

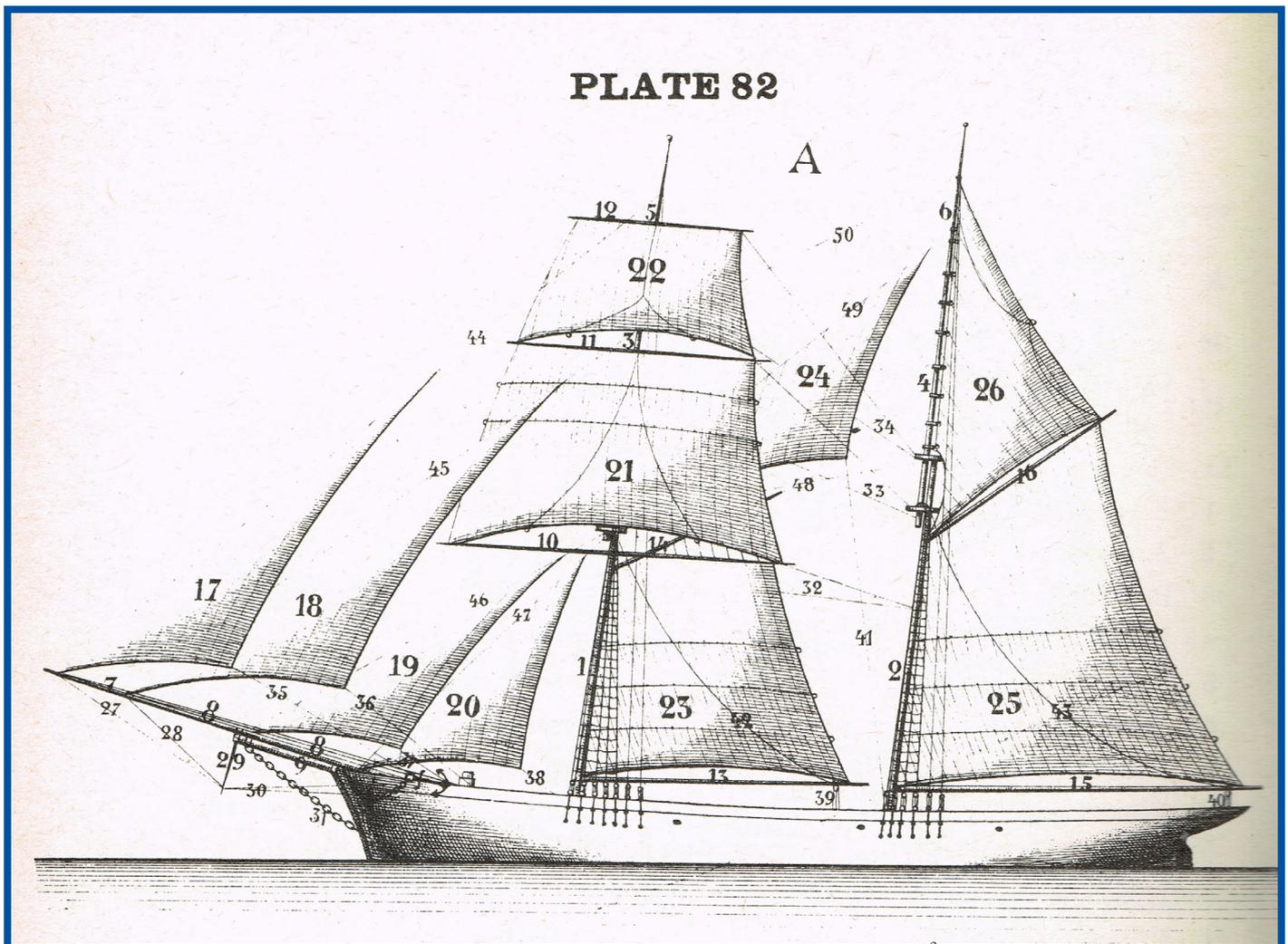


Welsh Wreck Web Research Project (North Cardigan Bay)

On-line research into the loss of the schooner

Charles Edward,

which foundered *'about eight miles to the west of
Bardsey Island'* in 1865.



A two-masted topsail schooner; taken from 'The Illustrated Marine Encyclopedia' by Captain H. Paasch.

Report Title: *Welsh Wreck Web Research Project (North Cardigan Bay)*

On-line and practical research into the schooner 'Charles Edward', which sank off Bardsey Island in 1865, following a collision with the steamship 'Aleppo'.

The Illustrated Marine Encyclopaedia defines a two-masted topsail schooner as 'A two-masted vessel; fore-mast and mainmast; the fore-mast is fitted with yards and square sails, which are lighter than those on a brigantine, and carrying a loose square foresail (only used when sailing in a fair wind); the main, or after mast is rigged like the after mast of a brigantine.'

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1.0 Abstract

The Malvern Archaeological Diving Unit (MADU) currently has a database of 453 shipwrecks in the north end of Cardigan Bay in north west Wales. These wrecks date from 1590 to 1993 and very few have been investigated in any depth!

The author of this report is an amateur diver who has visited many of the shipwrecks around the Welsh coast between Barmouth and the Dee Estuary. He wrote and published 'The Essential Underwater Guide to North Wales, Volumes One and Two', and co-wrote 'Life and Death on the Royal Charter'.

He is also the licensee of the submarine 'Resurgam', a historic vessel that lies on the seabed off Rhyl after being lost in 1880.

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2.2 Contributors

Chris Holden.

2.3 Abbreviations used in this report:

MADU Malvern Archaeological Diving Unit
 NAS Nautical Archaeology Society
 CPH Chris Holden

3.0 Introduction

The sea-route past Bardsey Island and the western tip of the Lleyn Peninsula was extremely busy during the 19th-Century, the latter-half of which saw a vast expansion in the number of steamships in use. Safe passage required daylight, good visibility and alert look-outs, but darkness, fog and dimly-lit or unlit navigation lights lead to many collisions between vessels, often with great loss of life.

When the iron steamship 'Aleppo' ran into the heavily-laden wooden schooner 'Charles Edward', the latter vessel foundered almost immediately, with the loss of all aboard.

Note that the spelling of the town of Porthmadog varies in the early newspapers, so it may appear as 'Port Madoc' or 'Portmadoc'. 'Tudwal' also appears as 'Tudwall' or 'Tudwel'. Aberystwyth appears as 'Aberystwith'.

Caernarfon appears as 'Carnarvon' or 'Caernarvon'.

Wherever possible, the spellings in the published newspapers have been used.

4.0 Background.

The author is a member of a group that holds regular meetings at a building alongside the site of the shipyard at Connah's Quay where the 'Charles Edward' was built, and therefore has an interest in this vessel. He has dived extensively around Bardsey Island, but it is believed that the 'Charles Edward' lies in deep water several miles offshore, and he has no knowledge of her precise location.

5.0 Research Methodology.

Equipment and sources used:

'Ships of the Dee' by Leslie Bennett.

Richard Larne's Shipwreck Index of the British Isles. West Coast and Wales.

Gwynedd Archives Record Office, Caernarfon.

Denbighshire Records Office, Ruthin.

British Library on-line newspaper records.

National Library of Wales on-line records.

Lloyd's List records.

6.0 Details.

Vessel	Name/s	Charles Edward
	Type	Schooner
Built - Date	Laid down	
	Launched	1858
	Commissioned	
	Builder	Ferguson, Baird and McCallum
	Where built.	Connah's Quay, Flintshire, North Wales.
Construction	Materials	Wood
	Decks	One
	Bulkheads	Number, Type (i.e. watertight, holds, etc.)
Propulsion	Type	Sail
	Details	Fore-and-aft.
Engine	Type / size	
	Horsepower	
	Boilers	
Drive	Type	
	Number	
Dimensions	Length	69 ft 0 ins / metres
	Beam	18 ft 3 ins / metres
	Draught	8 ft 5 ins / metres
Tonnage	Gross	
	Net	65
Owner	First	Name. Martha Holt.
		Address / Location. Golftyn, Connah's Quay.
	Last	Name. Holt & Co.
		Address / Location. Connah's Quay.
Registry	Port	Location. Chester.
	Flag	Nationality. British.
	Number	21037
History	Routes	From Duddon
		To Cardiff.
	Cargo	Type of Goods.
Final Voyage	From	Duddon, Cumberland
	To	Cardiff, South Wales
	Captain	William Hawett
	Crew	4
	Passengers	0
	Cargo	Iron Ore.
Wrecking	Date	30 August 1865
	Location	West of Bardsey Island.
	Cause	Collision
Loss of life	Numbers	Four. The master, two men and one boy perished.
Outcome		Total Loss.

Location.

Two different positions are given in the newspaper reports, the second of which is more likely to be correct, as most shipping travelling northwards or southwards in St. George's Channel would want to keep well-offshore to avoid the hazards of Cardigan Bay, Bardsey Island and the Lleyn Peninsula.

