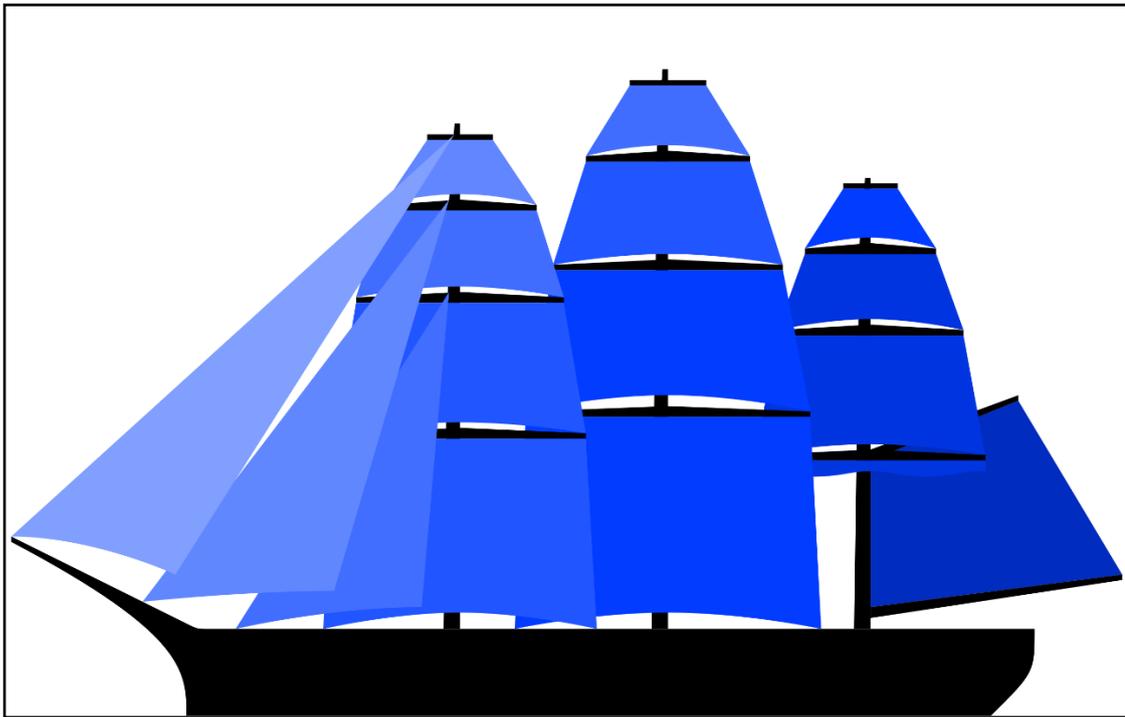




Welsh Wreck Web Research Project
(North Cardigan Bay)
On-line research into the wreck of the:
Caroline



Fully rigged ship with sail furled on mizzen mast

Caroline of Liverpool

Report compiled by:

Graeme Perks

Report Title:

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

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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 Caroline was a wooden fully rigged ship built in Quebec in 1841 by an unknown builder. The Caroline was purchased by Wilson and Dawson for the trade between Liverpool and Africa mainly for palm oil, the system of purchase was barter. The Caroline when she was wrecked in March 1844 during a severe storm was carrying a reported £25,000 worth of rum, gin watches and staves etc for barrels, and the portion washed ashore was collected by a large number of local inhabitants. The Caroline had made two previous similar voyages with different masters, but the pattern of trading involved trust in agents who took the trade goods to find buyers who paid in palm oil or other African products and then returned to the ship waiting at anchor. The Caroline only completed one return journey a year due to this way of trading in Africa, even so it was profitable with few merchants involved in the trade. The wreck of the Caroline was salvaged using divers who also recovered the master’s body.

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2.4 Contributors

Madu

Martin Lynn, Queen's University, Belfast

2.5 Abbreviations

BNA	British Newspaper archives
LR	Lloyds Register of Shipping
MADU	Malvern Archaeological Diving Unit
NAS	Nautical Archaeology Society
NPRN	National Primary Resource Number
OS	Ordnance Survey
RNLI	Royal National Lifeboat Institute
URL	Uniform Resource Locator
w/e	weekending
WNL	Welsh Newspapers on Line

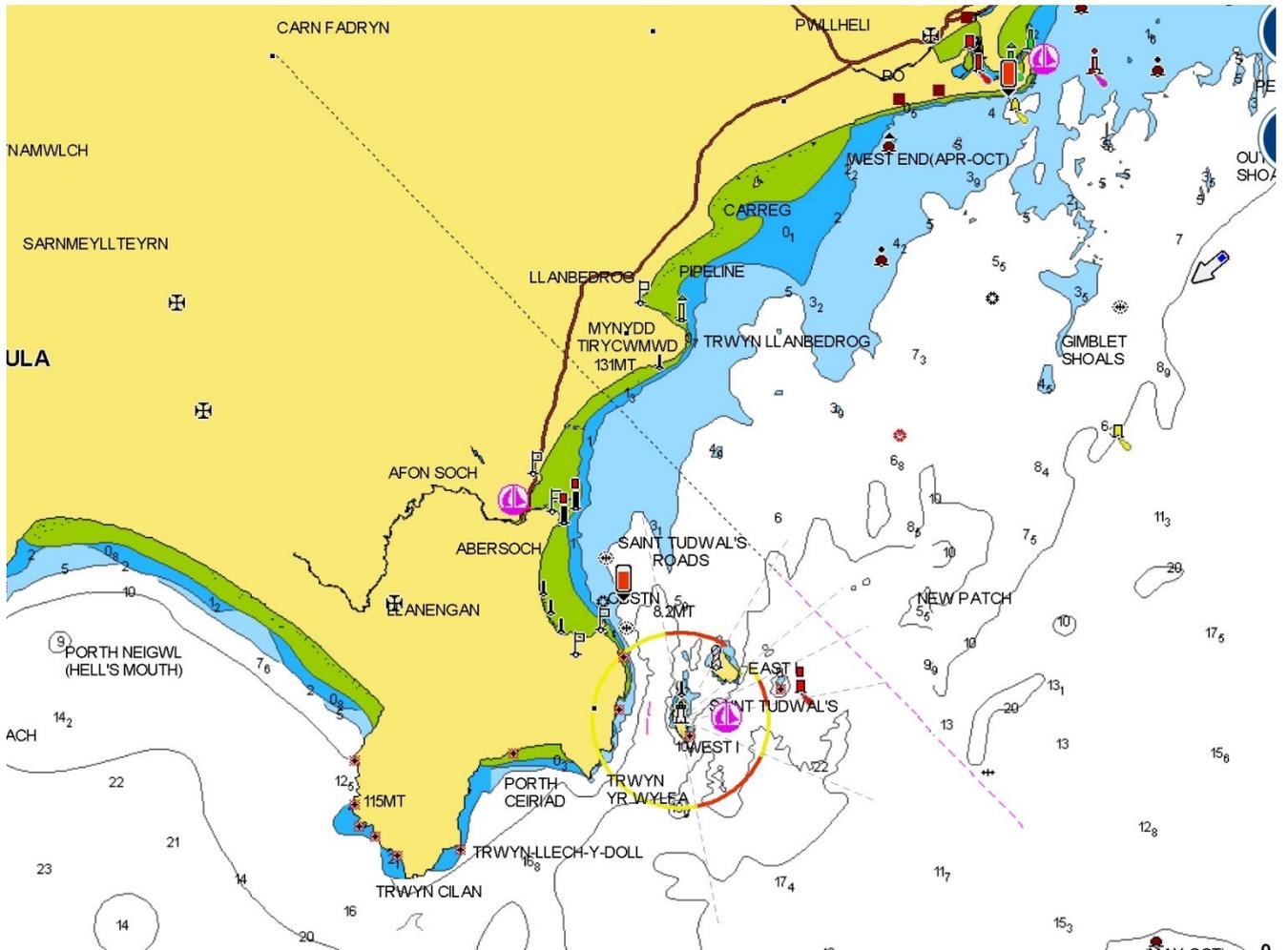
3.0 Introduction

1. I chose to research this wreck because she was a barque or a ship which had a short lifetime and there appeared to be two vessels of the same name wrecked in the same area within a short period of time. I wanted to establish if this was one vessel or two, I also wanted to discover who her builder's, owners, master's and crew were, where the vessel had travelled, what kind of cargo's she carried and how she foundered.
2. The Caroline was a fully rigged ship, a square rigger, which was 118 feet long, 26 feet 2 inches breadth with a draught of 19 feet 6 inches. She was built of wood in Quebec in 1841 by an unknown builder and sold to Wilson and Dawson of Liverpool.
3. Wilson and Dawson were involved in trading with Africa and before her first voyage she was fitted with felt and yellow metal to reduce fouling and surveyed by Lloyds Register. The Caroline made two return voyages from Liverpool to Africa with different master's in 1842 and 1843.
4. Caroline loaded at Liverpool in February 1844 and sailed early in March for Africa with C. Jackson as her master. When she reached the St Georges Channel she encountered a severe storm and put into St Tudwal's Roads to seek shelter. Shortly after setting her anchors the chains parted and the Caroline was driven onto the westernmost island being holed and sank. Some of the crew including the master reached the rocks on the island but apart from the mate and one other they were washed off by the sea and drowned. The remainder of the crew succeeded in launching the ships boats and reached land in different locations, although three did not survive.
5. Quantities of the cargo consisting of rum, gin and watches washed up along the coast from Harlech to Mochas and despite the efforts of the Collector of Customs, much was carried away by the local inhabitants. The local paper accused them of killing three survivors to steal their property, but the inquests found they had perished by drowning or exposure. A large piece of the vessel with spars and ropes were also washed ashore.
6. There are two entries in Coflein for the wrecking giving dates in March and July but I could find no other research concerning the loss of the Caroline.
7. The wreck site of the Caroline is not recorded as a dive site and is only described as the western most Tudwal's Island.

