

**Welsh Wreck Web Research Project  
(North Cardigan Bay)**

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



A fully rigged ship

Report compiled by:

**Graeme Perks**

Report Title:

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

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Date:

**January 2022**

Report Ref:

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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 fully rigged ship Europe of 661 tons was employed importing guano from the Chincha Islands, Peru , the new guano islands at the Kooria Mooira Islands and a voyage from Akyab with rice. The Europe ran aground on Sarn Badrig in 1857 and was abandoned by the crew before drifting off with only the master on board to Pwllheli. The salvors of the Europe were awarded £260. The Europe made a voyage to Akyab returning with a cargo of rice. On the return voyage from the Kooria Mooira Islands in 1859 with guano the Europe sprang a leak in the Atlantic and sank, the crew being rescued after two days in a ships boat.

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MADU

## 2.5 Abbreviations

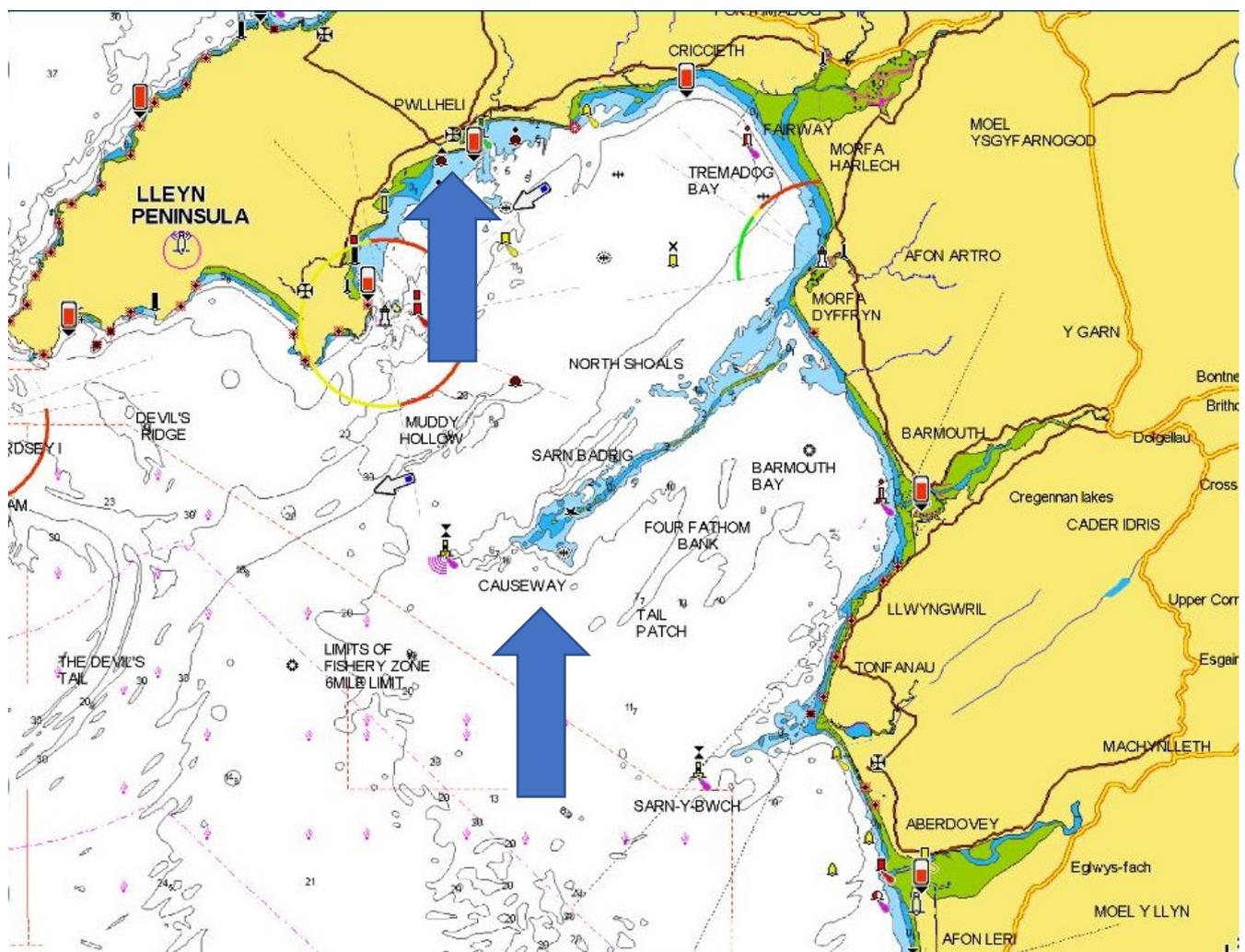
BNA	British Newspaper Archives
LR	Lloyds Register of shipping
MADU	Malvern Archaeological Diving Unit
NAS	Nautical Archaeology Society
NAW	National Archives of Wales
NPRN	National Primary Resource Number
WNL	Welsh Newspapers on Line
w/e	Week ending

### 3.0 Introduction

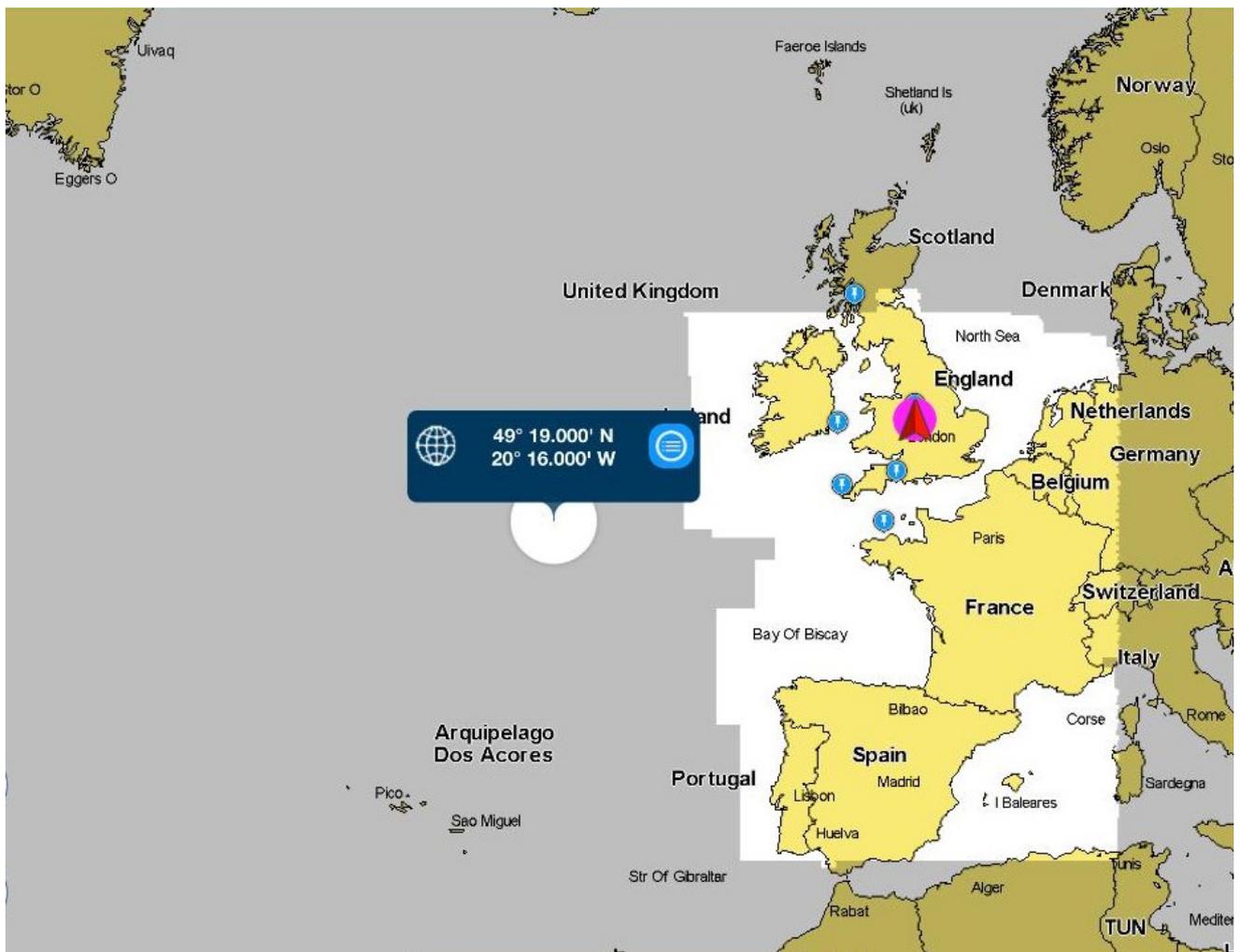
1. I selected Europe to research because she was alleged to have struck and floated off the causeway and I wished to identify her and see how much information I could find about her. I also wanted to find out what happened and to discover:
2. The dimensions of the vessel, although for this period of time apart from the draught, they would have only been recorded in on line information if the Lloyd's survey was available or the vessel had been advertised for sale in a surviving newspaper. Who the builder was and when she was built and any other information available about her.
3. Information concerning the voyages, cargo's, any events affecting the vessel, details of its masters, crew and owners.
4. To find out the sequency of events leading up to the loss of the vessel, whenever that was and the event in 1857.
5. To discover the cause of the event in 1857 and if the vessel survived, the cause of its eventual loss.
6. The events that happened after the incident in 1857 and up to and after its loss if it survived.
7. If there were any previous research of the vessel for the 1857 incident and its story.
8. If there was a wreck site for Europe and if it had been identified, dived and recorded.
9. If any salvage of the vessel and its cargo had been carried out
10. If any previous reports had been produced for the Europe.

