	Imogene	77	"	..	$\frac{36}{78}$	20 " "
8	Scotia	87	"	..	$\frac{41}{78}$	10 May "
9	Only Sister	79	"	..	$\frac{42}{78}$	11 " "
7904 0	Canterbury Bell	74	$\frac{53}{78}$	24 June "
1	St. ...	79	Sailing	..	$\frac{46}{78}$	24 May 78
2	Air Thyst	872	Steam	..	$\frac{19}{78}$	9 May 78
3	Har ...	552	"	..	$\frac{43}{78}$	14 " "
4	May Hill	41	Sail?	..	$\frac{48}{78}$	29 " "
5	Rossend	74	Sail?	..	$\frac{48}{78}$	23 May 78
6	Bearing	81	Sail?	..	78	23 May "
7	Sorrento	1778	Steam	..	$\frac{47}{78}$	28 " "
8	City of York	31	"	..	$\frac{49}{78}$	4 June "
	David Lewis	83	Sail?	..	$\frac{50}{78}$	11 " "

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Appendix F Crew Lists

17:05 Fri 2 Jul

crewlist.org.uk

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Home

CLIP databases

Contact CLIP

Ship details

Vessel	CANTERBURY BELL	Dates	1/7/1891 to 31/12/1891
Official number	79040	List type	Eng 6
Ownership	THEO HAUSBLY	Registered	PLYMOUTH, 6/1889
	KELLY HOUSE		
	CALSTOCK, CORNWALL	Tonnage	59 net
Master	THEO HAUSBLY	Archives	Devon Archives and Local Studies
	CALSTOCK, CORNWALL	Archives reference	1976/CANTERBURY BELL/79040

Crew names

Forename	Surname	Age/DOB	Birthplace	Capacity	Previous vessel
THEOPHILUS	HAMBLY	1868	PORT ISAAC	MASTER	CANTERBURY BELL 79040, PLYMOUTH, 1891
PHILIP	BENNETT	1872	JERSEY	MATE	TROJOHN, 1891
SAMUEL	WILLIAMS	1841	PLYMOUTH	AB	ANNIE, 1891
WILLIAM	NORMAN	1877	LONDON	COOK	FAIRPORT, 1891
JOHN	MCKERRELL	1860	ARGYLESIRE	MATE	AGNES ELLEN, 1891
PHILLIP	SAMUEL	1876	SHEERNESS	COOK	FIRST, 1891

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Transcript of crew list: CANTERBURY BELL, 79040, 1/1/1900 to 30/6/1900, Eng 6

Other transcripts of crew lists for this ship for 1900: [1/7/1900 to 31/12/1900](#)

Ship details

Vessel	CANTERBURY BELL	Dates	1/1/1900 to 30/6/1900
Official number	79040	List type	Eng 6
Ownership	J H DAVIS	Registered	PLYMOUTH, 6/1889
	26 WOOLSTER ST		
	PLYMO	Tonnage	74 gross, 59 net
Master	A E EDMONDS	Archives	Devon Archives and Local Studies
	OLIVE COTTAGE	Archives reference	1976/CANTERBURY BELL/79040
	SWANAGE		

Crew names

Forename	Surname	Age/DOB	Birthplace	Capacity	Previous vessel
ALBERT ERNEST	EDMONDS	27	SWANAGE	MASTER	SAME SHIP, 1899
JOHN	TOOP	49	WAREHAM	MATE	SAME SHIP, 1899
HARRY	DAWSON	20	EXMOUTH	AB	SAME SHIP, 1899
ALBERT	COOK	17	POOLE	OS & COOK	SAME SHIP, 1899
JAMES	EDMONDS	62	SWANAGE	MATE	HALCYON, SWANAGE, 1899
ALBERT	TAYLOR	23	POOLE	AB	KOH-I-NOOR, HULL, 1877
GEORGE	LEWIS	19	LONDON	OS	ISLAND MAID, PLYMOUTH, 1881
JOHN	MURT	42	PADSTOW	MASTER	SELINA, PORT MADOC
JOB	ENGVALL	21	MALMO, SWEDEN	AB	ELIZABETH LLEWELYN, 1879
WILLIAM	HILL	24	LIVERPOOL	MATE	IDA ELIZABETH, PADSTOW
WILLIAM JOHN	KETTO	21	PADSTOW	OS	FRANCES, PADSTOW