- *A little south-east of Bardsey Island.*
- *Around eight miles to the west of Bardsey Island.*

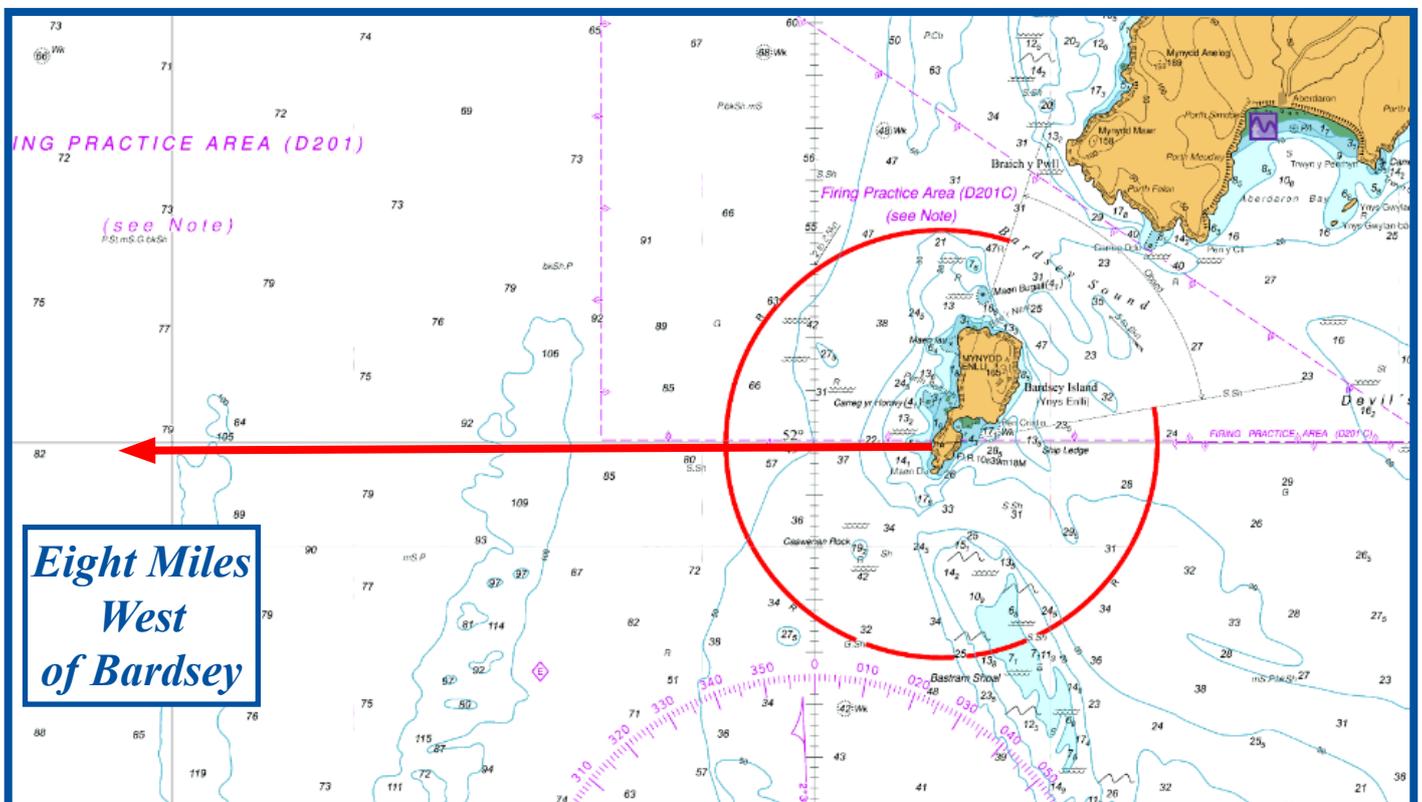
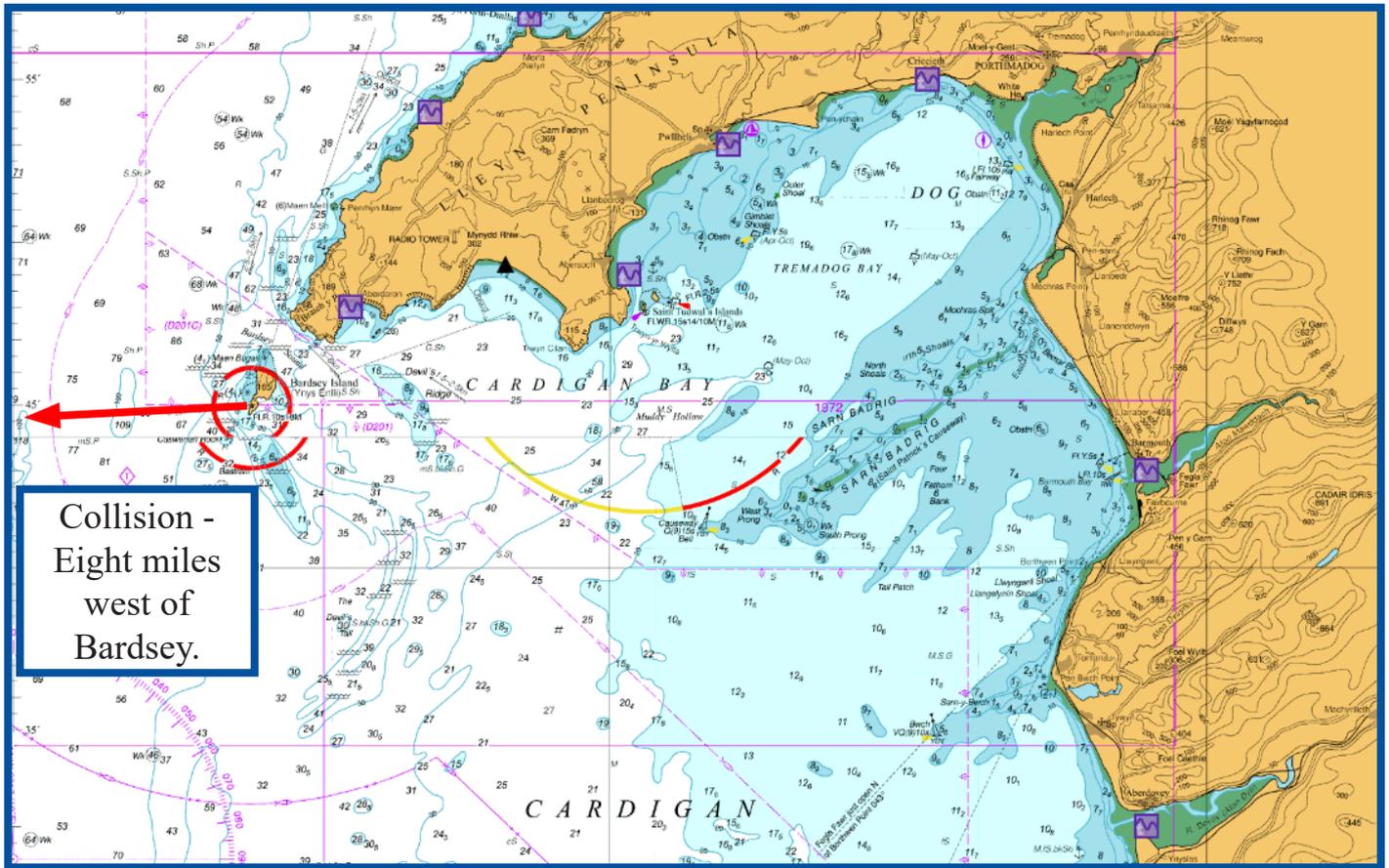
With a cargo of iron ore, the 'Charles Edward' must have sunk almost immediately, if, as the reports said, the 'Aleppo' *'struck the schooner right amidships, cutting her almost in two'*. Note that the depth in this area is between eighty and one hundred metres, so it is highly unlikely that any diver has visited the wreck.

Overview.