## 4.0 Background

When I started this project it was reported that Europe 661 tons was a wooden ship that in November 1857 struck the causeway, later floated off and went to Pwllheli. She was carrying a cargo of guano.



The Sarn Badrig (St Patricks causeway) and Pwllheli



Position given for sinking of Europe

## 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. The new internet provider has now connected my home by a fibre connection so it is very much faster. The Laptop uses Bing search engine but I also use Google which produces less advertisements and less Americanised content.

I searched Lloyds Register of Shipping ( LR ) for "Europe " looking for details of her dimensions, master, builders and owners from 1854 to 1859 with no match.

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

I searched the Crewlist Project for " Europe" looking for her official number and links to MNL, appropriation book, crew lists, owner and master with a match. I searched the Canadian ships list via the link with no matches.

I searched The British Newspaper Archives (BNA) for "Europe Dixon", "Europe Burnett", and "Europe Liverpool" looking for sailings, arrivals, a launch, owners, builders, mishaps and any details of her loss and found a number of matches.

I searched Welsh newspapers on line for "Europe" looking for sailings, arrivals, a launch, owners, builders and any details of her loss and found no matches.

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

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

## 6.0 Results

Vessel	Name/s	Europe		
	Type	Fully rigged Ship		
		Cargo		
Built	Date	1854		
	Builder	Unknown		
Construction	Materials	Wood		
	Decks	One		
	Bulkheads	None		
Propulsion	Type	Sail		
	Details	Square rigged		
Engine	Details	N/A		
	Boilers			
Drive	Type			
	Number			
Dimensions	Length	Unknown	ft	ins
	Beam		ft	ins
	Draught		ft	ins
				m
				m
Tonnage	Gross	661 tons		
	Net			
Owner	First	Unknown		
	Last	Unknown		
	Others			
Registry	Port	Liverpool		
	Flag	British		
	Number	6100		
History	Routes	From Liverpool to Chinchas Islands, Akyab and Kooria Moorias Islands		
	Cargo	Guano, Rice		
Final Voyage	From	Callao via Queenstown for orders		
	To	Leith		
	Captain	Henry Dixon		
	Crew	18		
	Passengers	None		
	Cargo	Guano		
Wrecking	Date	22nd November 1857		
	Location	Sarn Badrig (St Patricks Causeway)		
	Cause	Poor navigation		
	Loss of life	None		
	Outcome	Floated off, drifting near Pwllheli, taken to St Tudwall's Roads and anchored		

Final Voyage		
	From	Kooria Moorla Islands, Arabian Sea
	To	United Kingdom
	Captain	Burnett
	Crew	Unknown
	Passengers	None
Wrecking	Cargo	Guano
	Date	17 <sup>th</sup> April 1859
	Location	lat. 41 19 N., long. 20 16 W
	Cause	Sprang a Leak
	Loss of life	None
	Outcome	Sank

### **Shipping and Mercantile Gazette - Friday 13 October 1854**

IMPORTS INTO THE PORT OF LONDON FOR THE WEEK ENDING OCT. 12.

OCTOBER 7

Callao [Europe], 615 t guano

### **Liverpool Mail - Saturday 21 April 1855**

#### SHIPPING INTELLIGENCE.

Europe, Dixon, from London (88 days from the Downs); Grampian, Wilson, and Barbadian, M'Intyre, both from the Clyde; Sultan, Flett, from Cork ; Alabama, Masters, from Newport; Margaret, Spratley, from Montevideo; Lady Sale, Davidson; Norway, Davidson; Atrevido, ; and Birmingham, Tullock, all from Australia ; and Astoria, from Chinchas, (and sailed for this port, 6th March,) all at Callao.

### **Morning Herald (London) - Thursday 30 October 1856**

The value of exports from Akyab during the season last closed amounted to the total sum of 1,09,78,965 rs., say £1,970,000. sterling. As the solo export of any importance from Akyab consists of rice, we may take nearly the whole of this value to represent that article, and we are, therefore, we dare say, considerably within the mark when we estimate the total export of the staple of Akyab during 1855-56 at about 370,000 tons, of which four-fifths went on ships cleared out for the United Kingdom or probably touching at a British port for orders.

**Northern Daily Times - Saturday 01 November 1856**

From the log of the ship Europe, arrived here from Akyab — Sept. 14<sup>th</sup> in lat. 4 27 N.. long. 21 22 W. exchanged signals with the ship Cathcart, from Glasgow. Sept. 27. in lat. 12.1 N., long. 24 35 W., spoke the American whaler Timor, 41 days out; the same day exchanged signals with the British ship Nabob. Sept. 28, in lat. 12. 48 N., long. 25. 21 W., spoke the American ship Walter Lord, from Newport for Rio Janeiro, 21 days out.

**Liverpool Daily Post - Friday 14 November 1856**

COMMERCIAL SALES.

NEXT WEEK

On account of whom it may concern. On Tuesday next, the 18th instant, at Twelve, at the Brokers Office. York-buildings,

2,951 Bags RICE. {

1,707 Bags PADDY, { all faults

- ex Europe, from Akyab, in the Albert Dock.—

Apply to PATTINSON and CLARK, Brokers.

**Lloyd's List - Tuesday 24 November 1857**

Pwllheli, 23<sup>rd</sup> Nov.

The ship reported ashore yesterday on the Causeway floated off last night, and at daylight was in the bay, about one mile off shore; a boat from hence found only the master and one man on board of her; other boats sent out last night put 12 men aboard ; it appears that the rest of the crew had landed under Harlech; the vessel was brought to anchor in Studwell's Roads at 4 p.m., and one of the pilots reports seeing "EUROPEAN of Liverpool " on her stern.

Liverpool, 23<sup>rd</sup> Nov.