17:06 Fri 2 Jul

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Transcript of crew list: CANTERBURY BELL, 79040, 1/7/1900 to 31/12/1900, D & 07

Other transcripts of crew lists for this ship for 1900: [1/1/1900 to 30/6/1900](#)

Ship details

Vessel	CANTERBURY BELL	Dates	1/7/1900 to 31/12/1900
Official number	79040	List type	D & 07
Ownership	JNO H DAVIS	Registered	PLYMOUTH
	WOOLSTER STREET		
	PLYMOUTH	Tonnage	74 gross, 59 net
Master	JOHN MURT	Archives	Devon Archives and Local Studies
	MIDDLE ST	Archives reference	1976/CANTERBURY BELL/79040
	PADSTOW		

Crew names

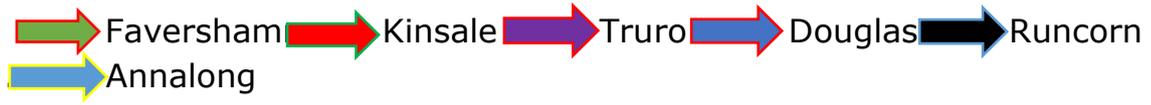
Forename	Surname	Age/DOB	Birthplace	Capacity	Previous vessel
JOHN	MURT	1857	PADSTOW	MASTER	TELEPHONE, PADSTOW, 1900
WILLIAM	HILL	1877	LIVERPOOL	MATE	IDA ELIZABETH, PADSTOW, 1900
PETER	GILLAN	1873	GLASGOW	COOK	FIRST SHIP
JOHN	HINDS	1872	LIVERPOOL	OS	ROBERT BROWN, RUNCORN, 1900
JAMES	MAYLON	1878	MANCHESTER	COOK	FIRST SHIP
HERBERT	READ	1876	ALDBROUGH	MATE	BELLE OF THE PLYM, PADSTOW, 1900
ARTHUR	HARRIS	1887	PORT ISAAC	COOK	RHODA, PADSTOW, 1900
WILLIAM	MILLER	1875	NEWPORT, IW	OS	MORNING STAR, 1899

1878	Maritime History Archive	
1879	Maritime History Archive	
1880	The National Archives	BT99/1293
1881	Maritime History Archive	
1882	The National Archives	BT99/1364
1883	Maritime History Archive	
1891	Plymouth Devon Archives and Local Studies	1976/CANTERBURY BELL /79040
1892	Maritime History Archive	
1893	Maritime History Archive	
1894	The National Archives	BT99/1830
1895	National Maritime Museum ?	
1896	Maritime History Archive	
1897	Maritime History Archive	
1898	Maritime History Archive	
1899	Maritime History Archive	
1900	Plymouth Devon Archives and Local Studies	1976/CANTERBURY BELL/79040
1902	Maritime History Archive	
1903	Maritime History Archive	
1904	Maritime History Archive	
1905	The National Archives	BT99/2425
1906	Maritime History Archive	
1907	Maritime History Archive	
1908	Maritime History Archive	



Fig. 1 Map of United Kingdom

- St Valery
 Dublin
 Porthmadog
 Scarborough
 Rosehearty
- Cromarty
 Par
 Sharpness
 Poole
 Teignmouth
 Gweek
- Gravesend
 Dundalk
 Salcombe
 Totness
 Newhaven
- Charlestown
 Montrose
 Boulogne
 Hayle
 Portsoy
 Cork
- Hartlepool
 Bideford
 Portland
 Methil
 Dunbar
 Dysart