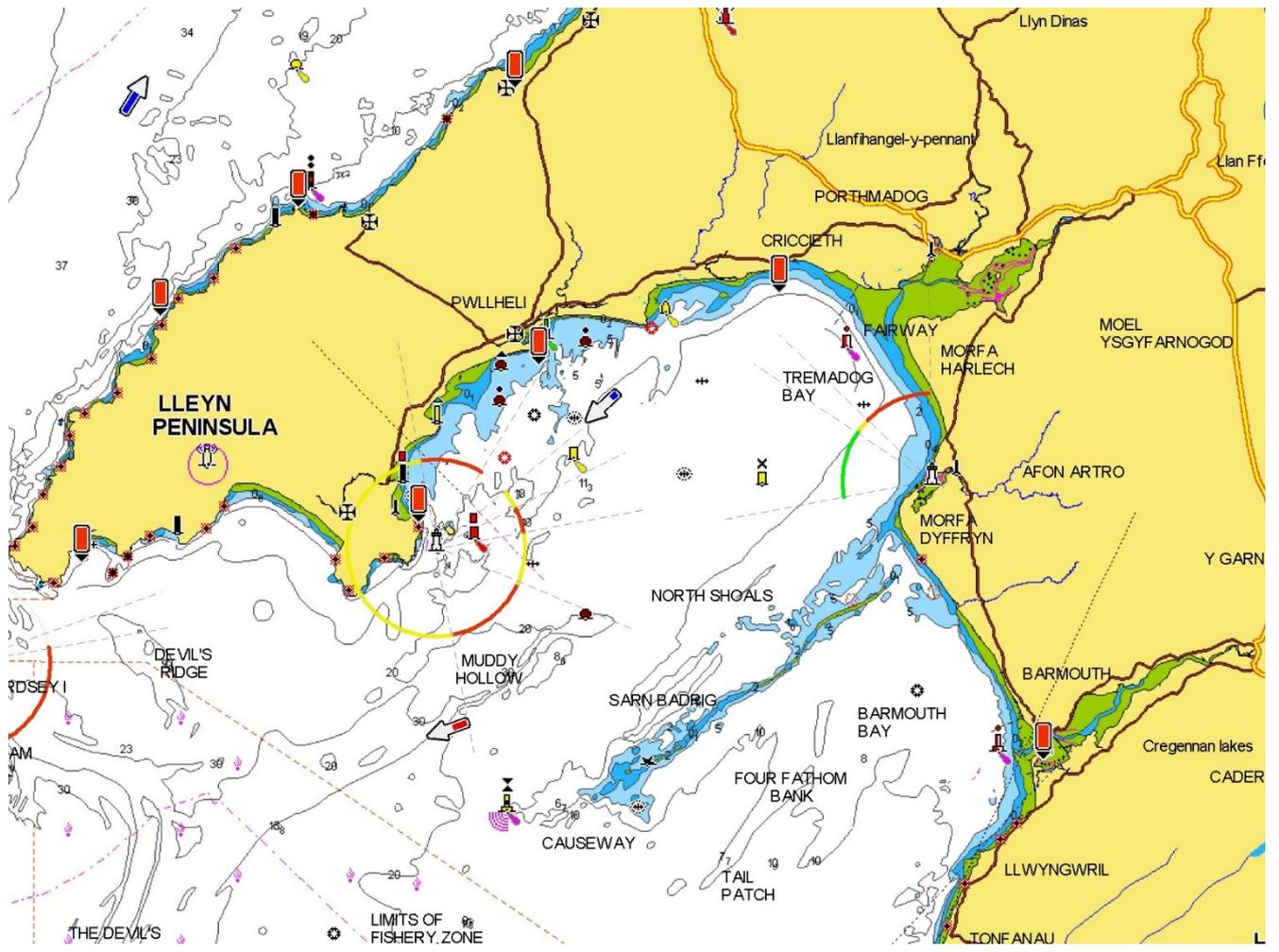
8. The body of the master Captain C. Jackson was recovered by divers salvaging the remaining cargo over a month after the sinking but no record is available on line to show the goods recovered.
9. I could find no previous reports on the Caroline's loss.

4.0 Background

When I started this research it was reported that Caroline was a Barque wrecked on 12th March 1844 west of St Tudwal's and wreckage was washed ashore on Mochras and Harlech beaches. Another vessel of the same name was reported wrecked in July 1844 in St Tudwal's Roads, she was a wooden fully rigged ship built in 1841 and her home port was Liverpool.



St Tudwal's



St Tudwal's and area cargo washed up from Harlech to Morpha Dyffryn

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 went to search Lloyds Register of Shipping (LR) for "Caroline" looking for details of her dimensions, master, builders and owners from 1840 until 1844 and found matches

I searched The British Newspaper Archives (BNA) for "Caroline of Liverpool ", "Caroline Douglas", "Caroline Jackson" looking for sailings, arrivals, owners, advertisement for sale, mishaps and any details of her loss and found a number of matches. To make the search efficient after the first search I only searched Lloyds List, Shipping and Mercantile Gazette, and Liverpool Newspapers.

I searched "Wilson and Dawson" in BNA looking for details of their business and details concerning them. I found matches including Caroline with the master M'Pherson being loaded, so I searched "Caroline M'Pherson" and found matches filling in some gaps between when Douglas was the master and when Jackson took over. I also searched "Wilson" and "Wilson Clegg" in Liverpool, looking for details of the business and ships owned and found matches. I included Clegg the same name as a master of a ship owned by Wilson after I found Wilson & Clegg as agent for a ship being loaded for Africa.

I searched Welsh newspapers on line for "Caroline" looking for sailings, arrivals, a sale advertised, owners, and any details of her loss and found a match.

I searched WrecksiteEU with no match for this vessel.

I searched Coflein for Caroline and found two matches.

I searched on line for "Wilson and Dawson" and found a paper concerning the palm oil trade.

6.0 Results

Vessel	Name/s	Caroline	
	Type	Fully rigged ship	
		Cargo	
Built	Date	1841	
	Builder	Unknown	
		Quebec	
Construction	Materials	Wood	
	Decks	One	
	Bulkheads	None	
Propulsion	Type	Sail	
	Details	Square Rigged	
Engine	Details	N/A	
	Boilers		
Drive	Type		
	Number		
Dimensions	Length	118 ft	0 ins
	Beam	26 ft	2 ins
	Draught	19 ft	6 ins
Tonnage	Gross	539	
	Net	484	
Owner	First	Wilson & Dawson	
		Chapel Walk, Liverpool	
	Last	Wilson & Dawson	
		Chapel Walk, Liverpool	
	Others		
Registry	Port	Liverpool	
	Flag	British	
	Number		
History	Routes	Liverpool to Africa	
	Cargo	Mixed trade goods, Palm oil, elephant teeth, ivory	
Final Voyage	From	Liverpool March 7 1844	
	To	Africa	
	Captain	C. Jackson	
	Crew	29	
	Passengers	None	
	Cargo	£25,000 worth of Tobacco leaf, rum, Hollands(Dutch gin), watches, staves	
Wrecking	Date	13 th March 1844	
	Location	St Tudwal's Island	
	Cause	Gale causing loss of anchors and driven onto rocks	
	Loss of life	12 or 13	
	Outcome	Wrecked and sank	

Liverpool Mercury - Friday 18 November 1842

IMPORTS

AFRICA

Caroline, Douglas, from Africa, with 1300 ck palm oil, Wilson and Dawson

Shipping and Mercantile Gazette - Tuesday 30 January 1844

LIVERPOOL —Jan. 29: Wind N.W. to W., moderate; high water, 19 p.m. The Caroline, M'Pherson, from Old Calabar at this port, sailed 11th Oct., and from Fernando Po 22d Oct.

Liverpool Standard and General Commercial Advertiser 19 March 1844

PWLLIELI, March 13 - The Caroline, Jackson, from Liverpool for Africa, was totally wrecked yesterday, on the westernmost island, Studwall Roads. Mate and one man saved.