A letter from Barmouth states that the vessel on the causeway was the EUROPE, Dixon from Callao, and that she got off with 15 inches of water. [Mem. See Pwllheli paragraph]

**Shipping and Mercantile Gazette - Saturday 28 November 1857**

Depositions and Reports from Receivers under the Merchant Shipping Act of 1851.—The following have been received: -

Pwllheli, Nov. 25.—Henry Dixon, Captain of the Europe ship, of Liverpool, from Chinha Isles for Queenstown. Cork

**Liverpool Albion - Monday 30 November 1857**

PWLLHELI Nov. 23.—Yesterday morning a large ship was observed making up this bay, owing, it was supposed, to her having mistaken her course the previous night. Wind S.W. About two, p.m. she grounded on St. Patrick's Causeway, six miles N.W. from Barmouth. She, however, fortunately floated off during that night ; for at daylight on Monday morning she was observed unmanageable and driving with the wind, with flags of distress hoisted, and close to a lee shore not far off Penychain Point, upon which a party of about twenty-two men from this place took a boat and immediately boarded her, took her in charge, and worked her off to safe anchorage at Saint Tudwal Roads. She appeared to be the Europe, of Liverpool, Dixon, master, 900 tons, laden with guano, from Callao for Leith. Only the master was on board, the crew, eighteen in number, having left her in a boat about five the previous evening, while she lay on the Causeway, and they all safely landed that night near Harlech. They subsequently re-joined the vessel at Saint Tudwal Roads. The party who boarded her deserve great credit, for their prompt assistance, and ought to be fairly recompensed. —*Carnarvon Herald*.

**North British Daily Mail - Wednesday 02 December 1857**

PWLLHELI Nov. 29.—A claim of £500 was made by the several boats crews who assisted the ship Europe, Dixon, from Chinha Isles for Leith (guano), and which struck the Causeway, and afterwards floated off and grounded on the Abererch Sands, by Pwllheli, from which place the assistance was first rendered (the master being alone, the crew having deserted him) to St Tudwell's Roads. The claim was left to the decision of two arbitrators who have awarded them the sum of £260; the salvors to pay the costs of hearing. The Europe proceeded from the Roads this day for Liverpool, having received counter orders not to go to Leith. Up to the time of sailing made little or no water.

### Caernarvon & Denbigh Herald - Saturday 05 December 1857

PWLLHELI.—The ship Europe, Henry Dixon master, reported in our last paper, sailed from St. Tudwall's Roads on Sunday afternoon last, for Liverpool, having received orders to proceed to that port, and not to Leith. The boats' crews who assisted the master in taking the vessel to the Roads, have been awarded the sum of £260. for their services, including the boats. The shares were divided into £25. At the time of the vessel's sailing, although having struck on the Causeway, and afterwards grounded on Abererch beach, she made no water, having been surveyed by two competent surveyors of this place.



Fig. 1

Guano Islands Off Peru

### The North Wales Chronicle and Advertiser for the Principality 5th December 1857

NARROW ESCAPE.—On Sunday, the, 22nd ult., a large ship was observed from Abersoch, down Cardigan Bay, apparently in distress, but no particular notice was taken of her, it being midday and blowing a light breeze however, about two o'clock in the afternoon, she was observed to be quite stationary, and it was then

ascertained that she was aground on St Patrick's Causeway. A boat was soon manned to go to her, to offer assistance, if required, but as it was getting dusk, the project was postponed till the following morning. When morning dawned, to the astonishment of all the good folk of Abersoch, the ship was observed to be close to the Gimblet, in Pwllheli Bay, having floated at flood tide -the wind also being favourable to her, it blowing rather fresh from the southward. A boat from Pwllheli boarded her, when it was found that the captain was the only person on board, the crew having taken to the boats, when she was aground, and landed on the beach, under Harlech Castle. The ship proved to be the "Europe," of Liverpool, Dickson, master, bound to Leith, from one of the Chinese Islands, with guano, and was brought to St. Tudwell's Roads by the boat's crew. It appears she suffered very little damage. She left the Roads on Sunday, for Liverpool.

### **Clare Journal, and Ennis Advertiser - Monday 07 December 1857**

GUANO THE KOORIA MOORIA ISLANDS. Mr. William Flett, master of the ship *Credenda*, has written a letter to Joseph Hindson, of Liverpool, dated "Island of Jiblees, 8th October, 1857." in which he states that there is a large quantity good Guano on the island. Another letter dated "Muscat. October 19th, 1857," Our prospects are most promising; there are not less than half a million tons of good Guano, equal to Upper Peruvian, on the Island of Jiblees alone." On account of the vast consumption of guano, this intelligence will doubt be gratifying to our agricultural friends.

### **Morning Advertiser - Thursday 05 May 1859**

CROOK HAVEN, May 2.— Arrived Twee Vrienden Buenos Ayres. Europe, from Kooria Mooriam, was abandoned at sea lat. 41N long. 26W.—crew arrived here in the Twee Vrienden, from Buenos Ayres

### **Greenock Advertiser - Saturday 07 May 1859**

On 17th ult., in lat. 41 19 N., long. 20 16 W., the ship *Europe*, Burnett, of Liverpool, from Kooria Mooriam Islands, was abandoned, there being seven feet water in the after hold, and three feet in the well; ship settling down the stem. the 19th, the crew, after having been two days in their boats, were picked up by the brigantine, *Twee Vrienden*, of Rotterdam, arrived at Crookhaven.

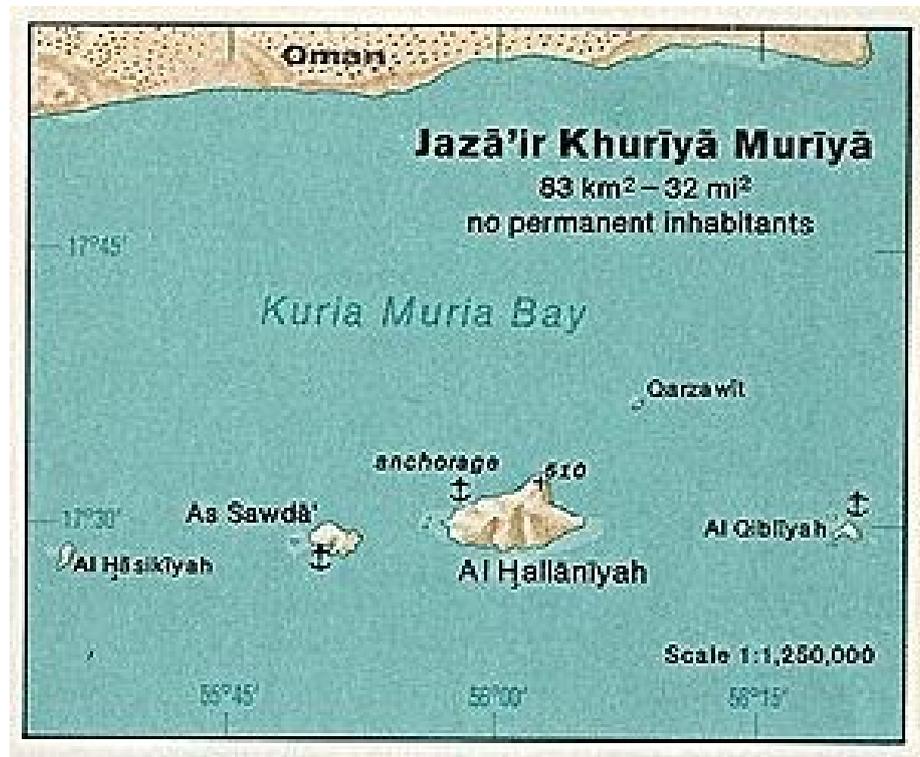


Fig. 2 Kooria Mooraa Islands

Khuriya Muriya Islands (also Kuria Muria, Kooria Mooraa, Curia Muria) are a group of five islands in the Arabian Sea, 40 km (25 mi) off the south eastern coast of Oman.

In 1854 the sultan of Muscat (later Muscat and Oman, now Oman) presented the islands to Queen Victoria as a gift and responsibility for the islands was granted to the Bombay government in British India. There was some concern at the time that the deed of cession was null since the sultan had no rights over the archipelago. The Red Sea and India Telegraph Company, formed in 1858, intended to use one of the islands as a base for a telegraph connection between Aden and Karachi but the project was abandoned in 1861 after sections of the cable failed. A group of Liverpool entrepreneurs were granted monopoly rights to harvest the abundant guano deposits, but after having met resistance from the local inhabitants who considered that resource theirs, and questions in the British parliament about the advisability of granting monopoly rights to anyone, the mining was abandoned after some 200,000 tons had been extracted between 1855 and 1860. During that period, the archipelago presented a busy scene, with up to 52 ships present on one occasion.