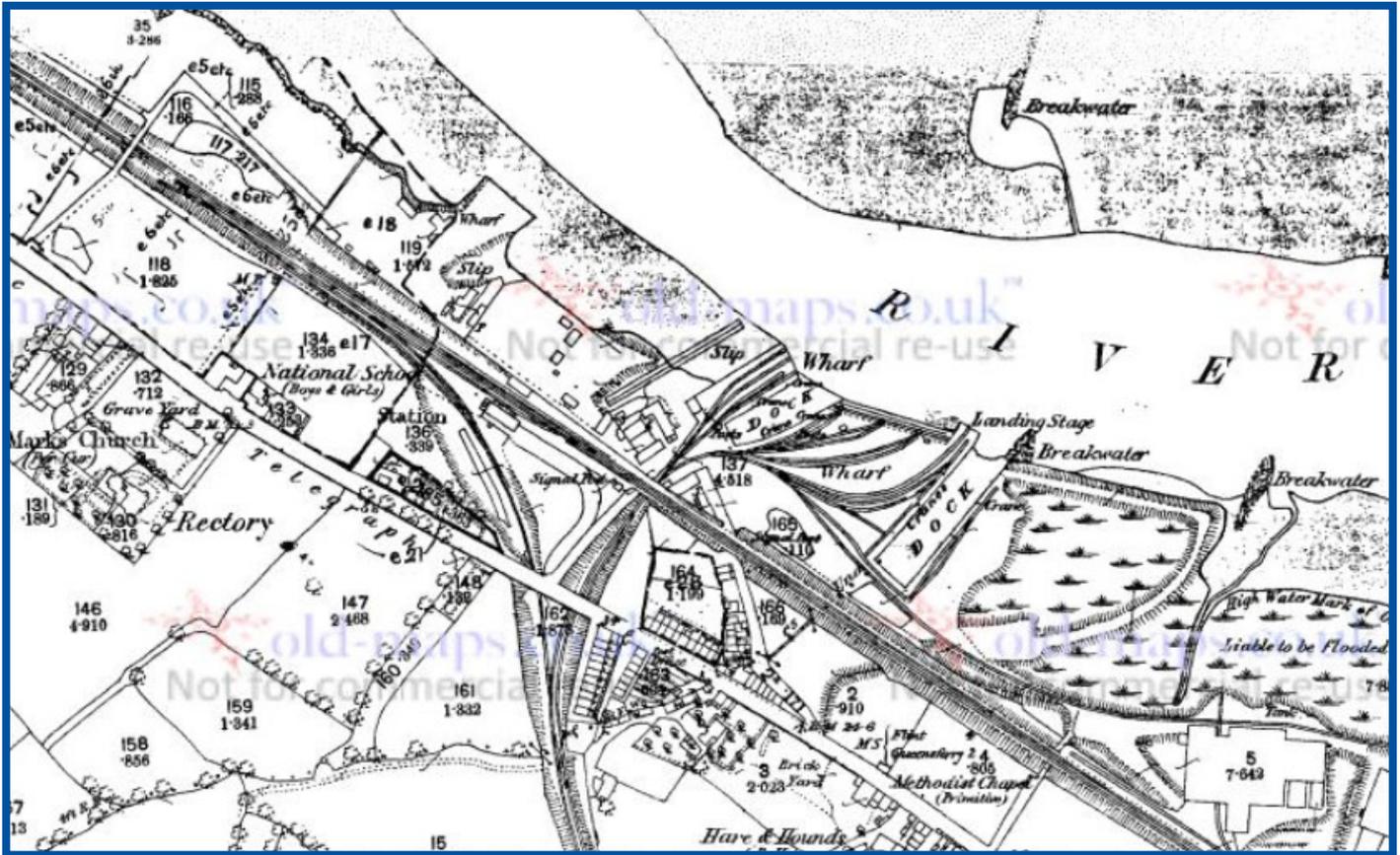
From the book 'Ships of the Dee' by Leslie Bennett.

CHARLES EDWARD 21037. A two-masted topsail schooner built at Connah's Quay in 1858 for D. Fergusson, ship-owner, and John B. Holt, Colliery Agent, Mostyn. She was 69'0" x 18'.5 x 8.5'. Fergusson, MacCallum & Baird jointly owned forty shares. She was lost off Bardsey Island in August 1865, having been run down in fog

The 'Charles Edward' was just one of the many thousands of small vessels that plied their trade around the coasts of Great Britain and Ireland, carrying bulk cargoes of whatever goods needed to be transported from one part of the coast to another. She features little in the 'Shipping News', probably due to her small size, but we do know that at least two voyages were made transporting iron ore from the Duddon Estuary in Cumberland to South Wales.



The 'Charles Edward' collided with the 'Aleppo' in a position 'around eight miles west of Bardsey'. The depth of water here is between eighty and one hundred metres.



A later map of Connah's Quay, showing how the dock and railway-connections developed.

The Shipyards at Connah's Quay.

The 'Charles Edward' was built by Ferguson, Baird and McCallum in 1858 at Connah's Quay, a small town in North-east Wales on the tidal-reach of the River Dee. Three years earlier, the 'Royal Charter', a 2,785-ton iron-built auxiliary-steamship had passed Connah's Quay after being launched only a few miles further upstream at Sandycroft. Sadly, the 'Royal Charter' was wrecked at Moelfre, Anglesey, in October, 1859, with great loss of life and a fortune in gold.

As shown below, Ferguson, Baird and McCallum wasn't the only shipyard at Connah's Quay, while other shipyards at Flint, Bagillt and Chester produced a wide variety of vessels, mostly constructed of wood.

Chester Chronicle. Saturday 13 March, 1858.

Launch at Connah's Quay, near Chester. On Monday the 1st. inst., the first vessel built at Connah's Quay, was launched from the building yard of Messrs. Jones and Hooson. She was designed and modelled by Mr. Thos. Hooson, and does great credit to the skill of the draughtsman, her lines being pronounced by experienced persons as being very perfect. She is expected to carry well and a good sailer. As this is the first vessel that was ever built at Connah's Quay, it attracted a great concourse of persons from Flint, Bagillt, and the neighbourhood, not fewer than 2,000 persons being present. She was named the "Mog," by Miss Parry, daughter Mr. Michael Parry, timber-merchant, Flint, and entered her new element in gallant style without either hitch or accident amidst the hearty cheers and good wishes of the assembled multitude. After the launch sat down to sumptuous dinner at the Hotel, when several toasts were drunk and responded to. She belongs to J. Neale Lomax, Esq. of this city.



A later view of the site of the shipyards at Connah's Quay.

The London Gazette. April 25, 1865.

Notice is hereby given that the Partnership hereto-fore subsisting between us the undersigned, Daniel Ferguson, James Baird and John McCallum, carrying on business as Shipbuilders and Shipwrights at Connah's Quay and Flint, both in the county of Flint, is this day dissolved as far as regards the said John McCallum, and that the business will henceforth be carried on by the said Daniel Ferguson and James Baird, under the style or firm of Ferguson and Baird.

Dated this 11th day of April, 1865.

Daniel Ferguson. James Baird. John McCallum.

North Wales Chronicle and Advertiser for the Principality. 5th June 1858.

ON SALE. A SCHOONER just launched at Connah's Quay built under special survey, to class A.1. nine years at Lloyd's; supposed burthen, about 120 tons; dimensions; length of keel, 63 feet 6 inches, breadth of beam 18 feet 3 inches, depth of hold 8 feet 5 inches; round counter, strong built, and well finished; will make an excellent coaster, being light draught of water; will be ready for sea in about a fortnight. For further particulars apply to FERGUSON, M'CALLUM and BAIRD, Shipbuilders, Flint.

The advert, shown above, for the 'Charles Edward' was published in the names of Ferguson, Baird & McCallum, despite John McCallum having left the partnership over a month earlier.



CONNAN'S QUAY DOCKYARD

CHESTER

A later view of the shipyards at Connah's Quay, probably from the early 20th-Century..

Chester Chronicle. Saturday 3 September, 1859.

Launch on the Dee. There was launched at Connah's Quay, Tuesday, the 30th ult, a fine schooner, of about 120 to 130 tons burden. It was a most handsome vessel, and is the property of Mr. D. Jones.

North Wales Chronicle and Advertiser for the Principality. 4th May 1861.

FLINT. LAUNCH. On Thursday last a very beautiful clipper-built schooner, the property of Mr. David Jones, Caerwys, was successful launched by her builders Messrs. Ferguson, M'Callum, and Baird, shipbuilders, Flint and Connah's Quay. The vessel is of 130 tons burden, and was named the Caerwys Castle. The launch, over, her proprietor, with his wonted liberality, entertained her builders, both masters and men, together with numerous friends, at a dinner provided at the New Anchor Inn, Flint, and an agreeable evening was spent, during which success and prosperity were heartily wished to attend the Caerwys Castle and her spirited proprietor.

Flintshire Observer Mining Journal. 7th April 1865.

Flint.—Ship Launch. A fine schooner called the Kate, of 160 tons, built for Messrs. Davidson, of Connah's Quay, has been launched from the yard of Mr. David Jones. The ceremony of christening was performed by Mrs. W. Davidson, who was accompanied by several of her friends, A platform had been erected for their accommodation near the bow of the vessel. At high water, the orders were given, and the vessel glided majestically into the river, amidst the cheers of a large concourse of people. The wind being favourable, her sails were unfurled, and the Kate sailed in gallant style up the river to Connah's Quay. Through the liberality of the owners, a dinner was provided at the Castle Inn, where several friends and workmen sat down to a bountiful repast, after which the cloth was removed, and the usual loyal toasts were given. The Health of the Owners and Success to the "Kate" were drunk with vociferous cheers. Several speeches were given and Mr. W. Jones, organist, sang a song (in Welsh), composed by Mr. R. D. Roberts (Murog), upon the launch of the "Kate", which was loudly encored, and elicited hearty cheers. The vessel is built of great strength, and can be removed without ballast.

Wrexham and Denbighshire Advertiser. 19th May 1866.

CONNAH'S QUAY. SHIP LAUNCH.—On Monday last a beautiful schooner was launched from the ship-building yard at this port. The vessel is the property of Messrs. W. Hancock and Co., and is intended for the coasting trade from Connah's Quay, the traffic being greatly on the increase. The necessary arrangements were completed by about half-past ten o'clock on Monday morning, and on a given signal the customary bottle of wine was thrown at her bow, and she was christened the "Padeswood", the ceremony being performed by Mrs Hancock. The 'Padeswood' then glided down the ways majestically into the water, without any hitch or impediment, and rode on the breast of her native element with the grace of a naiad. After the launch, Mr Hancock gave a dinner to the officials and workmen connected with the shipyard. The 'Padeswood' is to carry 140 tons, and will be commanded by Captain Taylor.