The North Wales Chronicle and Advertiser for the Principality 19th March 1844

MELANCOLY SHIPWRECK - About 1 p.m., on Thursday, the barque Caroline, Wilson, from Liverpool for Africa, with cargo, was seen endeavouring to gain a safe anchorage in St. Studwal's Roads. The wind being about North and then blowing a hurricane, prevented her making headway. Anchor was cast, but she drifted rapidly, ran against the lesser Island, and became a total wreck. Such was the violence of the waves, that in a short period, not a vestige of her could be seen. The crew consisted of twenty-seven persons, two only of whom were saved on the Island. The Captain and six others were drowned. The other 11 managed to get into the two boats, and were carried out towards the Merionethshire coast and landed about five miles south of Barmouth. Of the crew of the first boat two died in the night. and one on the beach, leaving six survivors. The Captain was seen by some spectators from the mainland, to be standing on an isolated point of rock looking at his watch, and in a moment swept away by the overpowering billow. Three bodies were found on the beach, near Llanaber. It was soon ascertained that the survivors had gone to Plascanol, where they were instantly sought by Mr. Owen, Druggist and Mr Williams, Harbour master as the Vice President and agent for the Shipwrecked Mariners and Fisherman's Benevolent Society. There were originally nine in number, but three of them perished, from exposure and fatigue directly on their reaching the shore. This was 10 o'clock pm on Tuesday. One of the deceased, John Collins is said to be a native of Carnarvon. A light happened to have been seen from Plascanol to which the mariners hastened. They were promptly and humanely tended by Mr. Robert Morgans - refreshments, beds and all necessary comforts being liberally

bestowed. Assistance was also rendered them, in the morning by the Rev. John Jones of Lanaber Cottage. Mr. G. W. Lung the surgeon on board, in particular, expressed to Mr. Owens and Mr. Williams his grateful sense of Mr. and Mrs. Jones's hospitality and sympathy. The men dined at the residence of Mrs Todd, Glan Morddach and received, doubtless, other proofs of her wonton charity. At noon, the second mate and six seamen came over the ferry. They expressed their gratitude for the unwearied attention paid them by a farmer near the coast. Mr. Williams consigned them to the careful tending of Mr. and Mrs Prince, of the Commercial Inn. Clothing is being made for them, and sincerely is it hoped, that they will remember hereafter the Shipwrecked Mariners Society.

Eddowes's Journal, and General Advertiser for Shropshire, and the Principality of Wales - Wednesday 20 March 1844

TO THE EDITOR OF EDDOES JOURNAL.

Sir, The barque Caroline of Liverpool, 500 tons. Captain Jackson, and 31 hands on board, bound the coast of Africa with a valuable cargo estimated at £15,000, after proceeding on her voyage, owing distress of weather bore in for St. Tidwals, Cardigan Bay, on Tuesday last, the wind blowing heavy gale. Our anchors driving, she struck on the rocks, and sunk in deep water. A boat, with seven of her crew landed at the close of night below my house near the Dysynny river. After driving before the wind through a tremendous sea for several hours, they were quite exhausted, not having an hour's sleep since they left Liverpool a week ago, encountering heavy gales the whole time. The men received every attention and were sent on their way. At Barmouth they Joined eight more of their crew, eleven having landed in the pinnace. Three died from fatigue in landing. We have heard no intelligence of the Captain and rest of the crew, and are afraid they have not been fortunate: the last seen of him by the crew he was standing with the mate on deck; she was then fast sinking, and it appears his presence mind had quite left him. the men's account, they had scarcely ever witnessed such sea, and the force with which she struck the rock was tremendous. Although quite new vessel she split in two from the shock.

Your correspondent,

M. T. PUGH.

Cefucemberth, near Towyn

Saint James's Chronicle - Thursday 21 March 1844

DREADFUL SHIP WRECKS - TWENTY LIVES LOST. Within the last three or four days the destruction of two fine Liverpool ships has been reported at Lloyd's, namely, the Georgina, Capt. Wilson (a barque), 227 tons burthen, and the Caroline, Capt. Jackson, burthen nearly 600 tons, the amount of which losses, it is said, is little short of £45,000, and what renders the wrecks more painful is, that they were attended with the loss of upwards of 20 lives. The Caroline was a fine packet ship, and belonged to Wilson and Dawson, of Chapel-walk, Liverpool. She left that port in the early part of last week, with a general outward-bound

cargo for Africa, her crew consisting of 29 persons. On her arrival off the Welsh coast, it came on to blow very hard, and Captain Jackson deemed it prudent to run for the Studwall Roads for shelter. The entrance had scarcely been gained before both her anchors were obliged to be dropped for her safety. The gale increased from the WNW with a tremendous rolling sea on, and after weathering for some time, she was driven from her moorings on to the rocks on the westernmost Studwell Islands, and quickly went to pieces. The captain and some of the unfortunate fellows swam to the island, but were as soon swept off by the surf, and perished. The remainder of the crew saved themselves by the jolly and long boats, although in a most, dreadful state of exhaustion.(Edited)

Gore's Liverpool General Advertiser - Thursday 21 March 1844

PWLLHELI 14th March – Some of the spars, ropes and a large piece of the wreck of the Caroline, have been brought ashore today at Abersoch.

York Herald - Saturday 23 March 1844

ANOTHER DREADFUL STORM AT SEA - We regret to state that the loss of vessels and human life during the late awful gales has been very great. We list the following list of the wrecks received at Lloyd's.

DREADFUL SHIPWRECK OF THE CAROLINE OF LIVERPOOL. This fine packet ship, commanded by Captain C. Jackson, was totally lost in Cardigan Bay, near Pwellheli, in Carnarvonshire, on Tuesday afternoon week, and it is painful to state that it was attended with considerable loss of life. The ship had a cargo on board valued at £25,000 and insurance was effected on the vessel and cargo at Lloyds and elsewhere to the extent of £18,000. She was what was termed a Quebecer, having been built at Quebec in the year 1841, and was nearly 600 tons burthen. The information is derived from letters received in the course of Thursday and Friday at Lloyd's. They are as follows: Pwellheli, March 13 - For the last eight-and- forty hours - we have had terrible gales of wind, with heavy showers of sleet and rain. At about twelve o'clock a large three - masted ship was observed to bring to an anchor at the entrance of Studwell Road. In about an hour she broke adrift, and was instantly carried over the rocks with great violence on the westernmost of the Studwell Islands. The moment she struck the whole of her masts fell over the sides, and for the course of an hour the ship broke asunder in several parts, and not a vestige was to be seen. The gale not abating, it was dangerous to launch a boat from the beach, and it is sadly feared that the chief portion of the crew were drowned. She was named the Caroline, belonging to Liverpool, bound to Africa, with a valuable cargo. Another letter - dated March

14, confirms nearly the whole of the above, It adds " that eleven of the crew saved themselves by taking to the ship's boats, but that the remainder, thirteen in number, perished. No portion of the cargo has been washed on shore."

The North Wales Chronicle and Advertiser for the Principality 10th December 1844

LIFE - BOAT STATION: The Royal National Institution for the Preservation of Life from Shipwreck have liberally provided a life-boat to be stationed at Penrhyn-du. It is the opinion of experienced mariners that had such a boat been on the coast, when the Caroline was wrecked last spring on one of the Studwal Islands, and twelve souls perished, that everyone (humanly speaking) would have been saved. It is a pleasure to record the willing and munificent contributions of the Lord Lieutenant of the county, towards building the boathouse, &c., £30, and £5 annually for the crew and incidental expenses; of the Hon. Member for the County, £10, and £5 annually, besides actively exerting himself for the conveyance of the boat from London, and bearing the whole expense, £12; of Thomas Asheton Smith, Esq., of Plasnewydd, of £5 annually, and the land for erecting the boathouse. Still with these shining instances of the liberality of distant friends there is a deficiency of about £18 in the donations, and £5 in the annual subscriptions, to guarantee the efficient working of the boat; but it is scarcely to be supposed that the gentlemen of the neighbourhood will suffer an establishment of so humane a character to be given up from want of funds

The North Wales Chronicle and Advertiser for the Principality March 23 1844

WRECKING. – During Thursday and Friday the 14th and 15th, a large quantity of the contents of the Caroline, was washed ashore from Harlech to Mochas; consisting of staves &c., tobacco leaf, puncheons of rum, Hollands &c. As much as could be secured from the hands of the wreckers was taken possession of by Mr. E. S. Jones, Collector of Customs, of Barmouth, and placed in safe custody. We regret to state that the inhumane and illegal practice of "wrecking" was carried on to a most unlimited extent by the country people, many of whom were in good circumstances, and the work was carried on in a barefaced and unblushing manner. The pockets of the three bodies, which had undoubtedly died since coming on shore [the inquest below found otherwise], were ransacked. The number of people congregated on the shore was incredible, and we have heard it said, that it would have required a regiment of soldiers to prevent them thieving.

It is also said, that watches are in abundance all about the country. When will this most disreputable and dishonest practise cease to disgrace this country.