Fig. 3 Aden Colony and dependencies, including the Kuria Muria Islands

In 1869, the Suez Canal was opened, greatly reducing the distance between Britain and India by some 4,500 miles as ships no longer needed to travel round southern Africa. This route was unsuitable for sailing vessels which needed to be towed through the canal.

### **North British Agriculturist - Wednesday 25 February 1857**

GUANO. The shipments from the Chincha Islands to Europe and America continue far below the requirements of both continents. An unlimited demand, with moderate import, enables the agents to command any price they are pleased to fix. It is a remarkable fact that the proprietors of the almost virgin soils of the United States eagerly compete for it with the owners of the flat tracts of Holland, the planters of the West Indies, the vine growers of Spain, and the farmers and landowners of Great Britain and Central Germany. It is difficult on account of the

moderate rates demanded by shipowners for its conveyance to divine the reason why the import is so small ; it is stated the officials of the Peruvian Government are apprehensive of an early exhaustion of the deposit, against this guess I submit another guess made by an official of one of the Scandinavian Governments, who has recently returned from, a visit to the islands: he states that the islands will yield 50,000 tons per annum for two thousand years, a total of 100,000,000 in total. When one remembers that this deposit has been accumulating from time immemorial, this hypothesis may be as correct as any other.

### **Elgin Courier - Friday 11 December 1857**

Imperial Parliament.

HOUSE OF COMMONS

SUPPLY OF GUANO.

Mr Labouchere said a ship of war had been sent to protect British vessels in the removal of guano from the Kooria Moorina Islands, and he had hopes that a good supply of guano would now be obtained from these islands.

### **Field - Saturday 09 January 1858**

In reference to the supply of guano from the Kooria Moorina islands, a letter lately addressed to the Editor of the Shipping Gazette, from a captain of one of the vessels who had been there about twenty-four days, gives the following particulars:—" I have on board about 70 tons of guano, of the quality of which I am very doubtful, and the labour we require to prepare it is very great, I think I speak within bounds when I say that 100 tons of stones and other useless matter have to pass through our hands for fifteen tons of what we are taking for guano. and that has little or no email, unless mixed with lime or soda-ash ; and I think it will be at least two months before I can get loaded. I think Capt. Freemantle's report of the islands is very correct. . . . There was only one cave on the island of any good, and it is now worked out; others have been tried, and have turned out badly ; and the labour of working them is immense. I am working on a plain where there is very good guano, but a great quantity of stones. When in good working order, we can prepare and load only about five or six tons a day." This statement appears to confirm fully the opinion we have always maintained ; and we recur to the subject because the whole business ought to be fully exposed.

These Kooria Moorla Islands have evidently been made use of to answer some purpose or other. As for a supply of guano, that is out of the question, notwithstanding the staring assertion of Mr. Ord that there were 500,000 tons upon the islands. It is right that the farmers should be undeceived upon this point, as the time approaches when artificial manures are in request, As to Peruvian guano, the agents, Messrs. Gibbs, have virtually given out that there is no prospect of any diminution in the price; and there is none forthcoming from these islands. It is evident, therefore, that those who require artificial manures must be content either to pay the price for the Peruvian, or to resort to other manures. In the letter from which we have quoted, it is stated that the ship of war which was stationed there was about to leave for Trincomalee; and there was then an expectation of a general strike among the seamen. This will tend still further to stop any small amount of guano that may with difficulty be obtained. The departure of the war-vessel at this juncture would not, we think, have been permitted had the prospects been at all as represented. We may therefore reasonably conclude that the statements hitherto made are misrepresentations, and that ere long the whole bubble will burst; and, after sundry execrations against those who have perhaps here deceived themselves (though that can hardly be the case), the very names of the islands will be consigned to their merited oblivion.

### **The Era - Sunday 10 January 1858**

Her Majesty's screw steam-sloop Cordelia had arrived at the Kooria Moorla Islands, and had proceeded to Bombay to refit.

### **Homeward Mail from India, China and the East - Thursday 28 January 1858**

Calcutta journal states :—The subjoined account of an analysis, made by Dr. Giraud, Chemical Analyser to Government, of a sample of guano recently brought by the Cordelia from the Kooria Moorla Islands, will doubtless prove interesting to our readers. The sample was submitted for examination by the Secretary to the Bombay Chamber of Commerce, to whom Dr. Giraud writes as follows:

I have the honour to acknowledge the receipt of your letter, No. 122, of 1857, with accompanying sample of guano, contained in an unsealed bottle, labelled Specimen of Guano as shipped from Jeblea, Kooria Moorla Bay.' 2. This specimen is a deep fawn-coloured powder, free from odour. Chemical analysis shows the following to be its composition in 100 parts.

Water	2.20
Organic matter	18.15
Insoluble Earth, Salts and Sand ...	36.20
Phosphates	38.55
Alkaline Salts ...	... 4-90
.	100-00
.	Total ammonia 0.336.

The value of guano depends, first of all, upon the quantity of ammonia it is capable of yielding; and, secondly, upon its proportion of phosphates. In this sample the ammonia exists as mere trace; not even imparting the slightest ammoniacal odour. It is indeed more defective in this essential ingredient than is the specimen from the Kooria Moorria Islands in the Government Central Museum. The proportion of phosphates is a very fair average; and larger than in the specimen in the Central Museum.

4. It must be bore in mind that samples of guano from the same locality may differ much in composition, as they are taken from the surface, or from considerable depths. The surface guano is always more deficient in organic matters yielding ammonia; and this is especially the case in locality subjected to a high temperature and much rain.

5. all the guano of the Kooria Moorria Islands is like this sample brought by H. M.'s ship Cordelia it is very worthless, and inferior to ground bones in the proportion of about 50 per cent."

### **Ballymena Observer - Saturday 30 January 1858**

The Kooria Mooira New Guano Islands.— Letters were received Liverpool from the Kooria Moorria guano island', from which it appears that there were at the latest dates less than 30 ships loading. The work, however, proceeded slowly in consequence of the great want of labour, which is ascribed to Brigadier Coglan, governor of Aden, who, like the Bombay government, is said to be hostile to guano speculations. In the absence of the ship of war which had been stationed at the islands a riot had taken place between the labourers, sailors, and natives, in which several were killed and wounded.

### **Aberdeen Herald and General Advertiser – Saturday 27 February 1858**

Difficulty of Obtaining Guano at the Kooria Moorria Islands. —We take the following from the Greenock Advertiser : Greenock shipmaster, writing from the

Kooria Moorina Islands, describes them bearing the palm among the most wretched and miserable places on the face of the earth, and the labour in obtaining cargo as worse than brute beasts are doomed to suffer. The men are obliged to dig the guano with pickaxes and shovels, then to screen or riddle it, and fill it into bags. These they carry their backs for a mile of very rough roads, and under broiling sun, to the edge of the cliffs, whence they are shot jack-stays over a precipice of about 300 feet in height. They are then boated off to the ship, but the sea is often heavy to render this impossible. The water, which procured from neighbouring island, is brackish. After all this severe labour, three months often expire before half a cargo can be obtained. There were thirty-four vessels the islands the date of the letter.

The Kooria Moorina Guano Islands.—At a meeting of masters of thirty-nine vessels, held at the Kooria Moorina Islands on the 14<sup>th</sup> January, resolutions were passed, stating that the three islands, Haski, Jiblees, and Ghurzood, are not covered with guano, as stated by Ord, Hindson, and Hayes, the lessees ; that the quality is not anything like Ichaboe and Upper Peru ; that the facilities for loading are not equal to those at Ichaboe ; that the sea is often very rough, and several ships have lost anchors ; that there are no safe harbours for ships on the island of Jiblees, boats even not being always safe ; that abundance of labour cannot be obtained from Aden, the Indian Government having refused labourers permission to leave Aden ; that the statement of the dryness of the climate is false, rain having frequently fallen; that man been able to dig and load half a ton day ; that no ship can lie with safety half mile off Jiblees ; that the meeting considers that the lessees should forfeit the amount of licence, and that no masters of ships at the Kooria Moorina islands should sign bills of lading (except under protest) for any guano got there. The meeting concluded with resolution condemnatory of the parties who circulated false reports respecting the value and quantity of the guano, and regretting that Capt. Freemantle's report, showing the true state, had not been published earlier.