Wrexham Guardian. 22nd June 1878.

SHIP LAUNCH.—The Quay may be justly described as a rising place. It is furnished by far and away the best accommodation for shipping on the Dee, and is besides favoured with very considerable railway facilities. In recent years the progress of the traffic at this port has been very marked, and whereas it has now attained what may be termed respectable proportions, there can be no doubt that fostered and encouraged as it is by the enterprise of the leading residents of the district, it will at no distant date develop into an extensive and important position. There will always be plenty of merchandise for export at Connah's Quay, and with greater railway connections for the despatch and receipt of goods, coupled with improved and increased port accommodation, it would, no doubt, become better known and more often used than it now. To none more prominently than to Mr Charles Davies, ship owner, of Farfield, does the credit of developing the sources and trade of Connah's Quay and its neighbourhood belong. For many years, he has carried on an extensive brick and tile business at Buckley, and his manufactures have formed no inconsiderable portion of the exports of the Quay. About two years ago, he came to reside at Connah's Quay, and since that time, his enterprising spirit has animated and stimulated every branch of industry which is carried on there. On Saturday last he made a very substantial addition to the fleet of this port in the shape of a handsome schooner, which he purposes employing in carrying his own manufactures and in the coasting trade generally.

The builder is Mr Samuel Owens, of Connah's Quay, and it was patent to these who saw the vessel on the slip ready for launching that she was a masterpiece of handiwork, an opinion which was greatly confirmed when subsequently she was viewed in the water. The launch was fixed to take place at half-past eleven — high water. The new vessel, and many others in the port, was gaily decorated with flags and bunting in honour of the occasion, and nearly all the inhabitants of the Quay came to witness the sight. At the appointed time the word was given to let her go, and the necessary process being quickly gone through, away the "Duchess," for such is her name, glided down the slippery ways easily and steadily, and took the water like a duck, amid the cheering of the assembled crowd and a salvo of diminutive but very effective artillery. The ceremony of christening the vessel was gracefully performed by Mrs Davison, who by means of a peculiar arrangement, very deftly snapped the customary bottle of wine as the "Duchess" slipped away. It may be mentioned that this name was adopted by the owner as a compliment to the Westminster family, under whom he has lived for a long course of years. The vessel is embellished with a white scroll at the stern, over which is a representation of the arms of the city of Chester. The certificate of the builder, who deserves every praise for the excellence of his workmanship, shows that she is carvel built, with round stern, one deck and two masts; that her length from the inside of the plank at stem to inside of plunk at stern timber is 86 feet; her breadth at mid-ships is 23 feet; her depth in hold at midships is 11 feet, and she measures 110 tons gross, but she will carry 200 tons. She is classed A 1 at Lloyd's for twelve years. In the afternoon, Mr Davison entertained a few of his neighbours and friends, along with the workmen employed on the ship, to an excellent dinner which was spread at the Quay House. Mr Davison himself presided, and was supported by the Rev. T. Williams, vicar of Connah's Quay, Mr C. B. Clough, J.P. Mr A. Pritchard, Chester, &c. At the close of the dinner, the health of the Queen and the Royal family was proposed by the chairman and heartily responded to. Mr Pritchard then gave Success to the "Duchess", and the health of the Owner." The toast was most enthusiastically received, and was musically honoured. Mr Davison briefly but suitably acknowledged, and proposed the health of Mr Owens, the builder. This toast was likewise musically honoured, and was appropriately responded to. Other sentiments were duly honoured, and a convivial afternoon was spent.

Flintshire Observer Mining Journal. 11th February 1881.

CONNAH'S QUAY. LAUNCH OF A STEAMER.—A vessel of 160 tons burthen, built by Messrs. Ferguson and Baird for the Connah's Quay Chemical Company, to be employed by them in their own trade, was successfully launched on Wednesday. As the vessel glided into the water the ceremony of christening was gracefully performed by Mrs. Steadman (Chemical Works), the name given to the new steamer being very appropriately that of 'Hawarden Castle. Amongst those present were Mr. Charles Davison and Mrs. Davison, Mr. Morris, Mr. Beasley, Miss Annie and Miss Jessie Baird, and others.

Flintshire Observer Mining Journal. 12th April 1883.

CONNAH'S QUAY. LAUNCH. Precisely at one o'clock, on Tuesday, the 10th inst., in the presence of a vast concourse of people, the schooner-rigged vessel 'Earl Cairns' was successfully launched from the ship-building yard of Messrs. Ferguson & Baird, Connah's Quay. The pleasing duty of christening the vessel was gracefully performed by Miss Thom, Hawarden. Great credit is due to Messrs. Ferguson and Baird for their execution of so exquisite



The present view of the River Dee at Connah's Quay.

and substantial a piece of workmanship, and for the perfect manner in which the arrangements for the launch were carried out. The 'Earl Cairns' is sister-ship to 'Earl Beaconsfield', which was launched last year from the same yard, but it exceeds the latter in capacity by about 30 tons, the former being 220 tons burthen and the latter 170. The owners are Messrs. Raynes and Co., Liverpool. Among those present we noticed: Rev. T. Williams, vicar, and Rev. D. Jones, curate, of Connah's Quay, Charles Davison, Esq., and Mrs. Davison and Miss Jones, Farfield Hall, the Misses Rowley, Miss Tibbitts, Messrs. Fred, Coleclough, J. Morris, Board Schools, T. Jones, postmaster, Flint, Jos. Hall, Flint, — Williams, Lane-end, Buckley, &c. The usual launch dinner was prepared by Mr. and Mrs. Davits, Swan Inn, Golftyn.

Flintshire Observer Mining Journal. 26th November 1885.

SHIP LAUNCH AT CONNAH'S QUAY. On Monday last, a three-masted schooner of 200 tons burden was launched from the shipyard of Messrs. Ferguson and Baird, Connah's Quay. The schooner has been christened "The Empress", and the launch was one of the finest that has taken place at the Quay, a very large number of spectators being present. The vessel was at once taken into dock and loaded with bricks for London, for which port she sailed on Wednesday. She is owned by a company, of which Mr Charles Davison is manager, and the load of bricks which she has on board is from the firm of Messrs. Charles Davison and Co., Buckley.

Flintshire Observer Mining Journal. 17th December 1885.

CONNAH'S QUAY, THE LATE SHIP LAUNCH. We much regret to hear that the ship "Empress," which was launched at Connah's Quay, on the 23rd ult., and which left; that port with a cargo for London, when anchored in Gravesend Reach waiting for the tide on Monday morning last, about ten o'clock, was run into by a steamer and sunk within three minutes of the collision. The crew were all saved, but the cargo is lost. The "Empress" was the property of Mr. Charles Davison, of Connah's Quay, and was uninsured.

Flintshire Observer Mining Journal. 28th July 1887.

LAUNCH OF A NEW VESSEL. On Saturday last, Messrs. Ferguson and Baird, shipbuilders, successfully launched a very fine schooner, which was christened the "Faithful". It being a fine day a great number of spectators assembled to witness the sight. A grand display of bunting streamed from the masts of the new vessel, and several others in the port. On reaching the water, loud cheers rang from the new vessel, which were heartily responded to by those on shore.

Flintshire Observer Mining Journal. 20th December 1888.

CONNAH'S QUAY. SUCCESSFUL LAUNCH OF A NEW VESSEL. On Thursday afternoon, the 6th inst., a fine new vessel was successfully launched from the shipbuilding yard of Messrs. Ferguson and Baird. The vessel as it left the ways, was christened Fair Trade, by Miss Jones, of Greenfield. The new vessel, the dimensions of which are: Length, 81 feet; beam, 19 seven-tenths; depth, 8 two-tenths, and capable of carrying about 180 tons, has been specially constructed to the order of Messrs. Raynes and Co., Llandulas, for their extensive limestone trade. It is very gratifying to note that this vessel is the fifth built by this firm for Messrs. Raynes and Co. We understand that another order has been received from Messrs. Raynes and Co., to construct a vessel similar to Fair Trade, the work to commence forthwith. Messrs. Ferguson and Baird have also in course of construction a vessel of 300 tons, besides others undergoing repairs, which of course will involve an extra amount of labour and employment.

Flintshire Observer Mining Journal. 12th June 1890.

CONNAH'S QUAY. SHIP LAUNCH.—There was a successful launch at the Quay on Thursday. The vessel, which has been christened Reciprocity and is of about 180 tons burden, was built by Messrs Ferguson and Baird, to the order of Messrs Raynes and Co., Liverpool. Mr. Taylor, of the latter firm, performed the christening ceremony.

Flintshire Observer Mining Journal. 7th August 1890.

CONNAH'S QUAY. LAUNCH.—On Saturday a new steamer called the Windermere was launched from the shipbuilding yard of Messrs. Ferguson and Baird, Connah's Quay, in the presence of a large number of spectators. She has been built under special survey to twelve years A1 at Lloyd's, and to Board of Trade's regulations and retirements. The dead weight capacity is about 300 tons. This is the forty-fifth vessel built by the firm at Flint and Connah's Quay, and launched in the Dee.