The North Wales Chronicle and Advertiser for the Principality 30th April 1844

WRECK OF THE CAROLINE - The Divers, under the superintendance of Mr. Edwards of Menai Bridge, who are carrying on operations for the recovery of the sunken cargo of this unfortunate ship, on Saturday se'nnight (week) came in contact with the body of Captain Jackson, the late commander. It was jammed under the edge of a rock, in about five fathom water, and was, with some difficulty, removed.-It was placed in a deal shell, and, on Monday morning, a handsome oak coffin was forwarded to Penryndu, from Pwllheli, in which the remains and shell were deposited, and taken on a hearse to St. Peter's Church, Pwllheli, where the body lay until the following Wednesday morning. In the unavoidable absence of the deceased gentleman's friends, the superintendance of the funeral devolved upon Mr. Robert Griffith, agent to Lloyd's about thirty of the most respectable inhabitants of the town formed a procession, which left St. Peter's for Denio Church, at half-past nine, a.m., headed by the Rev. G. A. Williams, Vicar, A. Jones Williams Esq. mayor of the borough, and Mr, H. Griffith, K. Ellis, Esq. collector of the customs, attended. The shops along High street were closed during the time. The body was followed by two captains and the pall, supported by eight sailors of the port, covered by an Union Jack, The funeral cortege presented an imposing appearance, and the inhabitants of Pwllheli evinced the greatest respect for the memory of the deceased, and sympathy for his sorrowing relations, on this truly melancholy, occasion.

WHEREVER FRIEGHTS MAY OFFER by Lewis Lloyd

INQUESTS – On the 14th inst, an inquest was held by G. Jones, Esq. Coroner, at Llanaber Church, on view of the bodies of the three of the sufferers of the wreck Caroline. Several of the crew were examined, and the jury brought in the following verdicts: ... John Collins, (a native of Carnarvon,)“Died from exhaustion” before coming ashore. Bottle of Beer, a regular African black, “Found drowned” he perished in getting out of the boat. Richard Bradshaw “Died from exhaustion” in the boat.

The people of Ardudwy who took advantage of this windfall were not blameless, of course. They misappropriated much of the rum and gin(“Hollands”) and watches that were washed ashore. Some may have rifled the corpses and thus

the offence of "wrecking" was committed – a serious criminal offence. Yet there was no suggestion here or in any other report that false lights were ever set up in the district to lure vessels to their doom.

Reference to "Bottle of Beer" in the report of the inquests on the three dead crewmen of the Caroline clears up a problem encountered in the burial registers of Llanaber parish where it was recorded in March 1844 that "Bottle of Beer" had been buried alongside Collins and Bradshaw in Llanaber churchyard. This was then, the name given to "a regular African black" seaman by other members of the crew.

Coflein

Caroline

The Caroline was a 484 nt fully rigged ship built at Quebec in 1841. At the time of her loss in July 1844, the vessel was owned by Wilson & Co at Liverpool and registered at that port. The ship was lost in St Tudwal's Road.

Caroline

On the 14-15 March 1844, a large quantity of cargo from the Caroline was washed ashore from Harlech to Mochas, presumably after the vessel had been wrecked on the causeway. The ship's cargo included tobacco leaf, puncheons of rum, and Hollands. Mr E. S. Jones, the Collector of Customs at Barmouth took much from the hands of wreckers who carrying on in a barefaced unblushing manner". Three survivors washed ashore and these were later killed for the contents of their pockets, according to the report in the Caernarfon and Denbigh Herald

Wilson and Dawson

Liverpool Mercury

Friday 02 August 1833

Imports Africa

Royal George, Dawson, with 926 ck palm oil, 19 elephant teeth, 3 fath dunnage wood, G Wilson and co-P Dk (LR 1833 owner Clegg)

Friday 13 June 1834

Imports Africa

Royal George, Dawson, with 834 ck palm oil, 10 elephants' teeth, 5 fath dunnage-wood, G Wilson and co-P Dk

Liverpool Standard and General Commercial Advertiser

Friday 24 July 1835

Imports Africa

Havannah Packet, Clegg, from Bonny, Africa, with 522 casks palm oil. 457 ps ivory, 49 sea morse teeth, about 14 t redwood, 5 c camwood, 10 c ebony, 80lb bees' wax, G Wilson and co—W Dk

Friday 27 November 1835

Ships loading

Brutus, Clegg 383 Africa G Wilson and co

Friday 18 December 1835

Vessels entered for loading

Brutus, Clegg 383 Africa G. Wilson and Co

Liverpool Standard and General Commercial Advertiser –

Friday 08 July 1836

Imports Africa

Havannah Packet, Clegg from Bonny, with 784 cks palm oil, 458 elephants' teeth, 2900 lb Malagetta pepper, 9 t 10 c camwood, 44 sea Morse teeth, 200 coco nuts, G Wilson and co—P Dk

Friday 30 September 1836

Imports Africa

Brutus, (383) Dawson, from Africa. with 1027 cks palm oil, a qnty old cks retd, G Wilson and co—G Dk

Liverpool Standard and General Commercial Advertiser –**Friday 29 June 1838****Imports Africa**

Brutus, (383) F Grant, from Africa, 1349 cks palm oil, 2 elephants' teeth, Wilson
- and Clegg

Friday 27 July 1838

Vessels entered for loading

Brutus, P Douglas, 383 Africa, Wilson & Clegg

Tuesday 28 August 1838**Imports Africa**

Havana Packet, (210) R Dawson, from Africa, 721 casks palm oil, Wilson and
Clegg—KD_

Friday 28 September 1838

Vessels entered for loading – Africa

Havana Packet, R Dawson, 210 Africa, Wilson & Clegg

Friday 14 December 1838- **Imports Africa**

Hankinson, (229) G Gotham, from Africa, 660 casks palm oil, 6 elephants teeth,
6 casks 3 cases 2 bales returned goods, Wilson and Clegg—W D

Liverpool Standard and General Commercial Advertiser –**Friday 04 January 1839**

Vessels entered for loading – Africa

Redbreast, H Millard	132 Africa,	Wilson & Clegg
Peruvian, G Brown	368Africa,	Wilson & Clegg

Tuesday 11 June 1839**Imports Africa**

Brutus, (383) P Douglas, from Africa, 1355 cks palm oil, Wilson and Clegg

Tuesday 25 June 1839**Imports Africa**

Havannah Packet, (210) T F Liddle, from Africa, about 845 casks palm oil, Wilson and Clegg—B D

Friday 06 September 1839**Imports.**

AFRICA. May, (364) R Dawson, 31 men from Africa, about 949 casks palm oil, 70 casks returned in shakes, Wilson and Clegg—W D

Tuesday 24 September 1839

Peruvian, G Brown 346 from Africa, about 890 casks palm oil, 1 case bugles returned, Wilson and Clegg

Tuesday 15 October 1839

Vessels entered for loading – Africa

Peruvian, G Brown	346 Africa,	Wilson & Clegg
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Manchester & Salford Advertiser - Saturday 06 July 1839

KILLING AND SLAYING ON THE HIGH SEAS - We mentioned in our paper of Saturday, says the Liverpool Mail, that Captain Millard, of the Redbreast schooner, lately arrived from Africa, had been committed by Mr. Rushton, the Stipendiary magistrate of Liverpool, for trial at the Central Criminal Court, in London, on a charge of having caused the death of one of the ship boys. On Thursday evening Mr. Dowling, superintendent of Police, was dispatched to London by railway, with the whole of the witnesses and the examinations taken, in order to be in time for the court then sitting. On Saturday the bill was sent to the grand jury and ignored; and on Captain Millard arriving there, in custody of Batchelder, he was discharged. He has since been reinstated in the command of his vessel by his employers, Messrs. Wilson and Clegg, of Chapel Walks. There opinion of him may be judged from this fact. He says that the boy's death was occasioned by excessive drinking of raw spirits, and that the charge originated

from a conspiracy against him by the mate and seamen. It would be remembered, that the evidence showed that the boy received a violent blow from the cooper before captain was irritated by his misconduct to strike him, and that he had been for some time in a bad state of health.

Liverpool Mail - Saturday 08 August 1840

Imports AFRICA, &c.

Havana Packet, (of Liverpool), from Africa, C Dawson, 519 tons, 13 men, Wilson and Dawson, K Dk with about 632 casks palm oil, 2 cs returned goods, for Wilson and Dawson

Liverpool Mail - Thursday 03 September 1840

Imports AFRICA.