### **Carlisle Journal - Friday 05 March 1858**

The Kooria Moorina Guano.—Mr. Caird, M.P., writes to the Times of Wednesday, explaining, on the authority of authentic statements, the causes which have restricted the supply of guano this year from the Kooria Moorina islands. These are chiefly the want of labour and means of conveyance. There will probably have been 26,000 to 30,000 tons conveyed hither the first season ; and the estimated quantity on the islands is altogether about 800,000 tons. Mr. Caird concludes—

The enterprise last year looked so promising that we all expected by this time to have seen the Peruvian monopoly brought under the control of an effective competition. For another year we seem to be again within its grasp. But the consumers have a weapon which they can use against monopoly—combination. The stock of Peruvian guano in England at present is unusually large, and is rapidly accumulating. For every crop except potatoes and mangold other artificial manures may be substituted for Peruvian guano, and for those two let the farmer reserve his yard manure. If every farmer in this country would abstain for a season from the purchase of Peruvian guano, rendered less tempting, any rate, by the present prices of agricultural produce, we should probably have a reduction before the end the year to the former regular price of £9. 5s. a ton

### **Friend of India and Statesman – Thursday 25 March 1858**

A correspondent of the same journal says that the guano from the Kooria Moorias islands is selling in England for £7-10 to £8 a ton. Experiments made at home with this manure prove it equal to the best Peruvian. At present there are 32 ships loading at the Kooria Moorias. A vessel of 1,000 tons should have 30 labourers in addition to her crew, who can be procured at Muscat, Aden, Zanzibar, Johanna or the Seychelles ; three dozen riddles with meshes 1-12th of an inch clear ; three ordinary lime screws ; eighteen picks ; three dozen shovels ; four good wheel barrows ; four garden rakes ; two crowbars ; 5,000 gunny hags, and mats for dunnage : a dozen rough studding sail boom spars ; 25 rough rick. ere, 20 2½ inch planks, 70 feet long and as broad as possible ; an extra boat of from ten to fifteen tons, and planks to construct a shoot. With such labour and machinery a ship might load a thousand tons in three months. Apropos to the letter are Punch's lines :

On the Kooria Moorias Islands  
 May guano in plenty be found,  
 But oh ! they're such hard rocky dry lands,  
 We can't dig it out of the ground.

Meanwhile the Thames, under our noses,  
 Flows rich with deposit impure,  
 And we waste all that essence of roses,  
 That treasure of native manure.

**Kentish Gazette - Tuesday 13 April 1858**

Guano. —Since the receipt of the late discouraging advices from the Kooria Moorla Islands, the demand for Peruvian guano has considerably increased. Many persons seem to have deferred supplying themselves in the vain hope that a blow was about to be given the Peruvian monopoly. —Dumfries Courier.

**Lake's Falmouth Packet and Cornwall Advertiser - Saturday 24 April 1858**

The "Paxton," of Liverpool, arrived here Wednesday, being the first ship from the Kooria Moorla Islands; she is only about half laden, and it occupied four months to obtain what she brings. The guano itself has no smell, and is of a scouring-brick colour. Capt. Cape represents the difficulties which he had to overcome, in getting what he has obtained, as of serious amount.

**Inverness Courier – Thursday 27 May 1858**

Kooria Moorla Guano.—The first vessel loaded with guano from these islands arrived last week in Liverpool. The samples of the guano forwarded present a beautiful colour, resembling the best Peruvian. On analysis sent with sample showed upwards of 40 per cent, of phosphates, and giving about 20 per cent, of sand. Analyses made in Steven Macadam's library, Edinburgh School of Arts, show that the guano is very inferior. The amount of phosphates is 27 per cent., silica 45 per cent.

**Worcester Journal - Saturday 14 August 1858**

The Kooria Moorla Guano Islands.— The British Empire arrived at, Liverpool on Monday, from Akyab, and reports having spoken at sea the brig Helcoloise with guano from Kooria Moorla, for Liverpool, the captain of which vessel gave a melancholy account of the state of the islands. When he left there were 25 vessels lying in the harbours, many of the crews were suffering from small-pox, scurvy, and fever.

**Liverpool Albion - Monday 04 October 1858**

KOORIA MOORIA.—The El Dorado has arrived at Hull, with 1,000 tons of guano, from Kooria Moorias. The Hull Advertiser says :—There was a good deal of sickness among the crews of the fifteen ships which were at that island when the El Dorado sailed, and there was very little business doing. Very high expectations had been indulged in respecting the islands, but these had not been realized ; and the getting a supply of water was a very difficult job. There had been a fight between the labourers on the island, who had come from the opposite coast of Arabia, and the English seamen, which proved fatal to two of the former. It appears that one of the labourers was driving a donkey belonging to the English laden with bags; one of these fell off, but the driver, from laziness or some other cause, did not pick it up, but drove forward without it. An English sailor who had observed this grew very much enraged, swore violently at the man, and at length struck him. The result was a regular fracas between the labourers on shore and the English seamen, in which the latter proved victorious, and the former lost two of their men.

**Portsmouth Times and Naval Gazette - Saturday 12 November 1859**

Kooria Moorias Islands.—On the coast of Arabia, in the bay of Kooria Moorias, are five islands denominated respectively Halaanee, Soda, Jiliece, Hoeki, and Ghurroad, being part of the dominions, of His Highness the Imaum of Muscat, but ceded to Great Britain by the Imaum. In the year 1856 it was represented to Her Majesty's, Government, that the three last mentioned islands contained deposits of guano and other substances capable of being used for the manuring of land, and three individuals from Liverpool—viz, Messrs. Ord, Hindson, and Hayes, applied and obtained leave and authority from the Land and Emigration Commissioners of behalf of Her Majesty to appropriate and receive the said guano under a lease dated February 20th, 1856, for a term of five years, upon payment to the Crown of a royalty of 2s. sterling for every ton of guano so shipped for the first two years, and 4s. sterling for every ton shipped during the last three years of the time named. From official information it appears that under this license vessels were employed during the seasons of 1857-8, by which there was exported 26,191 tons of guano. The season appears to close about the end May or the beginning of June in each year, after which date the weather becomes too bad to allow ships to remain at the island. The guano imported from hence is not so valuable as that brought from the Peruvian islands, and although the deposits are represented considerable the business does not yield a profitable return to losses.

## **GUANO**

### A History of the Peruvian Guano Industry by Jeff Lawrence

The Macabi island group, comprised North ("Norte") and South ("Sur") islands, are around 10km from the town of Puerto Chicama on the coast of the department of La Libertad. At one point they may have formed one larger island but, due to erosion or earthquakes, they have now become separated by a 35m wide channel. North Macabi Island is around 30m high with a diameter of about 1.5km.

The North and South Guanape islands are about 10km from the Morro Guanape peninsula in La Libertad, just south of the city of Trujillo. The two islands are separated by a 2km channel and are surrounded by various small islets and rocks. South Guanape Island is the higher of the two reaching 165m.

The greatest sources of guano were the three (North, Central and South) Chincha Islands, located in the Bay of Pisco 21 kilometres from the city of Pisco in the Ica department of central Peru. These rocky, barren islands are comprised of volcanic rock, are all less than one mile across and, apart from a couple of narrow beaches, are surrounded by high cliffs up to 300 feet high.

In 1838 two Lima businessmen, Carlos Barroilhet and the French-Peruvian Aquiles Alliers, became convinced of the almost magical properties of the guano and asked an English merchant living in Valparaiso, Chile to send a sample to a merchant in Liverpool by the name of William Myers. Myers had many contacts within the local farming community and decided to hand out samples of the guano to these farmers to try out on their fields. The result was their best harvest for a very long time and in 1841 Professor James Johnston, of Durham University's chemistry department published a paper ('On Guano') in the Journal of the Royal Society of Agriculture which showed that when used alongside more traditional fertilizers the guano performed extremely well. It was soluble, fast-acting and had an immediate effect on the growth of plants. These results captured Myer's attention in such an amount that he put up a large amount of his own money to start importation of the guano. By 1841 the first cargo ship left the Peruvian port of Callao laden with around 2000 tons of guano for its final destination, Liverpool.