Llangollen Advertiser. 1st July 1892.

CONNAH'S QUAY. LAUNCH OF THE FERRY BOAT.—The launch of this boat, after undergoing thorough repair at the hands of Messrs. Ferguson and Baird, took place on Friday last, and was hailed here with great delight. It proceeded at once towards the Ferry, where it was placed in its usual position. It is now fitted with the most modern appliances for winding across the river, and it is to be hoped we shall be spared from any more inconvenience in crossing the Dee.

Flintshire Observer Mining Journal. 26th April 1894.

LAUNCH.—The schooner Maude was launched at Connah's Quay last week, the ceremony being performed by Miss Maude Hancock. The vessel's dimensions are 80ft. of keel, breadth of beam 20ft. 6in., depth of hold 8ft. 9in., registered tonnage 72. She was built by Messrs. Fergusson and Baird, of Connah's Quay, for Messrs. Williams, Hancock, and Co., Hawarden, and will be used for the coasting trade.

Flintshire Observer Mining Journal. 10th December 1896.

SHIPLAUNCH. A three-masted schooner registered to carry 98 tons, was launched from Messrs Ferguson and Baird's shipbuilding yard, Connah's Quay, on Saturday. The vessel, which has been built under special survey for the coasting trade, has been purchased by Mr Wm. Williams, J.P., Glasfryn, Caerwys. The christening ceremony was performed by Master Gorden Jones, son of Mr. Jones, Caerwys, and as the vessel gracefully gilded into the water loud cheers were raised. The new ship is named Gorden, and her dimensions are as follows:—Length over all, 98 ft. 6 in. length of keel, 92 ft. breadth of beam, 23 ft. depth of hold, 10 ft. She is classed for twelve years. There was a large attendance to witness the launching ceremony.

Ferguson and Baird's reputation for building fine wooden sailing ships was well-founded, and at least one of their vessels is still afloat. Their three-masted schooner, 'Lizzie May', was built in 1900 for the local shipping company of Coppack Bros, and named after the daughters of Captain John Coppack, the largest shareholder. She sailed nearly 40,000 miles for Coppack Brothers, transporting cargoes such as bricks, coal, stone and cement between Connah's Quay, the West Country, the South Coast and South Wales until she was sold in 1908 to join an Irish coal-shipping fleet. Her new owner renamed her 'Kathleen and May' after his daughters. She was later sold to a Devon sea captain, continuing to carry cargoes until 1960. In 1970 she was rescued, and was fully restored in 1999. She is now moored in the Albert Dock in Liverpool, the last working wooden, 3-masted top-sail schooner in Britain.

The North Wales Times. 5th May 1900.

LAUNCHING OF THE 'LIZZIE MAY.' Connah's Quay, was en fete, on Monday morning. People were early a-stir, and large numbers flocked in by train and road from surrounding districts, the occasion being the launch of a three masted schooner, named the 'Lizzie May.' The vessel was built by Messrs. Ferguson and Baird, and purchased by Messrs. Coppack Bros. and Co. This is the fifty-first ship to be turned out by this firm of ship-builders, and in every respect she maintains the reputation of the builders. As she lay on the blocks, resplendent in bunting, her perfect symmetry was seen to perfection, and much admired by the crowd of sightseers, the majority of whom were connected in one way or other with seafaring and things pertaining to shipping. The ship was built to class A 1 at Lloyd's for twelve years by special survey, and to all the requirements of the Board of Trade. In length she is 98 feet between perpendiculars, 23 feet beam, and 10ft 3in depth of hold. Her tonnage is 135, 6'1 gross, and 110, 5-1 feet net registered. In honour of the event, the shipping in the port displayed their flags in profusion, and the spectators swarmed over all the coigns of vantage to secure the best view of the interesting scene. From the prow of the vessel suspended by pale blue ribbon dangled the customary bottle of wine, and on a platform in front stood Miss Coppack, the lady who was to perform the 'christening' ceremony, surrounded by a large number of ladies and gentlemen. At a given signal

'Loud and sudden there was heard,
All around them and below
The sound of hammers, blow on blow,
Knocking away the shores and spurs.'

The moment for launching had arrived, Miss Coppack dexterously broke the bottle of wine across the bow of the vessel, and

'She starts, she moves, she seems to feel
The thrill of life along her keel.
And spurning with her foot the ground,
With one exulting joyous bound
She leaps into the ocean's arms.'

Never was there a more successful launch. The ship, her deck crowded with people, smoothly slid off the 'ways' into the water, and after a 'run,' caused by the impetus of the slide down from the river bank, she was brought to, and there she floated as gracefully as a swan. In due course, the vessel was docked, preparatory to being loaded. Her Captain is Mr. Thomas Hughes, of this port, and her first voyage will be to Rochester with a cargo of bricks.

The 'Aleppo'.

Liverpool Mercury. Tuesday, 17 November, 1863.

THE CUNARD LINE. The Cunard Company have just completed a contract with Messrs. J. and J. Thompson, of Glasgow, for three additional steamers besides one they had previously ordered., thus making four new steamers to be added to their already extensive fleet. The names of the new vessels referred to are to be the Cuba, Java, Aleppo and Zariffa, all of which are to be large iron-built full-powered screw-steamers.

Glasgow Saturday Post. Saturday 05 November 1864.

There was launched on Tuesday from the ship yard Messrs J. & G. Govan, a magnificent screw steam ship, named the Aleppo, for the Mediterranean service Messrs. Burns & MacIver. The Aleppo (which was christened by Miss Burns, Dowanhill Gardens), is of the following dimensions: Length, 292 ft. ; beam, 38 ft. ; moulded, 26 ft. 6 in.; tonnage, 2,100. The engines, 300 horse-power, are of geared oscillating construction , with surface condensation, and other recent improvements. The Aleppo is handsomely fitted up for passenger accommodation, and the general fittings and finish are in the usual first class style of Burns' vessels.

Sun (London) - Saturday 12 November 1864.

The Aleppo screw-steamer, 2,000 tons, has been launched from the yard of Messrs. J. and G. Thomson, of Govan. She is the first of a new fleet building for Messrs. Burns and M'Iver, of Liverpool, and is intended for their Mediterranean service. There are no less than 14,000 tons of steam shipping building on the Clyde for the same firm. On the whole, the ships building trade of the Clyde is scarcely so active as formerly, the dearness of money having exercised a depressing effect on this branch of industry. During October there were launched on the Clyde 15 vessels of 12,000 tons, against 20 vessels of 17,000 tons in October, 1863.

Liverpool Mail. Saturday 24 December 1864.

Italy.

Loading Berth, south side New Branch Huskisson Dock.

LINE OF STEAMSHIPS
BETWEEN
LIVERPOOL, GENOA, LEGHORN, AND NAPLES, &
AND THENCE TO ALEXANDRIA,
WITH LIBERTY TO CALL AT ANY OTHER PORTS.

PALMYRA (building)	---
TARIFA (building)	---
ALEPPO.....	Capt. DUBBINS.
TRIPOLI.....	Capt. BULL.
ALPHA	Capt. HUNTER.
MOROCCO	Capt. LANGLANDS.
SIDON	Capt. M'ICKEN.
MARATHON	Capt. LEITCH.
OLYMPUS.....	Capt. MARTYN.
HECLA	Capt. M'ARTHUR.
PENGUIN	Capt. BRYCE.
ATLAS	Capt. INGLIS.
KEDAR	Capt. MUIR.
CORSICA	Capt. LE MESURIER.
OSTRICH	Capt. DAVIES.
PALESTINE	Capt. LAWSON.
BALBEC.....	Capt. HARRISON.
BRITISH QUEEN	Capt. KELLY.
STROMBOLI.....	Capt. MACAULAY.



The following or other first-class Steamer is intended to be despatched (with or without a pilot) :-
TRIPOLI Wednesday, December 28.

All freights must be paid in Liverpool.
All the steamers of this line have excellent passenger accommodation, and carry stewardesses.
For freight or passage, apply to
BURNS and MACIVER, 1, Rumford-stre et.

Exports from Duddon by the ‘Charles Edward’ and other Chester-registered vessels.

As mentioned earlier, the name ‘Charles Edward’ features little in the ‘Shipping News’ section of the contemporary newspapers, but it is clear that many small vessels, including several other Chester-registered craft, operated on the Dutton Estuary (Cumbria) to Cardiff route, transporting iron ore from the Hodbarrow Iron Ore Mines. Presumably, the sandbanks and shallow water leading to Borwick Rails on the Duddon Estuary prevented larger vessels gaining access to the quayside. The following is a sample of the vessels using the facilities on the Duddon Estuary:

Cardiff and Merthyr Guardian. Friday 01 June 1866

Cardiff Arrivals. Name: Mary & Martha. Of: Chester. From: Duddon. Tonnage: 90. Cargo: 140 tons iron ore, Consignee: Potter & Co.

Cardiff and Merthyr Guardian. 21st July 1865.

Cardiff Shipping. Arrivals, Name: Isabella. Of: Chester. From: Duddon. Tonnage: 80. Cargo: 42 tons iron ore: Consignee: Rhymney & Co.