Peruvian, (of Liverpool), T P Gwatkin, Africa, 346 tons, 18 men, Wilson and Dawson, K Dk. 1415 casks palm oil, 1 do wine, 1 elephants' tooth, for Wilson and Dawson. (owned by Wilson & Dawson LR 1840)

April 13 1841 Liverpool entered for loading Brutus 373, Douglas for Africa
- Wilson & Dawson (shown in LR 1840 as owners)

Gore's Liverpool General Advertiser –

Thursday 08 July 1841

Arrived at Liverpool – Africa
The Havana Packet, (210) C Dawson, with 620cks palm oil for Wilson and Dawson—Union Dock

Thursday 07 March 1844

Brutus, of Newcastle C Balbcrino, from Africa, with 59 palm oil for C Horsfall and 800, do Wilson & Dawson— Kings Dock

Gore's Liverpool General Advertiser - Thursday 01 August 1844

Fanny, (514) C Dawson, from Africa, with 1000 palm oil for Wilson and Dawson-King's Dock

March 23 1844 Liverpool entered for loading Havannah Packet 210, Kemp for Africa - Wilson & Dawson (shown in LR 1844 as owners)

June 8 1844 Liverpool entered for loading Malibran 100,for Africa - Wilson & Dawson (shown in LR 1844 as new owners)

June 8 1844 Liverpool entered for loading Hopkinson 306, Davies for Mauritius Wilson & Dawson (shown in LR 1844 as new owners)

August 17 1844 Liverpool entered for loading Fanny 514,McPherson for Africa - Wilson & Dawson (No record LR)

November 91844 Liverpool entered for loading Heart of Oak 326, Dawson for Africa - Wilson & Dawson (No record LR)

November 23 1844 Liverpool entered for loading May 364, Brown for Africa Wilson & Dawson (shown in LR 1844 as owners)

Liverpool Standard and General Commercial Advertiser 07 May 1844

A FEMALE FOUND DEAD IN HER HOUSE - Yesterday an inquest was held before H. H. Statham, Esq. deputy borough coroner, on view of the body of Dinah Graf, aged 23, wife of Leopold Graf, a German, formerly a warehouseman to Messrs. Wilson and Dawson, and now interpreter to one of the partners on the continent. Police constable, Samuel Kirkpatrick, while on duty on Saturday afternoon was informed by a female, that the shop kept by the deceased had been closed from Friday night up to that time, and that her mistress wished to see him. Witness went with her, and she stated that he was wanted about a woman who had been in the habit of drinking. Witness went to the shop, No. 2, Crown-street, and found the doors and windows all fast. He went through Dr. Nightingall's house in Elizabeth Street behind, and succeeded in opening the back window and then the door. Dr. Nightingall accompanied him into the house, and they first found an infant sitting in a bed upstairs, crying, and in a state as if it had not been seen for some time. They took the child to Dr. N's., where it was fed and attended to. They afterwards found the deceased, lying on her back on the floor of the cellar with her arms opened out, and her legs on the stairs. She was quite dead and cold. She had the handle of a jug in one hand and the remainder scattered about. There was some blood at the back of her head and on her shoulders. She was

removed upstairs and placed on the bed. The servant girl (before alluded to) who lived in the neighbourhood, said that on Saturday last, as the shop kept by the deceased had been closed all day, her mistress sent her for the police-officer, as she was afraid something was the matter. Witness afterwards saw deceased dead. She had last seen her alive on Friday night, when she called at the shop for bread, and she then appeared to be in drink. Deceased had been observed for some days frequently sending for drink to the neighbouring public houses by girls and others passing. Deceased was married about twelve months last Christmas. Her husband went abroad about five weeks ago. She was placed in the shop before he went. A servant of Dr. Nightingall said deceased sent for her on Friday night to put up the shop shutters. She went, and found her in quite a confused and stupefied state. Anthony Bell, Joiner, said he knew deceased and her husband. At the request of her husband, a little girl of his, two-and a-half years old had been with the deceased since the husband went abroad, This was the child found in the house. The witness had often seen deceased during the last eighteen months, and had never seen her otherwise than sober, and never saw her take any drink in the house. He had called every week except last week. Mr. Nightingall, surgeon, corroborated the officer's evidence as to finding the body. There was congealed blood about the head, which had come from the left ear. After an examination, he found no external wounds. The scalp at the base of the skull behind was contused; upon reflecting the scalp, he found an immense quantity of extravasated blood, and a fracture of the occipital bone. There were also other injuries of that part of the head ; and all those would produce instantaneous death. He afterwards found the liver much diseased, no doubt the effect of ardent spirits. A fall from the stairs to the flags below would produce the effects stated. Verdict—" Died from the effects of the wound, but how that was received there was no evidence to show".

Gore's Liverpool General Advertiser - Thursday 25 September 1845

CARGOS REPORTED AT LIVERPOOL - AFRICA

Heart of Oak, (326) Dawson, from Saldanha Bay, with 400 tons guano for Wilson and Dawson—Queen's Dock

Liverpool Mail - Saturday 15 January 1848

There was launched from the building-yard of Messrs. Cato Miller, and Co., a fine schooner, of 247 tons, of Messrs. Wilson and Dawson, and intended for the Mediterranean trade. She was named by Miss Cato.

Gore's Liverpool General Advertiser - Thursday 02 November 1848

CARGOS REPORTED AT LIVERPOOL

Canning Dock Elizabeth Bibby, (719) J Cuthbertson, from Africa, with 1500 csks palm oil 50vpcs ebony 30 pcs ivory for Wilson and Dawson

Gore's Liverpool General Advertiser - Thursday 09 November 1848

This Day, (Thursday) the 9th instant, twelve o'clock, at the Brokers' office. 1 Oldhall Street,

About 50 Pieces Black EBONY,

now landing Elizabeth Bibby: in Salthouse Dock. Apply to Messrs. Wilson and Dawson. Merchants, to N. WATERHOUSE and SONS, Brokers.

Liverpool Mail - Saturday 29 September 1860

DISSOLUTIONS OF PARTNERSHIP Sept. 18.—Wilson and Dawson, merchants, Liverpool

Dive Training December 11, 2002**Salvage of the HMS Royal George**

In 1783, the British warship Royal George sank in a freak accident while anchored for repairs in England's Portsmouth Harbour. It was a devastating tragedy with an inordinate loss of life, including 250 visiting women and children. As she was in a busy harbour in only 65 feet (20 m) of water, the ship was a major hazard to navigation. In 1839, the task of salvaging her fell to a colonel in the British Royal Engineers named William Charles Pasley. Many historians believe that Pasley's operation brought diving into the modern era, and given the number of innovations and discoveries that resulted from the salvage of the Royal George from 1839 to 1842, it's a hard conclusion to dispute.

The salvage operation was on the cutting edge of early 19th-century technology, and one of Pasley's objectives was to evaluate various diving systems. Abandoning most systems because they were either too cumbersome or dangerous, he selected the Siebe Improved Dress and recommended its adoption as the standard for the Royal Engineers. This certainly was one reason the Siebe design went on to become so universally popular.

One of the reasons the Royal George operation gained fame was because salvors used underwater explosives for the first time. Incredibly, the exploding devices were made from lead-encased oak barrels filled with gunpowder and welded shut by a brave crew member. They were detonated by a wire that ran from inside the device to a battery on deck.

Of interest to recreational divers were the numerous historical milestones generated from the Royal George operation. For instance, one of the rules Pasley invoked was that his divers had to operate in pairs. This became the first recorded use of the buddy system for diving. In addition, the historical record is replete with the exploits of one particular diver, a Corporal Jones. On one occasion, Jones' umbilical became hopelessly entrapped in a load of pig iron ballast as it was being loaded in a cargo sling. Miraculously, Jones managed to cut free from his umbilical, kick off his weighted boots, and ascend back to the surface from 60 feet (18 m) while continuously exhaling. He thus became the first person in recorded history to make an emergency swimming ascent, which in a full diving dress, is no easy feat.

Another unfortunate milestone for the salvage crew was the first medical account of a massive diver squeeze. Early diving helmets did not have nonreturn valves. This meant that if a hose was severed, the high-pressure air surrounding the diver rapidly and with incredible force evacuated the helmet. At even a modest depth, the tremendous negative pressure created by the escaping air caused an extreme and often life-threatening squeeze on the diver. This is exactly what happened to Private John Williams. Fortunately, however, even though "his face and neck were swollen and livid, his eyeball capillaries ruptured and blood was flowing from his ears and mouth," Williams survived. But he never returned to diving.

Over the three years the salvage operation was under way, Pasley's crew received extensive and colourful coverage in the press. Eventually, their exploits came to the attention of the Royal Navy. There was quite a bit of jealousy because the Royal Engineers were a contingent of the British Army. But swallowing their pride, the Navy allowed Pasley to take a complement of 13 petty officers from the HMS Excellence and set up the first Royal Navy diving school. The first instructor was the indomitable Corporal Jones. At the conclusion of the Royal George operation, Pasley said of him, "Whatever success has attended our operations is chiefly attributed to the exertions of Corporal Jones, of whom as a diver I cannot speak too highly."