All that was required to turn the guano into an almost inexhaustible supply of wealth was an army of workers, equipped with the necessary tools, to chip it

away from the rock beneath. Initially these workers were comprised mostly of native slaves, army deserters and prisoners but soon the industry had expanded so much that the local workforce was insufficient and therefore another source of labour was needed. This source took the form of thousands of Chinese workers who travelled across the wide Pacific Ocean, in over-crowded, disease ridden ships, from cities such as Amoy and Macau. The rapid increase in the population in China during the first half of the 19th century led to food shortages and poverty within the country and these factors, along with the first Opium War between 1839 and 1842 forced many Chinese out of the country to seek their livelihoods elsewhere.

They had signed on, for periods of up to five years, after having been promised riches for both themselves and their families by the English agents at work in China looking for cheap labour. They were also under the false impression that they would actually be going to work in the gold mines of California rather than the guano islands, railways or sugar plantations of Peru. Many died during the five-month ocean voyage, through illness, flogging or from jumping overboard to escape the terrible conditions onboard, although it was estimated that around 30,000 workers still made it to the Chincha Islands between the mid 1840s and the mid 1870s.

The Chinese workers soon became known by the nickname "coolie" (from the Hindu word kuli meaning "hired labourer") and had to endure extremely arduous conditions, working up to 120 hours per week (an average of over 17 hours per day with no day off) under very hot, dry conditions. They were also unprotected by the labour laws that applied to other workers and so their masters could do pretty much as they pleased without fear of any legal punishment resulting from their ill-treatment. Black British slaves were employed to whip or flog any worker who did not pull his weight. Severe misdeeds were punished by tying the miscreant to a buoy in the sea. Instead of the promised riches they received payment of only 1 Peruvian Real per day and a small rice allowance. In order to try and pacify the workers the Peruvian authorities liaised with the British to import opium.

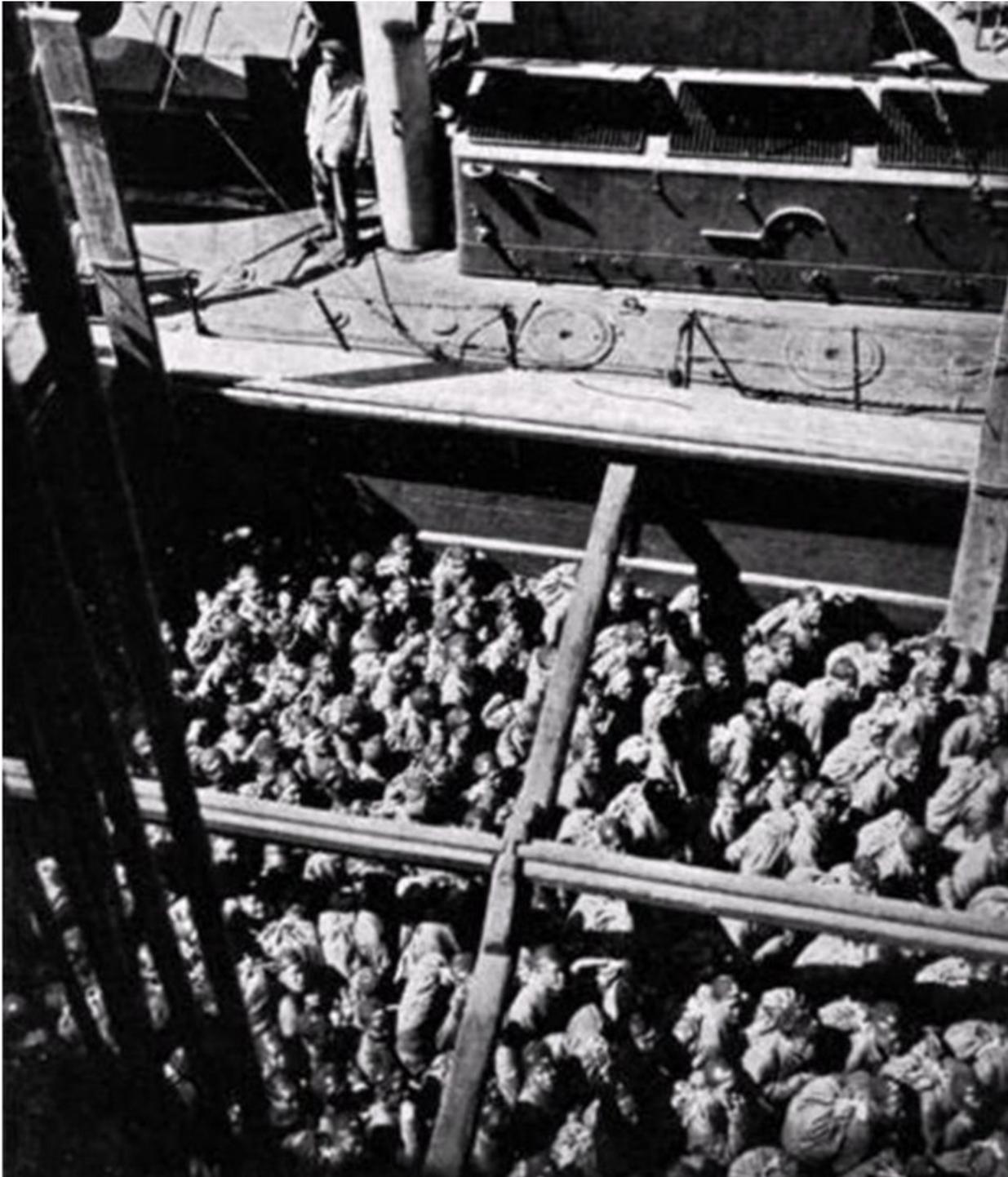


Fig. 4 Chinese slave workers transport to Peru

Once the guano had been removed, using picks and shovels, from the huge hills which covered almost the whole area of the islands it had to be transported in wheel-barrow, through distances ranging from only a hundred yards to up to a quarter of a mile, to depots perched high on the edge of the surrounding cliffs. These depots took the form of bamboo enclosures, supported against the cliff-

face by chains. The guano was then emptied through canvas pipes called mangueras, located in the bottom of the enclosures, into waiting barges far below. The barges then transported the guano to the waiting merchant ships waiting off-shore. It took around three months to fill a ship with guano, especially as much of it was lost into the sea due to careless loading.