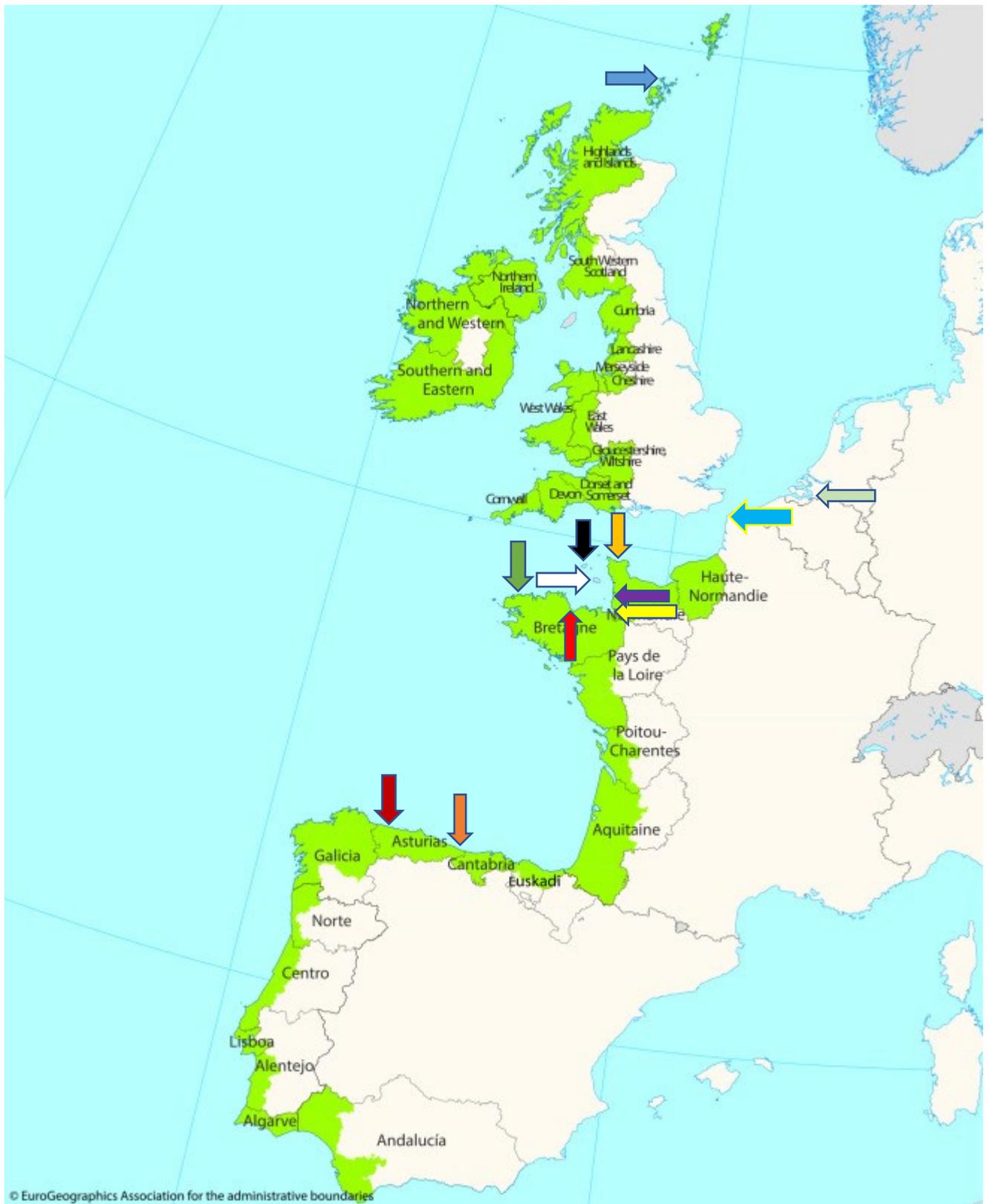


Fig. 2 Atlantic coast Europe

- Jersey
 Guernsey
 Ribadesella
 Westray
 Cherbourg
- Roscoff
 Aviles
 Legue
 St Malo
 Granville
 Antwerp
- Calais



Fig. 3

Pilgrim of Brixham