By Alex Brylske

LIVERPOOL AND AFRICA IN THE NINETEENTH CENTURY: THE CONTINUING CONNECTION - Martin Lynn

The methods of, coasting going from port to port is an immensely time-consuming, even inefficient, way of trading, while the factory trade of the Gold Coast was in decline in these years due to political unrest in the interior; moreover both these regions of the coast were areas of low quantity and poor-quality oil. Liverpool traders thus soon eschewed coasting and the factory trade and instead, by the 1820s, focused on a third technique which had been used in the slave-trade era, that of the 'river' trade. This was the technique that had been used by Liverpool slavers in the centre of slaving on the coast in the late eighteenth century, namely the Niger delta. The reason for this was that the major region for the production of palm oil in West Africa in the early nineteenth century lay in the interior of the Niger delta. In contrast to the Gold Coast or Sierra Leone this was a major source of high-quality oil. Here Igbo and Ibibio producers rapidly developed production of palm oil in the early nineteenth century. What is remarkable is how by the 1820s this new trade was flourishing in the delta on the same techniques and practices as the slave trade. As had been the case with the 'production' of slaves, the resulting oil was traded along the rivers of the interior to the ports of the coast where Liverpool traders remained at anchor in their ships, just as they had done before 1807 while waiting for slaves. At the heart of this trading system was credit, or 'trust' as it was called, with traders giving out large quantities of goods to local brokers who would travel inland over several weeks to purchase oil while the trader waited on the coast.

By the 1820s other large-scale Liverpool firms had joined them; Wilson & Dawson, W. A. & G. Maxwell, J. J. Hamilton, H. Laffer and G. Quayle were among the more important examples of this type of Liverpool African trader. Overall, by the 1830s around a dozen large-scale Liverpool African houses had emerged, surrounded by a similar number of smaller-scale, more transient general merchants.

In truth, the African market was not one market but several, and it required intimate knowledge of the different ports, of the goods in demand in them and the different techniques required to trade, for merchants to succeed on the coast. Thus the former slavers of Liverpool had an immense advantage after 1807 over their rivals from Bristol or London. For contemporaries a more basic reason for the success of Liverpool merchants lay in the alleged willingness of these 'palm oil ruffians', as they were termed, to resort to strong-arm methods to obtain trade. 'There is no infamy or enormity that some of those Liverpool commanders of ships will stop at', complained one observer in 1832.

The palm oil trade that came to fill the vacuum left in Liverpool's economy by the abolition of the slave trade can thus be seen as being rooted deeply in the commercial structures and practices of the slaving era. Yet change was to come. Just at the moment when Liverpool's African trade was at its peak in the 1850s, developments occurred that in the long term were to alter the commerce dramatically. This came in 1852, with the start of a steam shipping service from Liverpool to West Africa by Macgregor Laird, of the Birkenhead shipbuilding family. The use of steam had a significant impact on Liverpool's trade with Africa. The steamers had several advantages over the older system of traders running their own shipping. For one thing they were faster and more regular in their voyages. Traders could thus turn round their capital more quickly and reduce inventory costs. For another, the steamships increased carrying capacity in the African trade. Unit costs fell and the cost of freight similarly was reduced. Moreover steam meant that new ports in West Africa could be called at, and thus new areas of the African coast, where hitherto access had been restricted because of the pattern of winds, were opened up to Liverpool traders. Traders could now operate all along the coast and spread their risk. These factors significantly reduced costs and over time drove Liverpool's African merchants to ship with the steamer services; in this the African trade came into line with the broader pattern in Liverpool's commerce, of specialization of function between shipping and trading. This had a number of consequences for Liverpool's African trade. In essence the steamers ended the slave-trading structure that had survived 1807. New techniques of trade had to evolve on the African coast, as Liverpool traders using the steamer services developed land factories where shore agents could reside, in place of the sailing ship's waiting in a river, on which they had previously relied. Concurrently, commission houses emerged in Liverpool, and even more so Manchester, to provide goods and credit and to arrange the sale, on commission, of African produce. This meant that the trade opened up to newcomers (sometimes Africans themselves) who did not need a head office in Liverpool and who were no longer kept out by the capital costs of entry represented by the need to charter or purchase a sailing ship; anyone could now freight goods to West Africa. The number of Liverpool traders involved in the palm oil trade thus rose from twelve in 1850 to 135 in 1870.

A variety of manufactured products were in demand in West Africa in these years: metalware, tobacco, firearms, gunpowder and alcohol were among the major items required by West African consumers.

If Liverpool's hinterland provided key products that were needed in West Africa in these years, it also was peculiarly well placed to provide a market for West Africa's exports. A variety of items, in addition to palm oil, were exported from West Africa and found a ready market in Liverpool's industrial hinterland: ivory,

dyewoods, gold dust, beeswax, gums and timber. However, the most valuable item was palm oil. Before the discovery of mineral oil in the U.S.A. in 1859, palm oil was an important industrial and railway lubricant, competing in the market against animal tallow; the sharp rise in palm oil imports into Liverpool in these years must be seen as a reflection of the growing industrialization of the British economy. Palm oil was also used in wool combing, and as a flux in the manufacture of tinfoil, being used to prevent oxidization during coating. Tinfoil production in Britain quadrupled between 1805 and 1837 and then doubled between 1837 and 1850 before doubling every decade to 1880; British output of tinfoil increased 150-fold between 1800 and 1891. Britain's major tinfoil industries lay in south Wales hence Bristol's trade in palm oil and in Staffordshire, for which Liverpool acted as the most convenient entrepot; once again the improvement of transport links from Liverpool to the Midlands was vital in this. However, palm oil's main use in Liverpool's hinterland was its role as a fat in soap and candle manufacture. In this it was particularly well fitted for the industrial development of this region in this period.(Edited)

One of the other problems encountered was sickness and death of crews remaining in Africa while the Palm oil was collected and delivered. The companies solved this by using cheaper local crews to remain on the vessel and only used British crews to sail to and from Africa.

The Insurance costs at this period were usually about 5% of the cargo, £1750 in the case of the Caroline, but money well spent.

7.0 Analysis

The two records of the Caroline in Coflein appear to relate to the same vessel, both vessel's details match to a large extent. I can find no record of a Caroline wrecked in July 1844 in the newspapers, but like the Caroline wrecked in March 1844 it was the same size, built in the same year in Quebec, with the same owner and port of registration as given for the July 1844 report, for which the location was only presumed to be on the causeway. The Caroline reported to be a barque for the March wreck was in fact a fully rigged ship as was reported for the July wreck. The report in Larn for July 1844 is not given as a date of loss but only reported.

Wilson and Co. Wilson and Clegg or Wilson and Dawson are the names of the partnerships involved in vessels traveling to Africa from Liverpool returning with mainly palm oil but other products from Africa. Clegg and C. Dawson are also the names of masters of vessels owned by the partnerships. The Caroline had master's with the same names as master's of other vessels owned by the partnerships, P. Douglas and J McPherson, although the last master C. Jackson is only recorded as master of the Caroline for this company, but appears to have gone to Africa as the master of Hesperus in 1840. The partnership's seemed to have traded in Africa by barter since there are a number of records of cargo being returned, on one occasion a case of bugles. The trade for slaves which was abolished in 1807 was for trade goods so the trade for palm oil and other products was carried out in a similar way. The small number of cases of goods returned indicates a good choice in the products sent to Africa to trade.

It is not unusual for masters of vessels to own a share in them, indeed it may have been a prerequisite for the position since they have such an effect on a vessel's profitability. If the business model of Wilson and Dawson etc was to trade by barter this would mean the master had an even greater effect on profitability depending how effective they were as traders and their personal contacts in Africa. The accounts of one of their rivals survive, W A & G Maxwell of Liverpool and they seem to show return on the capital invested of 50% to 300% that even with the time between investment and return is very profitable.

The partnership between Wilson and Dawson seems to have survived until 1860 and the loss of the Caroline, which the reports stated was insured, seems to have no effect on the business. The change which probably caused the end of the partnership was the start of regular steam ship travel to Africa which allowed new entrants into what had been an almost monopoly business held by a small number of Liverpool merchants. The cargo of the Caroline and the returned

bugles are the only insight into the type of cargo's they carried to Africa to obtain the palm oil etc for the return journey. There is no evidence that Wilson and Dawson were involved in the slave trade but only the legitimate trade after 1807, probably from the 1820's.

The BNA supplied almost all the information concerning voyages and the owners of the Caroline but the information about wrecking and salvage came from the WNL site.

The newspaper report that wreckers had killed three members of the crew to steal the contents of their pockets is not supported by the Inquest which found they had drown or died of exposure. The one casualty had been given a name that would be unacceptable today, "Bottle of Beer" since beer bottles at that time were often black glass and he was a black African sailor. I am sure his real name was beyond the abilities or desires of sailors of the time to pronounce and most would have answered to nicknames.

The report that divers were working on the wreck recovering its cargo when they found the captains body stuck in the rocks may have been unusual for this period in time. The body was reported at 5 fathoms (30 feet) so presumably the wreck was deeper but the report concerning the removal of the Royal George in Portsmouth Harbour shortly before this puts what was possible at this time into perspective. It obviously was not newsworthy that divers were working on the wreck so it must have been more common than, certainly I realised.