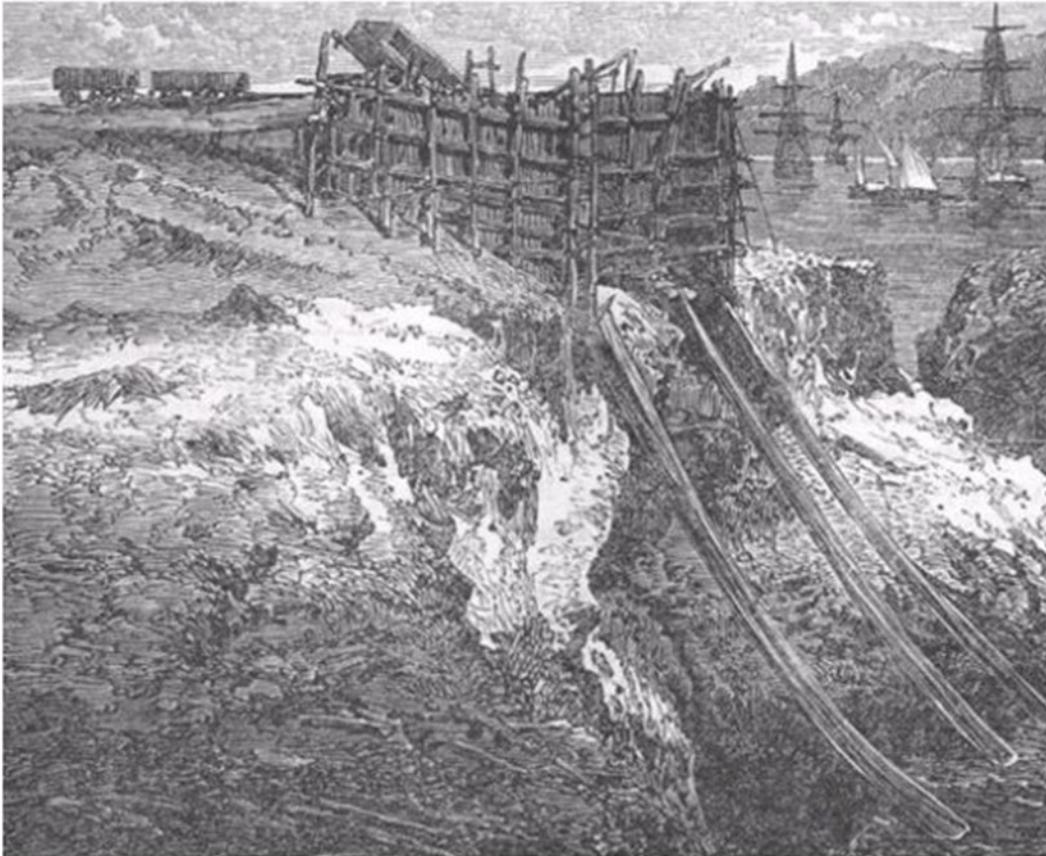


Fig. 5 Guano loading mangueras,

The inferior food, diseases, dust, ticks from the birds, hard manual labour and scurvy from the poor diet made life miserable for the Chinese so called "coolies".

The majority of the workers were of slender form and not at all used to such a severe workload and a great number of them eventually succumbed to overworking or to one of the various diseases that frequented the islands. Even amongst those who somehow managed to stay disease-free a large number chose suicide, over-dosing on opium, hanging themselves by their braces or throwing themselves off the high cliffs into the ocean far below. Very few of the 30,000 workers managed to complete the full five year term of their contract. The mortality rate during the first 15 years of the guano industry was between 35 and 40 percent.

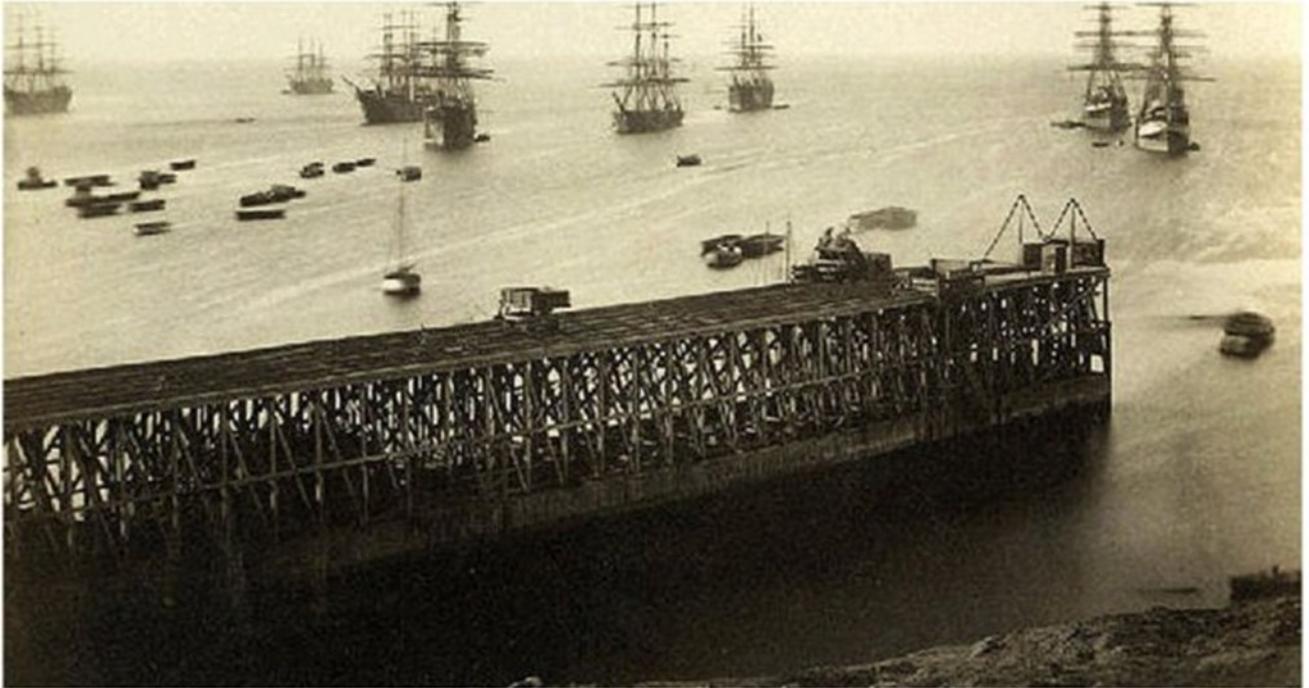


Fig. 6 Ships waiting off shore to load Guano Peru

## 7.0 Analysis

The master of the Europe, Henry Dixon was replaced after the vessel arrived in Liverpool with the owners being responsible for the £260 awarded to the salvors. He had refused previous offers of assistance from other vessels and would be salvors but then the crew left the vessel. It was after the Europe had drifted to near Pwllheli and again grounded he needed men to save it and this led to the successful salvage claim. The Europe grounded on Sarn Badrig in fine weather due to what can only have been navigational errors and needed assistance as the crew had left by small boat and the master alone was unable to prevent her drifting ashore near Abersoch.

The Peruvian guano was mined by Chinese workers used as slaves in very poor working conditions with a high mortality rate until the Pacific war of 1879 - 84 when Chile freed the slaves, some of whom became Chilean soldiers fighting against the Peruvian - Bolivian alliance.

The advertisement of the auction of the cargo of rice and paddy brought by the Europe from Akyab suggests at least part of it was damaged as it was described as "all faults".

The Kooria Moorla Islands were promoted as a cheaper alternative to the Peruvian guano monopoly which the farmers perceived as overpriced. It was however on Islands whose ownership was dubious with hostile local inhabitants, and adverse conditions, with a labour shortage. A British gunboat was sent to quell the unrest, but the Indian Government refused permission for labourers to leave to work in the islands. There were differing reports of the quality of the guano, reports of sickness amongst the crews at the islands and a hostile environment. The Portsmouth Times and Naval Gazette of 12 November 1859 quotes from official sources that the enterprise was unprofitable.

The Europe was returning to the UK when it was lost after travelling around southern Africa from Koorla Moorla Islands in the Arabian sea. This was before the Suez canal was opened in 1869. The crew were very lucky to be found after being in open boats for two days in the vast north of the Atlantic ocean.

The BNA provided all the newspaper matches for the Europe with Google searches providing the background information.

## 8.0 Conclusions & Recommendations

I have spent about 20 hours on this project with about 95% of the time spent on line. The name Europe produced thousands of matches so I restricted them by searching only with a master's name or in Lloyds List or Shipping and Mercantile Gazette.

The Europe finally sank in the Atlantic Ocean a great distance from land, so has no known wreck site and is probably beyond recreational diving limits. The position given for her sinking is also a large area if correct.

The project answered some of my questions but as the Europe did not appear in LR and was lost before MNL started publishing owners details, the owners are unknown. This also applies to the builder, date and place built, although I could no trace of the vessel before 1854. There are insufficient details on line to attempt to trace the masters and no information of the crews. The crew lists may exist in the National archives but are not indexed.

There is no previous research on line for the Europe.

This is a short story since the Europe only appears to have been active for five years and made one voyage to Akyab for rice, possibly two to Chinha Islands for Guano and one to the Kooria Moorla Islands for guano with an unknown outcome. The background relating to guano, its politics and extraction adds more to the story but insufficient for another publication.