Nam: Nina. Of: Chester. From: Duddon. Tonnage: 66. Cargo: Iron ore.

Cardiff and Merthyr Guardian. 28th July 1865.

CARDIFF SHIPPING INTELLIGENCE. THURSDAY EVENING. ARRIVALS. JULY 20. Name; Chas. Edwards, Of; Chester, From; Duddon. Ton; 65 iron ore, Consignee: Booker & Co.

Cardiff and Merthyr Guardian. Friday 21 July 1865

CARDIFF. ARRIVALS. Name: Isabella. Of: Chester. From: Duddon. Tonnage: 80. Cargo: 142 tons iron ore. Consignee: Rhymney & Co.

Cardiff and Merthyr Guardian. 1st September 1865

CARDIFF. SHIPPING INTELLIGENCE. THURSDAY EVENING. The business transactions at the Docks during the past week have been unusually brisk. The arrivals have been very numerous, though but few of the vessels are of large tonnage. Nearly 300 vessels have entered during the last seven days. Among the arrivals have been several vessels bringing in iron ore, and there is every prospect of a brisk iron trade for the next few months. The export of iron to America is on the increase. The returns for August will show that the business has been a little beyond the average, and the iron exported is larger than the preceding month.

Ulverston Mirror and Furness Reflector. Saturday 02 September 1865

ARRIVED AT DUDDON.

August 23rd— Glenrunway, Peters, Amlwch. Alice, Cross, Dittonbrook. *Charles Edwards [SIC]*, Hewitt, Liverpool.

SAILED FROM DUDDON. -

26th—Glenrunway, Peters; Alice, Cross, Saltney; *Charles Edwards [SIC]*, Hewitt, Cardiff; Mary Jane, Fairclough, Ellesmere; Sarah, Parry, Newport; Betsy, Jones, Cardiff.

The Cardiff and Merthyr Guardian. 22nd September 1865.

Cardiff Shipping. Name: Mary Tattham. Of: Chester. From: Duddon. Tonnage: 56. Cargo: 106 tons iron ore.

Cardiff and Merthyr Guardian. Friday 20 October 1865.

Cardiff Shipping. Arrivals. Name: Richard. Of: Chester. From: Duddon. Tonnage: 60. Cargo: iron ore. Consignee: Llynvi Vale Co.

Cardiff and Merthyr Guardian. Friday 10 November 1865.

Cardiff Shipping. Arrivals. Name: Mary Ann. Of: Chester. From: Duddon. Tonnage: 56. Cargo: 103 tons iron ore. Consignee: Rhymney & Co.

The Loss of the 'Charles Edward'.

Baner ac Amserau Cymru. 9th September 1865.

Dydd Mercher diweddaf, gwrthdarawyd yn llong Charles Edward, o Gaer, gan yr ager Aleppo, yn agos i Ynys Bardsey, a suddodd, yn phawb oedd ar ei bwrdd.

TRANSLATED. Last Wednesday, the ship Charles Edward, from Chester, collided with the Aleppo steamship near Bardsey Island, and sank with all on board.

The Cardiff Times. 8th September 1865.

LOSS OF A CARDIFF-BOUND SCHOONER. A dispatch of yesterday week's date, from Liverpool, says: A lamentable catastrophe occurred in the Channel yesterday in consequence of the screw steamer 'Aleppo', Captain Langlands, bound from Constantinople to this port, coming into collision with the schooner 'Charles Edwards' [SIC]. It appears that when the 'Aleppo' was a little south-east of Bardsey Island the man on the look-out sighted a schooner ahead of the steamer, but a dense fog coming on all of a sudden, he soon lost sight of her. About two a.m., the fog still thick, a fearful collision took place, and it soon became evident that the steamer had struck the schooner right amidships, cutting her almost in two. No light was visible on board the schooner, and the only sound heard beyond the crash caused by the collision was the piercing scream of a child. Immediately afterwards the schooner went down. The boats of the 'Aleppo' were at once lowered, but failed to rescue any of the people belonging to the ill-fated schooner. A head-board, however, was picked up, on which was painted 'Charles Edwards' [SIC]. A bed, a blanket, and a bag of corn were also found, but beyond the name on the headboard no clue could then be got as to the nature of the vessel's cargo, her destination, &c. The only damage sustained by the 'Aleppo' was the snapping of her topgallant mast, the bruising of her figure-head, and a slight scratching of the paint on her bow. It has since been ascertained that the head-board found belonged to the lost schooner; that she was owned in Chester, and when the collision took place was bound from Duddon to Cardiff with a cargo of ore. Beyond this and the too true fate of those on board the schooner, nothing is at present known.

The Inquiry into the collision.**Liverpool Daily Post. Saturday 16 September 1865.**

COLLISION BETWEEN THE STEAMER 'ALEPPO' AND THE SCHOONER CHARLES EDWARD. An inquiry instituted by the Board of Trade was yesterday opened at the Appeal Court, Dale Street, before Mr. Raffles, the stipendiary magistrate, and Captains Harris and Baker, nautical assessors to the Board of Trade, into the circumstances attending the loss of the schooner Charles Edward, which was in collision with the steamer Aleppo on the 20th August last. Mr. Cumberland appeared for the Board of Trade, Mr. Lowndes for the owners of the schooner, and Mr. Bateson for Messrs. Burns and McIver, owners of the Aleppo. The disaster occurred in the Irish Channel, and about eight miles to the west of Bardsey Island. According to the witnesses from the Aleppo, they were going about nine knots hour, when, about two o'clock a.m., a sail was seen two points on the starboard bow. An order was given to put the helm 'a-starboard', and 'hard a-starboard'. The schooner (according to the evidence of the Aleppo's people) showed no lights, and in a few minute, the look-out man saw her standing on the starboard tack right across the bows. The order was given to put the helm hard a-port, the alarm bell was rung, and the captain rushed out and shouted 'Stop Her', but before the Aleppo could be stopped, she had run the schooner down. The master, two men and one boy are believed to have perished. The Aleppo got boats and buoys out, and remained on the spot until daylight, but found nothing except a plank with 'Charles Edward' upon it, and a boat which they did not pick up. Subsequently, one of the Charles Edward's boats has been picked up near Holyhead. At the conclusion of examination of witnesses, Mr, Lowndes stated that on the following day, he would probably be in a position to produce a witness who would speak to having seen lights exhibited by the Charles Edward during the morning of the 30th of Aug. though he could not prove that the schooner was carrying lights at the time of the collision took place. Captain Harris said the lights of the schooner might have been taken below for the purpose of being trimmed, and that while they were below, the collision occurred. The Court ultimately adjourned until eleven o'clock this Saturday morning for the purposes of hearing the second officer's statement.

Cork Daily Herald - Thursday 21 September 1865.

BOARD OF TRADE INQUIRY. On Saturday, the inquiry by the Board of Trade into the loss of the schooner Charles Edward, of Chester, was continued before Mr. Raffles, stipendiary magistrate, and Captains Harris and Baker, nautical assessors, at the police-court, Dale-street. Mr. Bateson again appeared for Messrs. Burns and MacIver, the owners of the steamer Aleppo; Mr. Lowndes, for the owner of the schooner; and Mr. Cumberland, barrister, for the Board of Trade. A statement by the second officer of the Aleppo, in writing, was put in and read. It was to the effect that as the schooner showed no lights, he was under the impression she was bound up channel, and therefore he did not slacken speed.—Mr. Bateson, having addressed the court, and contended that those in charge of the ship had committed an error, the inquiry adjourned until two o'clock, when judgement was given.

Mr. Raffles; In giving judgment in the case, the court must express deep concern at the serious accident that has occurred to the schooner Charles Edward, and the melancholy loss of life consequent thereon. The concurrent testimony of all the witnesses goes far to show that the schooner exhibited no lights. The vessel was, however, discovered at a distance of from three

quarters of a mile to a mile, and therefore in abundant time for the Aleppo to have avoided her and prompt measures been taken to do so by porting the helm immediately, and, by what is infinitely of more importance, slowing the engines of the steamer, which in this case was not done till the accident was unavoidable. The court has carefully considered the statement made by Mr. Mitchell, the officer in charge of the watch, but cannot accept his explanation that he came to the conclusion from seeing no lights, that the schooner was on the same course as the steamer the drawer is a justification for the omission to slow the engines, as under the circumstances of the case, he could not have been certain that he was correct in his conclusion, and he should have promptly taken every precaution to avoid an undoubted risk. The court must therefore hold Mr. Mitchell responsible under the 28th and 29th sections of the Merchant Shipping Act Amendment Act, and is under the necessity of suspending his certificate, and it is hereby suspended for the space of nine calendar months from this date. And the court feels bound to add that, had it been proved that the Charles Edward exhibited her lights, a much more serious penalty might and probably would have attached to the officer of the watch.

The Globe. Monday 18 September 1865.

The Loss of the Charles Edward. Sentence on Mate of the Aleppo.