8.0 Conclusions & Recommendations

I have spent about 50 hours on this report with about 95% of that time on line, this was partly because Caroline produced so many matches to sort. I attempted to only search with two key words to reduce the matches but I found I was missing reports so had to widen my search which then found the recovery of the captains body by divers and the account of the wreckage being plundered on the beaches.

The approximate location of the wreck was known but after the salvage by divers and the destruction caused by the storm its appears there can be little left at the site. It is also not the only vessel lost at this location so identifying it would be a problem. I would certainly go on a series of dives in this area to look for wrecks around St Tudwal's.

The project has answered my original questions except the builder who is unknown and the masters and crew of the vessel. The few names that are known do not allow for further research even Bottle of Beer whose last resting place is Llanaber churchyard.

The Caroline had a short lifetime with many gaps and the details she led me into are what interested me so I doubt the story of her on its own is of much interest.

The many identical features between the two recorded wrecks in March and July 1844 and the lack of a report of a vessel lost in July, can only mean that one wreck has been reported twice, the date of its loss being in March.

9.0 References

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Books & papers

WHEREVER FRIEGHTS MAY OFFER by Lewis Lloyd

Salvage of the HMS Royal George *By* Alex Brylske

Appendices:

Appendix A – Table of Lloyd’s Registers entries for the *Caroline*

8	Caroline	I. B. Bk	Anderson	425	Quebec	1828	J. Allan	London	Lon.	7	Æ 1	38
9	—	r. & s. 40 Sr	Barnard	136	London	1827	W. O. Srprs 39 Drp. 40	London	S. S. 39—2 Yrs Lon. St. Mic.	12	A 1	40
140	—	C. 39 Bg	P. Bock	176	Keil	1831	Schwefel	Keil	Hul. Brazils Lon. Rio Janro	4	41	—
1	—	C. 39 S	Briggs	378	Bristol	1825	Gibbs & C.	Bristol	Lon.	10	Æ 1	Æ 1
2	—	YM. 43 S	Brooks	307	Bristol	1836	Cunnglm	Bristol	Brs. Tobago	12	A 1	41 4 43
3	—	C. 36 Sk	R Burman	57	Plymh	1839	Kerswill	Plym'th	Ply. Coaster	10	A 1	39
4	—	I. B. S	Campbell	473	Ipswch	1800	Malclm & Poole	London	Lon. Quebec	—	Æ 1	Æ 1
5	—	r. s. & C. 36 Sp	J. Carter	40	N. Quy	1839	Capt. & Co	Padst'w	Pad. Coastr	8	A 1	41 3.43
6	—	Sr	Clark	90	W'dbg	1840	Taylor & C	Wdbge	Ips. Coaster	8	A 1	39
7	—	I. B. Bg	R Coombs	113	Yrmth	1825	Thorn & C	Bristol	Lon. St Dom	—	Æ 1	40
8	—	C. 37 Bk	J Crawford	548	N Brns	1835	Lang & Co	Gren'ck	Cly. Trndad	—	Æ 1	39
9	—	r. s. & YM. 40 Bk		341	London	1841	Hankey &	London	Lon. Jamaic	12	A 1	41
150	—	C. 41 S	Douglas	484	Qubec	1841	Wilson & c	Liverp'l	Liv. Africa	5	A 1	41
		r. & YM. 42		539	BBEHA O. & RP.							3

The *Caroline* was a ship of 484 tons, 539 tons gross, built in Quebec in 1841, the mater was Douglas, owned by Wilson & Co, registered in Liverpool, sailing between Liverpool and Africa, classified A1 for 5 years in March 1842. Fitted with felt and yellow metal in 1842, it was built of black birch, elm, Hackmatack, Oak and red pine.

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4	S	Briggs	378	Bristol	1825	Gibbs&C.	Bristol	Lon.	10	Æ1
	YM43			xTSds		(PP37sw.&Srprs	40d.d.&Sr	prs41		
5	S	Brooks	307	Bristol	1836	Cunngm	Bristol	Brs. Tobago	12	A 1
	C.36		397							39
6	Sk	RBarman	57	Plymh	1839	Kerswill	Plym'th	Ply.Coaster	10	A 1
	I.B.		.36							42
7	Sp	J. Carter	40	N.Quy	1839	Capt.&Co	Padst'w	Pad.Coaster	8	A 1
										39
8	Sr	Clark	90	W'dbg	1840	Taylor&C	Wdbg	Ips.Coaster	8	A 1
	I.B.									40
9	Bg	RCoombs	113	Yrmth	1825	Thorn&C	Bristol	Lon.StDom		
	C.37			Srprs 37						39
140	Bk	JCrawfrd	548	NBrns	1835	Lang&Co	Gren'ck	Cly.Trndad		Æ1
LOST	r.s.&YM40		552	BBP&HkSr		prs40		S.S.40-4Yrs		41
1	Bk	W.Deane	341	London	1841	Hankey&	London	Lon.Jamaic	12	A 1
	C.41		426							44
LOST	S	Douglas	484	Qubec	1841	Wilson&c	Liverp'l	Liv.Africa	5	A 1
	r.&YM42	Jackson	539	BBEH & O.& RP.						42
3	Bk	Dryburgh	363	Cochin	1827	Wilson&	London	Lon.S Seas	12	Æ1
	r.d.&pts.38I.B.	Wilson		T. Srprs 38w.& d.&Srprs44						38
4	Bg	Hammer	228	Dantz	1837	GFocking	Dantzic	Lon.Dantzic	7	A 1
										40
5	S	Harris	473	Ipswch	1800	Tulloch&	Poole	Lon.Quebc		Æ1
	C. - r.s.&C.36	r.s.&pt36	442	xTSds	32wd.	34Srprs36S	prs43	Ply.Honduras	10	Æ1
LOST	Sr	G.Harvey	126	Nfland	1838	Mudge&c	Torquy	Tgn. Nfland	4	Æ1
	pts.38I.B.			BBJ& Bh						41
7	Sr	T. Hewitt	63	Plymh	1824	Luke&Co	Fowey	Fal.		A 1
	I.B.			trp.40				Rest.40-		3 40
8	Bl		279	Shil.	1839	Co&Co	London	Lon.Alon	10	A 1

The only change in 1843 was the master changes to Jackson

No entry in 1844

Appendix B – The Timeline for the *Caroline*

1842

January 27 1842 Liverpool entered for loading Caroline 539, P Douglas for Africa
– Wilson & Dawson

February 3 1842 Liverpool Caroline, Douglas is on a berth for Africa

March 9 1842 Liverpool cleared outwards Caroline, Douglas for Africa

March 14 1842 Liverpool sailed Caroline, Douglas for Africa

November 17 1842 Liverpool arrived Caroline, Douglas from Africa – Palm oil

December 7 1842 Liverpool entered for loading Caroline 539, J McPherson for
– Africa - Wilson & Dawson

1843

July 8 1843 Reported Caroline, M'Pherson from Liverpool at Old Calabar

October 11 1844 Old Calabar sailed Caroline, McPherson for Fernando Po

October 22 1844 Fernando Po sailed Caroline, McPherson for Liverpool

1844

January 29 1844 Liverpool arrived Caroline, McPherson from Africa

February 24 1844 Liverpool entered for loading Caroline 539, Jackson for Africa

March 4 1844 Liverpool cleared outwards Caroline, Jackson for Africa

March 7 1844 Liverpool sailed Caroline, Jackson for Africa

March 18 1844 St Tudwal's west Island – wrecked and sank

Appendix C Lloyds Register Survey report

No. 4659 Survey held at Liverpool Date March 1847
 on the Sloop "Caroline" Master Douglas
 Tonnage 404 Built at Liver When built 1844
 By whom built 539 Owners Nelson & Co
 Port belonging to Liverpool Destined Voyage Opica
 If Surveyed Afloat or in Dry Dock in Dry Dock & Opica

Length aloft	110	Extreme Breadth	26 1/2	Depth of Hold	19 5/16
Scantlings of Timber.			Thickness of Plank.		
Timber and Space	each 30	Moulded	16	Outside.	Inside.
Floors	sided 14			Keel to Bilge	Foot Waling
1 st Foothooks	13		16	Bilge Planks	Bilge Planks
2 nd Ditto	11		16	Bilge to Wales	Ceiling in Flat
3 rd Ditto	9 1/2		14	Wales	Ditto Bilge to Clamp
Top Timbers	9		14	Topsides	Hold Beam Clamps
Deck Beams N ^o . of 19	13		14	Sheer Strakes	Deck Beam Ditto
Hold Beams N ^o . of 17	13		15	Plank Sheers	Ceiling 'twixt Decks
Keel	13		15	Water-Ways	Hold Beam Shelves
Kelsons	13		15	Upper Deck	Deck Beam Ditto

Copper.		Size of Bolts in Fastenings.		Iron.	
Heel-Knee, and Dead Wood		Bolts thro' the Bilge and Foot Waling		Hold Beam	
Scarphs of Keel		Butt End Bolts		Deck Beam	
Floor Timber Bolts		Lower Pintle of the Rudder	3	same in Iron above the Copper	
Kelson ditto					
Transoms and throat of Hooks					
Arms of Hooks					