## **9.0 References**

<https://www.britishnewspaperarchive.co.uk/>

<https://hec.lrfoundation.org.uk/>

<https://www.navionics.com/>

<https://en.wikipedia.org/>

<https://yaffle53.wordpress.com/>

A History of the Peruvian Guano Industry by Jeff Lawrence

## Appendices:

### Appendix A – The Timeline for the *Europe*

#### 1854

September 23 1854 Queenstown arrived Europe from Callao

October 5 1854 Deal arrived Europe from Callao for London

October 7 1854 Gravesend arrived Europe from Callao

November 30 1854 London customs house cleared out *Europe*, Dixon for Callao  
- ballast

December 3 1854 Gravesend sailed *Europe*, Dixon for Callao

December 3 1854 Deal came down river and anchored *Europe*, Dixon for Callao

#### 1855

March 6 1855 Callao arrived *Europe*, Dixon from London

March 10 1855 Callao sailed *Europe*, Dixon for Chinchas

May 9 1855 Callao arrived *Europe*, Dixon from Chinchas

May 17 1855 Callao sailed *Europe*, Dixon for England

July 2 1855 Spoken to *Europe*, Dixon Lat. 30 S Long. 43W for Queenstown

August 21 1855 Spoken to *Europe*, Dixon Lat. 37 N Long. 40 W for Queenstown

August 24 1855 Spoken to *Europe*, Dixon Lat. 38 N Long. 38 W for Queenstown

September 8 1855 Spoken to *Europe*, Dixon Lat. 50 N Long. 15 W for Queenstown

September 11 1855 Off Queenstown arrived *Europe*, Dixon from Callao

September 11 1855 Queenstown sailed *Europe*, Dixon for London – guano

September 16 1855 Deal arrived *Europe*, Dixon from Callao

September 17 1855 Gravesend arrived *Europe*, Dixon from Callao

September 19 1855 London entered inwards *Europe* 661, Dixon from Callao

November 15 1855 Deal arrived *Europe*, Dixon from the river for Akyab

**1856**

March 8 1856 Akyab arrived Europe, Dixon from London

April 22 1856 Akyab sailed Europe, Dixon for Liverpool

August 3 1856 Simon's Bay arrived Europe, Dixon from Akyab

August 15 1856 Cape of Good Hope, Simon's Bay sailed Europe, Dixon for  
. Falmouth

October 31 1856 Liverpool arrived Europe, Dixon from Akyab

November 26 1856 Liverpool entered outwards Europe 664, Dixon for Valparaiso

December 12 1856 Liverpool sailed Europe, Dixon for Valparaiso

**1857**

Prior March 10 1857 Valparaiso arrived Europe, Dixon from Liverpool

March 10 1857 Callao arrived Europe, Dixon from Liverpool

November 18 1857 Queenstown arrived Europe, Dixon from Callao

November 20 1857 Queenstown sailed Europe, Dixon for Leith

November 23 1857 St Tudwall's arrived Europe, Dixon after striking St Patricks  
. Causeway

November 30 1857 St Tudwall's sailed Europe, Dixon for Liverpool

December 2 1857 Liverpool arrived Europe, Dixon from Callao after being ashore  
. in Carnarvon Bay

**1858**

January 21 1858 Liverpool entered outwards Europe 661, Dixon for Aden

February 24 1858 Liverpool loading Europe 661, Dixon for Aden at Birkenhead

February 26 1858 Liverpool cleared for sea Europe 661, Dixon for Aden

February 26 1858 Liverpool sailed Europe, Barnett for Aden

March 2 1858 Spoken to Europe, Burnett Lat. 2 N Long. 22 W for Aden

June 2 1858 Aden arrived Europe, Barnett from Birkenhead

September 6 1858 Aden sailed Europe, Barnett for Kooria Moorla Islands

**1859**

April 17 1859 Abandoned Europe, Barnett in position lat. 41N long. 26W in  
. sinking condition from Koorla Moorla Islands to UK

## Appendix B      Ports and other Locations

**Abersoch** is a village in the community of Llanengan in Gwynedd, Wales. It is on the east-facing south coast of the Llŷn Peninsula.

**Aden** is a city, and since 2015, the temporary capital of Yemen, near the eastern approach to the Red Sea (the Gulf of Aden)

**Akyab** was a town in the Bengal Presidency and headquarters of the Akyab district of Burma. Spelling Variants. Modern name: Sittwe

**Callao** is a city and region on the Pacific Ocean in the Lima metropolitan area. Callao is Peru's chief seaport.

**Chincha** Islands are a group of three small islands 21 kilometres off the southwest coast of Peru, to which they belong, near the town of Pisco. Since pre-Incan times they were of interest for their extensive guano deposits, but the supplies were mostly exhausted by 1874

**Crookhaven** is a village in County Cork, Ireland, on the most southwestern tip of the island of Ireland. The village was an important port of call for shipping between Europe and the United States, and many inhabitants were in the business of supplying the ships as they sheltered in Crookhaven after or before a long voyage.

Khuriya Muriya Islands (also Kuria Muria, **Kooria Moor**, Curia Muria) are a group of five islands in the Arabian Sea, 40 km (25 mi) off the south eastern coast of Oman. The islands form part of the province of Shalim and the Hallaniyat Islands in the governorate of Dhofar.

## Appendix C Cargo explanations

The harvested rice kernel, known as **paddy**, or rough, rice, is enclosed by the hull, or husk.

**Guano** is the accumulated excrement of seabirds and bats. As a manure, guano is a highly effective fertilizer due to its exceptionally high content of nitrogen, phosphate, and potassium: key nutrients essential for plant growth. Guano was also, to a lesser extent, sought for the production of gunpowder and other explosive materials. The Haber–Bosch process replaced it as a source of artificial manure in the first decade of the 20<sup>th</sup> Century.

**Appendix D Appropriation Book Entry**

Look adms 2/4/68	6077	Wona Bella	391	"	"	10 Dec 1851	"
Small Cor in 1848	6078	Duke of Lancaster	463	"	"	20 " 1847	"
Washed in 1/1/62	6079	Little Ben	46	"	London	13 " 1843	"
Look per cent July 1840	6080	Alice Bell	261	"	Liverpool	29 Jan 1855	"
Look per cent 12/1/65	6081	Fortitude	600	"	Scarborough	30 Aug 1848	"
Look cut 15/1/65	6082	Sagehound	383	"	London	6 Feb 1854	"
	6083	Chrysolite	441	"	Liverpool	23 Nov 1852	"
	6084	Ladib	54	"	London	6 Feb 1828	"
To Foreign 25 Nov 1856	6085	Thomas	1404	"	"	4 Dec 1848	"
Foreign 17/1/65	6086	Euphrates	413	"	"	25 May 1851	"
Look adms 16/1/65	6087	St John Harvey	358	"	Liverpool	4 June 1855	"
Sold to Foreign 17/1/65	6088	Carabi	484	Thames	London	2 Nov 1855	See Certificate
	6089	ble	216	Galley	Jersey	29 May 1855	See presentation
	6090	Butlers success	36	"	London	3 April 1851	"
	6091	Carl Grey	45	"	Rochester	4 Dec 1841	"
Broken up adms 2/1/65	6092	Maury	29	"	"	1 Mar 1855	"
Washed cut 2/1/65	6093	Lucy	30	"	Southam	20 Oct 1852	"
Look cut 12/1/65	6094	Alants	302	"	London	26 Nov 1850	"
Look with pendance 2/1/64	6095	Inclusion	1020	"	Belfast	24 Jan 1854	"
Broken up 12/1/65	6096	Harmer	34	"	London	4 Mar 1839	"
	6097	Richard & Charles	41	"	"	5 July 1852	"
Look adms 2/1/65	6098	Catherine Pemberton	313	"	"	21 Jan 1853	"
Summated 12/1/65	6099	Elizabeth	53	"	"	26 Jan 1854	"
Look with 12/1/65	6100	Europe	661	"	Liverpool	10 Nov "	"

**Appendix E MNL Crew Lists**

The crew lists for Europe may be held in below references, but not confirmed

Crew lists 1857 to 1860 in BT 98 at TNA

Year	ON Range	TNA reference
1857	6017-6100	BT98/4835
1858	6021-6118	BT98/5169
1859	6071-6100	BT98/5695
1860	6066-6104	BT98/6381