On Saturday, the assessors of the Board of Trade gave judgment in this case as follows:

In giving judgment in this case, the Court must express its deep concern at the serious accident which had occurred to the schooner Charles Edward, and the melancholy loss of life consequent thereon. The concurrent testimony of all the witnesses goes far to show that the schooner exhibited no lights. The vessel was, however, discovered a distance of three quarters of mile to a mile, therefore in abundant time for the Aleppo to have avoided her had prompt measures been taken to so, porting the helm immediately and, by what of infinitely more importance, slowing the engines of the steamer, which in this case was not done till the accident was unavoidable. The Court has carefully considered the statement made Mr. Mitchell, the officer in charge of the watch, but cannot accept his explanation that he came to the conclusion, from seeing no lights, that the schooner was on the same course as the steamer, as a justification for the omission to slow the engines; as under the circumstances he could not have been certain that he was correct in his conclusion, and should have promptly taken any precaution to avoid an undoubted risk. The court must, therefore, hold Mr. Mitchell responsible under the 28th and 29th sections of the Merchant Shipping Amendment Act, and is under the necessity of suspending his certificate, and it hereby suspended for the space of nine calendar months from this date ; and the Court feels bound to add that, had it been proved that the Charles Edward exhibited her lights, much more serious penalty might, and probably would have, attached to the officer of watch.

The Final Report of the Inquiry.**Liverpool Mail. Saturday, 23 September 1865.**

THE, COLLISION IN THE IRISH CHANNEL. The following is the official report of Mr. Raffles, stipendiary magistrate, respecting the collision between the steamer Aleppo and the schooner Charles Edward.

TO RIGHT HONOURABLE THE LORDS - THE COMMITTEE PRIVY COUNCIL FOR TRADE.

My Lords, I beg to report the result of the inquiry which I have just held, in conjunction with Captains Harris and Baker, into the loss the schooner Charles Edward, of Chester, by collision with the steamer Aleppo.

The Aleppo is a large screw steamer, belonging to the Cunard Steamship Company, commanded by Mr. George Langlands, and was on her homeward voyage from Galatz, bound for the port of Liverpool. On the morning of the August last, about 2 a.m., being then off Bardsey Island, and going about nine knots, a small vessel was seen by one of the lookout men, bearing about a point and a half on her starboard bow, distant from three-quarters of a mile to one mile, and was immediately reported to the officer of the watch Mr. Thomas Mitchell, the second officer of the ship, who holds a master's certificate of competency. The weather this time is described as clear, but hazy on the horizon. As no lights were seen on the schooner, Mr. Mitchell's first impression was that the vessel was standing the same way as the steamer, and accordingly, he starboarded his helm to give her a wide berth passing. Very shortly, however, he discovered that the vessel was on the starboard tack, standing across their bows, the wind at the time being moderate from the north-west. The helm was then ordered to be put hard a-port, but, unfortunately, too late to avoid collision, and the Aleppo struck the vessel nearly amidships, and she foundered immediately, with all on board. At once made, by throwing life lines and buoys overboard, to save life, the vessel being put back and one of the lifeboats being lowered, but though they remained on the spot till after daylight, no trace of the crew were discovered, and the only evidence that was obtained of this unfortunate vessel was part her headboard with the letters Charles Edward painted thereon. A small boat was seen, floating bottom upwards, but was not secured, and that boat appears to have been subsequently washed ashore near the Stack Lighthouse, bearing the name of the ill-fated schooner. I have felt compelled, with the full concurrence of the nautical assessors, to pronounce Mr. Thomas Mitchell in default for the loss of this vessel, inasmuch as he continued his course at full speed after the vessel was reported to him nearly ahead, and did not take proper and necessary steps to avoid collision till too late. It is true that the officer of the watch, seeing no lights formed the conclusion in his own mind, in the first instance, that the vessel was taking the same course as the steamer, and that he should clear her by starboarding his helm; but the Court could not accept this statement in justification of his conduct, for he could not have been certain that was correct in his conclusion, as indeed plainly appears from his subsequently asking how the vessel was standing, and he should have promptly taken every precaution to avoid an undoubted risk. By thus allowing valuable time to elapse when the course the schooner was correctly ascertained the collision had become inevitable. The Court has held Mr. Mitchell responsible, under the 28th and 29th sections of the Merchant Shipping Act Amendment Act, for the loss of this unfortunate vessel and the consequent sacrifice of life and property, and has suspended his certificate for nine calendar months. In awarding this sentence, the Court has felt called upon to add that had it

been proved that the Charles Edward had exhibited her lights, a much more severe penalty might and probably would have attached to the officer, of the watch. I have honour to remain, lords, your lordships' most obedient servant,

T. S. RAFFLES, Police Magistrate.

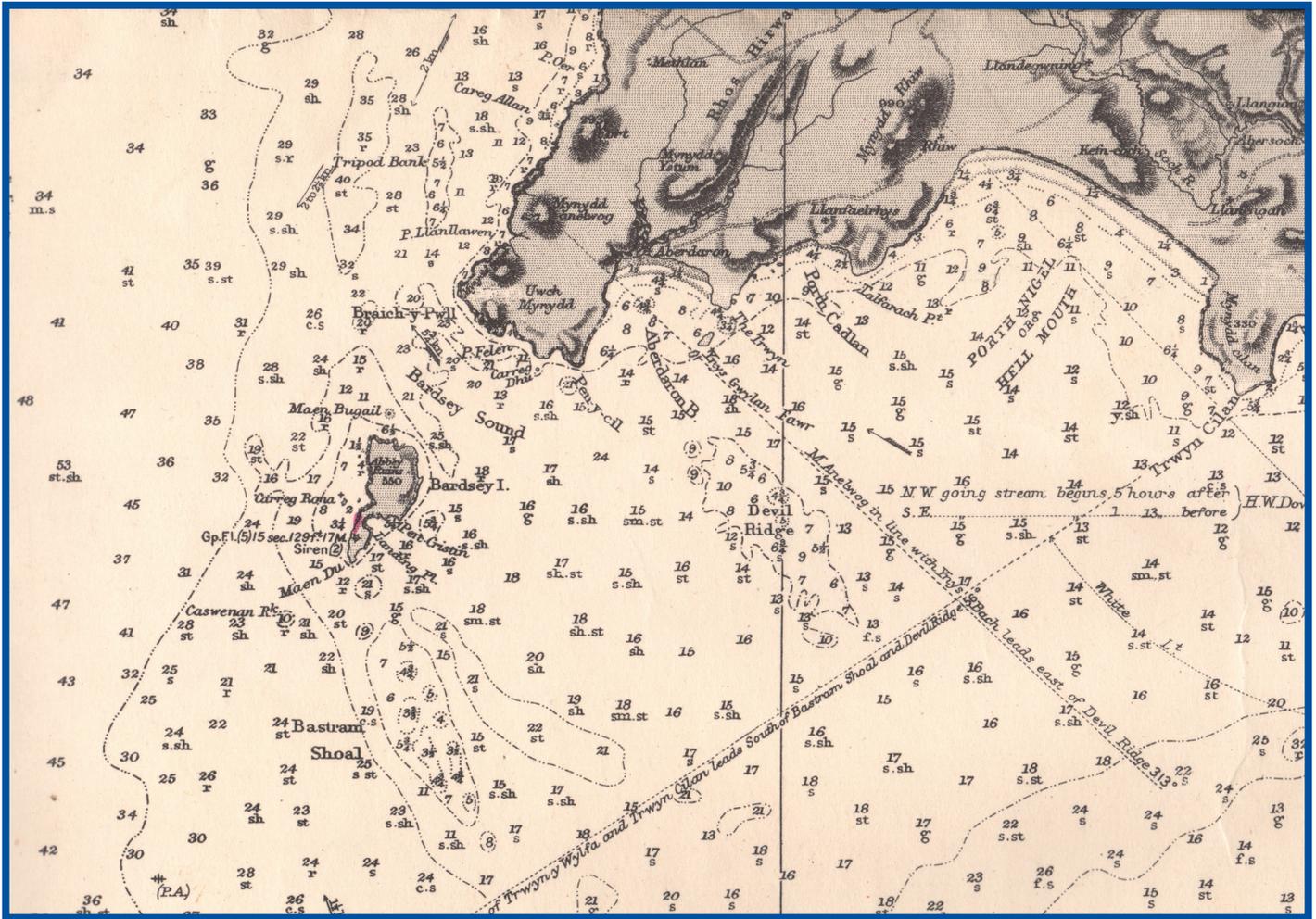
We concur in this report,

HENRY HARRIS, R. B. BAKER, Nautical Assessors.

The name Thomas Stanford Raffles comes up time and time again in the shipwreck reports of the Liverpool and North Wales newspapers between 1861 (Wreck of the 'Danube') and 1890 (Wreck of the 'Hermine'). The article below appeared in another newspaper on the same day that the Court of Inquiry was reported.

The Illustrated Usk Observer and Raglan Herald. 23rd September 1865.

Mr. Raffles, the Liverpool stipendiary, has determined that in future if sailors charged with refusing to proceed to sea in vessels for which they had signed articles are taken into custody without warrant, he would not hear the charges against them, and that they must either be summoned or proceeded against upon warrant. This regulation will completely change the course of proceeding against sailors in the port of Liverpool.