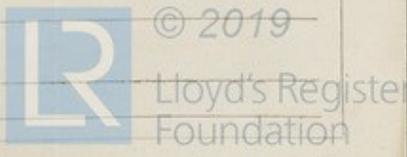
Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 1/2 Inches. The Space between the Top-timbers is 2 1/2 Inches. The Stem, Stern Post, are composed of Oak (White) the Transoms, Aprons, Knight Heads, Hawse Timbers, of Oak (White) and are app free from all defects. The Floors and first Foothooks are composed of Elm & Birch Timber. The other Foothooks and Top Timbers of Elm & Birch. The Shifts of the first and second Foothooks are not less than _____ N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are _____. The Frame is _____ squared from the first Foothook Heads upwards, and _____ free from sap, and from thence downwards, the frame is _____. The alternate Frames are _____ bolted together. N. B. If not, state how bolted. The Batts of the Timbers are _____ close together; their thickness not less than _____ of the entire moulding at that place. The Frame is _____ chocked with _____ Batt at each end of the chock. The Main Kelson is composed of Oak (White) and the False Kelson of Oak. The Scarphs of the Kelsons are not less than 6 feet _____ inches. The Deck and Hold Beams are composed of Oak & Red Pine.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Elm. From the first Foothook Heads to the Light Water Mark of Elm. From the Light Water Mark to the Wales of Oak & Red Pine. The Wales and Black-strakes are of Oak. The Topsides of White Pine. The Sheer-strakes and Plank-sheers of Oak. The Water-ways of Red Pine. The Decks of Yellow Pine. State of good. The Shifts of the Planking are not less than 5 Feet _____ Inches. N. B. If less than prescribed by the Rule, state whether general or partial, and if partial, in what part of the Ship. The Planking is wrought 2 & 3 between _____

Planking Inside.—The Limber-strakes are composed of Elm the Bilge Planks of Elm. The Ceiling, Lower Hold, of Rock Elm. Between Decks of Red Pine. Shelf Pieces of White Oak. Clamps of White Oak.

Fastenings.—To Hold Beams Two double large knees, Shelves 15 in long by 4 in high, 7 of which has one
 Deck Beams Two double large knees - Shelves 15 in long by 4 in high & 4 in high, 10 of which has one
 Number of Breasthooks Six Pointers 1 Pin Crutches one
 Butts End Bolts are of Copper in the Bottom, and a Bolt in each Butt End through and clenched.
 Bilge and Footwaling Copper bolted through and clenched.
 General Quality of Workmanship very good

We certify that the preceding is a correct description of the above-named Vessel,
 Builder's Name _____
 Surveyor's Name Will^m Rye



Her Masts, Yards, &c. are in good condition, and sufficient in size and length.

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N ^o .		Fathoms.		inches.	N ^o .
2	Fore Sails,	200	Chain	1 1/2	3
2	Fore Top Sails,	85	Hempen Stream Cable	8	1
2	Fore Topmast Stay Sails,	100	Hawser	5	2
1	Main Sails,		Towlines		
2	Main Top Sails,	90	Warp	1 1/2	
and <u>2 well found</u>		All of <u>good</u> quality.			

Her Standing and Running Rigging is hemp's sufficient in size and good in quality.

She has one Long Boat and two others

The present state of the Windlass is good Capstan good and Rudder good

General Remarks—Statement and Date of Repairs.

This is a very good Ship, now in an efficient state, fit for the conveyance of dry & perishable Cargoes with Safety to an from all parts of the World & in my opinion should be classed as recommended below.

Wm. H. Phipps

If Sheathed, Doubled, Felted, or Coppered Sheath with yellow Metal When last done present time

I am of opinion this Vessel should be Classed A 1 - 3 years

The Amount of the Fee.....£ 5 : - : is received by me,

Special£ 1 : 1 : 3

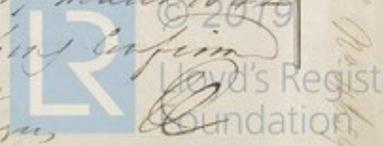
Committee's Minute 11th March 1842

Character assigned 5th A 1

Wm. H. Phipps

Genl Committee
11th March 1842
Wm. H. Phipps
Surveyor

Wm. H. Phipps - Surveyor



to fix Bunches between after Bunches; but in those
 parts the Stipes are well secured. And
 in the case of the Carbine as before stated
 I had put in 4 pair of Stipes Standards
 between Decks the lower parts of which form
 5 Standing braces to the hold, ^{from} in addition
 to what is required by our Rules for
 Classification. You may depend Sir on my
 attention to your directions and shall be
 obliged by your saying after this explanation
 if I should say anything to the damage
 of the ship on the subject.

I Am Sir
 your Obedient Servant

Wm Pope

how Deck beams would average
 any more, feet apart
 Deck requires not more than 4 ft 6 in



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Lloyd's Register

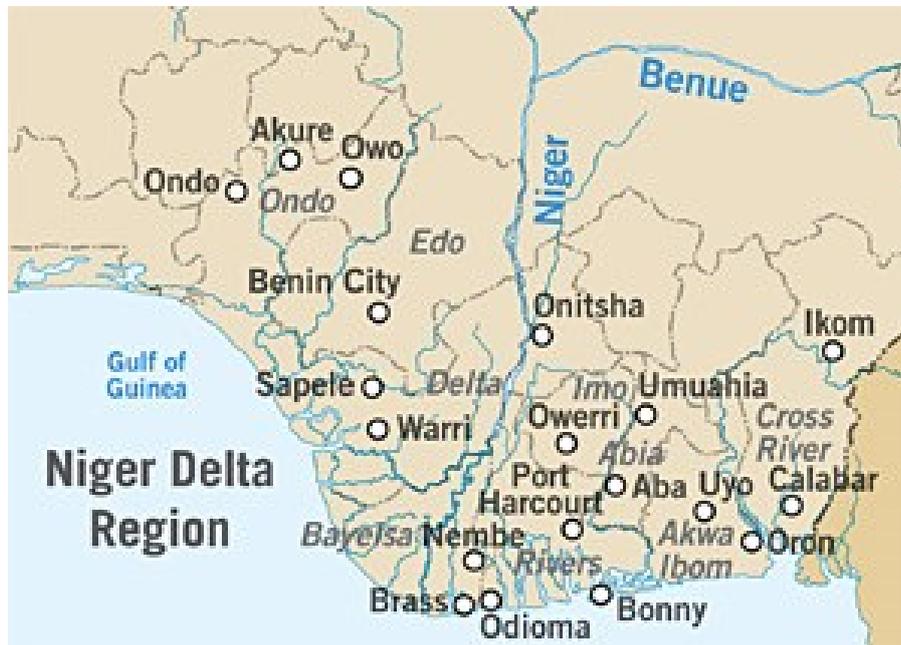


Fig. 1 The Niger delta



Fig. 2 Location in Africa of the Niger Delta

Appendix F Locations of Ports in Africa

Bonny an island town in Rivers State in southern Nigeria, on the Bight of Bonny. It is also the capital of the Kingdom of Bonny. Traditionally it was a major trading post of the eastern delta.

Fernando Po is a strategically important island off the coast of West Africa. It's ideal position had made the island highly sought after by various European navies including the Dutch, Portugese, Spanish and also the British. Unfortunately, it's ideal strategic position was still very much in the highly diseased equatorial zone that had earnt West Africa the nickname of 'White Man's Grave'. Therefore many of the settlement attempts ended in failure. In fact the Spanish abandoned the colony in 1827.

Old Calabar - Akwa Akpa, known to European colonists as Old Calabar or Duke Town, was an Efik city-state that flourished in the 19th century in what is now southern Nigeria.

Appendix G

Cargo's from Africa

Camwood (*Baphia nitida*), also known as African sandalwood, is a shrubby, hard-wooded African tree. Its wood is commonly used to make a red dye. The earliest dye wood (Camwood) was from West Africa. The source of the dye, which is soluble in alkali, is the bark and heart of the tree. Camwood is a red dye-wood imported from tropical West Africa, and obtained from the *Baphia nifida*, a leguminous tree, of the suborder Caesalpinieae. This wood is of a very fine colour, and is used in turnery for making knife handles and other similar articles. The dye obtained from it is brilliant, but not permanent. It is called sometimes Bar-wood, though this name belongs also to another tree.

Dunnage wood. Brushwood, scrapwood, or other loose material laid in the hold to protect the cargo from water damage or prevent it from shifting, or to protect the ceiling from abrasion.

Ebony is a dense black/brown hardwood, is dense enough to sink in water. It is finely-textured and has a mirror finish when polished, making it valuable as an ornamental wood.

Elephants Teeth is ivory, a tusk is a modified canine tooth.

Hollands a Dutch gin

Malagueta pepper, a variety of *Capsicum frutescens*, is a type of chili pepper

Sea Morse Teeth - a name for the canines or tusks of the hippopotamus, and which supply the most suitable ivory for the dentist to manufacture false teeth.