Depths in Fathoms (One Fathom = Six Feet = 1.8288 Metres)

CHA 1865-66.										Classification.			
No.	Ships.	Masters.	Tons.	DIMENSIONS.			BUILD.		Owners.	Port belonging to.	Port of Survey and Destined Voyage.	No. Years first assigned.	Character for Hull & Stores.
				Length.	Breadth.	Depth.	Where.	When.					
376	Charles Capper ✠ SewSr (Iron)	Gibson MC.64	754	200'0"	27'9"	17'6"	Nwcastl	1864	C. Capper	London	Lon.	—	⊕ 1 8,64
7	Chaloner S F&Z I.B.	D. Brodie	787	150'0"	33'6"	22'2"	N.Brns	1846	J. Wignall	Fleetwd	Liv. Medit.	—	⊕ 1 2.65
✠ 8	Edward Sr I.B.	Hawett	65	68'0"	18'2"	8'3"	R.Dec	1858	Holt & Co.	Chester	Chs. Coaster	9	⊕ 1 4,64 Wrecked

An extract from Lloyd's Register, with the ominous word 'Wrecked'.

Questions asked following the Inquiry and Sentencing of the First Officer.**North Wales Chronicle and Advertiser for the Principality. 30th September 1865**
THE LOSS OF THE 'CHARLES EDWARD'.

In a leader upon the case which last week formed the object of an official enquiry at Liverpool, Mitchell's Steam Shipping Journal, after detailing the facts and commenting upon the circumstances that the 'Charles Edward' carried no lights, proceeds to question the decision of the Court as follows. "On this state of facts the action arises - was any blame really attachable to the officer in charge of the 'Aleppo'? The court of inquiry justify their suspension of the mate's certificate by referring to the 28th and 29th sections of the act of 1862 intimating that at the time, that had it not been proved that the 'Charles Edward' had not exhibited her lights, a much more severe penalty would have been instituted. Now, the former of these sections provides that where breaches of the regulations for prevention of collisions are committed, and damage to person or property is the result, "such damage shall be deemed to have been occasioned by the wilful default of the person in charge of the deck of the ship at the time while the latter section provides that, where collision ensues from breach of the regulations, the ship infringing shall be deemed in fault. The two sections are very much alike, only that, under the 28th, the master, mate, or pilot, or whoever may be in charge of the deck, is made liable over to the owner of the wrong-doing ship for any compensation he might be obliged to pay to the sufferer in consequence of the casualty; while the 29th section makes the wrong doing ship answerable for the damage occasioned, and where the prescribed regulations have been disregarded. Suppose, therefore, the 'Charles Edward', instead of being sunk, had only been injured, and that her owners sued the 'Aleppo' for damages under the statute, or that, under existing circumstances, a cause of collision is instituted, it is for the owners of the 'Charles Edward' to show that the vessel had obeyed the regulations, and did not precipitate in any way the collision. But it is established that the 'Charles Edward', on the night in question, carried no lights, and the Court would assuredly hold that, having failed to comply with the regulations, her owners could not maintain all action against the 'Aleppo' as a wrong-doing ship. If this be so, we cannot think the Court of Enquiry were justified in suspending Mr. Mitchell's certificate, relying as they do in taking that course, upon the above cited sections of the merchant shipping amendment act. We are quite aware that the 17th article of the steering and sailing rules directs that every steamship, when approaching another ship, so as to involve risk of collision" shall slacken her speed, or, if necessary, stop and reverse, and that all steam-ships shall, when in a fog, go at moderate speed. But what reason had the mate of the 'Aleppo' to know that he was nearing the 'Charles Edward', so as to involve risk of collision. He saw no lights, which he naturally he concluded he must have done if the ships were approaching each other, and the only conclusion open to him was that which he adopted, namely, that he was overhauling the vessel ahead, and on this he acted, never dreaming, of course, that the vessel sighted, carried no lights at all. The weather was hazy, but there could have been no fog, for the 'Charles Edward' was seen at a distance of three-quarters of a mile. We have seen nothing to convince us that the rate at which the 'Aleppo' was going constituted, under the circumstances, a breach of the regulations, while it is abundantly clear that a good look-out was kept, and that the ships engines were slowed the moment danger was seen, or even suspected. We have never been the apologists for want of caution, more especially on the part of those who command or have charge of steam vessels; but we know that casualties will occasionally occur, which the utmost

prudence or forethought cannot prevent, and we can find nothing in the evidence adduced in the case we have been examining, to convince us that the casualty which befell the 'Charles Edward' on the night of the 30th of August was occasioned by the wilful default of the mate of the 'Aleppo', while we are quite sure that it was precipitated by the neglect of the schooner's people in not exhibiting their lights."

Shipping and Mercantile Gazette. Friday, 24 November 1865.

MARITIME AND COMMERCIAL LAW. ADMIRALTY COURT, LONDON - Nov. 23

THE CHARLES EDWARD V. THE ALEPPO (S S).— COLLISION. (Before Dr. Lushington.)

This was an action brought by the Owners the late schooner Charles Edward, tons register, from Duddon, near Ulverstone, for Cardiff, with cargo iron ore, against the Owners of the iron screw steamer Aleppo, 1,458 tons register, from Malta, with a cargo of grain, for Liverpool, to recover for a total loss, arising from collision between them off Bardsey Island, about A.M. the 30th August last. For the plaintiffs, the wind was stated as about N.N.W., and the weather fine and clear; for the defendants, the former was represented about N. by W., and the latter fine, but that there was some haze on the horizon. The petition for the plaintiffs alleged, that the schooner was proceeding down Channel, close-hauled on the starboard tack, heading about W., carrying her regulation lights, brightly burning, and a good look-out being maintained on board her, when the steamer was seen approaching, heading about N.E. 1/2 N., and that shortly afterwards the steamer struck the schooner with such violence that she sunk, all her Crew (five, including the Master) being unfortunately drowned. The case for the defendants pleaded that the Aleppo was proceeding at about nine knots, under steam, with her try-sail set, and was steering standard compass N.E. 1/2 N., and was exhibiting her regulation lights, her Crew keeping a good look-out, when the schooner was perceived a little on the starboard bow, three quarters of a mile off; that no lights could be seen on board her, and it was conceived that she was going the same course as the Aleppo, and the Aleppo's helm was starboarded to give her a clear berth; that shortly afterwards, the strange vessel was made out to standing across the bows of the steamer, and the steamer's helm was thereupon put hard a-port; that the engines were also slowed and stopped, but nevertheless a collision took place, the stem of the Aleppo striking the schooner on the port quarter, whereby the schooner was sunk and lost; that every effort was made to save the schooner's Crew, but after long search they could not be discovered, and the steamer then proceeded on her course to Liverpool The Aleppo attributed the collision to the schooner not carrying the proper regulation lights duly exhibited. One witness was called for the plaintiffs, but none for the defendants.

The Court was assisted Captain Shuttleworth and Captain Bayly.

Mr. Milward, Q.C., and Mr. Cohen appeared for the plaintiffs; Mr. Brett, Q.C., and Mr. V. Lushington for the defendants.

The Court, in addressing the Elder Brethren, said:

Gentlemen, the first question for your consideration is, whether you are of opinion that, it being admitted that the schooner was seen three-quarters of a mile off, a little upon the starboard bow, and upon certainly a very clear night, it was a just and fair inference to suppose that she was going in the same course the steamer; secondly, whether it was not practicable, with due care, to have discovered the course which she was pursuing in ample time to have avoided her if proper measures had been adopted.

The Court and Elder Brethren then retired for consultation, and upon their return, Dr. Lushington said:

The Trinity Masters consider that had the Aleppo, when she first saw the schooner, put her helm a-port, the collision would not have taken place; that had the Aleppo, when she saw the schooner was standing across her bows, her helm being then to starboard, gone on full speed with her helm hard a-starboard, she would then have gone clear ; and that it was the indecision of the Aleppo in changing her helm that caused the collision. Further, that if there were no lights on board the schooner, still there was ample time after seeing her to have avoided the collision.

I pronounce against the Aleppo.

Decree accordingly.



Bardsey Island, as seen from the south-west.

7.0 Analysis.

A collision between a 2,100-ton steamship and a 65-ton wooden sailing ship was a completely uneven contest, with hardly any damage to the ‘Aleppo’ but with a catastrophic result for the ‘Charles Edward’.

From the contemporary newspaper reports, it is possible that the ‘Charles Edward’ was showing no lights when she was struck by the steamship ‘Aleppo’ off Bardsey Island in 1865, but there is no proof of this fact as everyone aboard the schooner was drowned. If she was sailing without lights, then perhaps Thomas Mitchell, the second officer of the ‘Aleppo’, was incorrectly convicted of negligence, and did not deserve to have his licence suspended. However, the subsequent court-case did find that the ‘Aleppo’ was at fault, even if the ‘Charles Edward’ had failed to display any navigation-lights. We shall never know the truth.

Conclusions & Recommendations.

It is concluded that the topsail schooner ‘Charles Edward’ lies on the seabed to the west of Bardsey Island, but in a depth of water that is far too deep for amateur divers to explore.

9.0. References.

Sources include: Lloyd’s Register.

Shipwreck Index of the British Isles. Vol 5 (Richard Larnie, Lloyd’s Register).

The Essential Underwater Guide to North Wales. Vol. One, Part One. (Chris Holden)

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