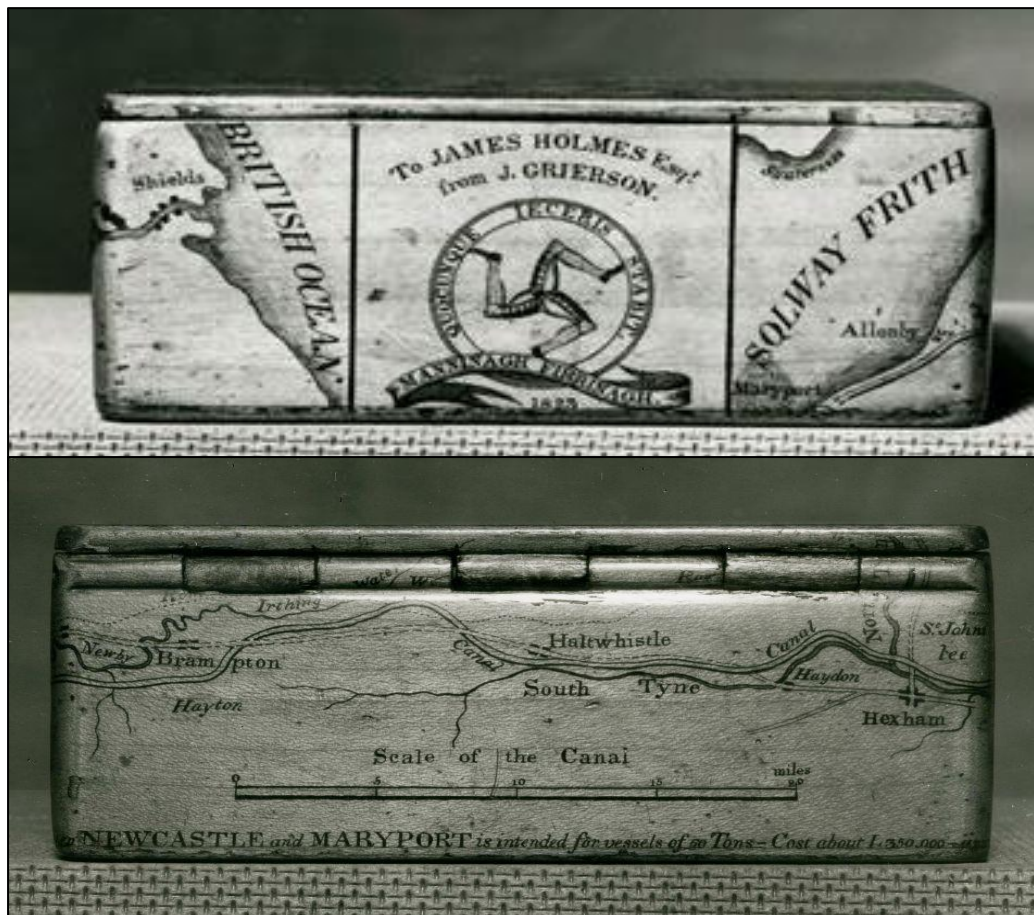


Welsh Wreck Web Research Project (North Cardigan Bay)

On-line research into the wrecks of the:
*Favourite Sally, Allaluia, James Holmes
and James*



Images Courtesy: Manx National Heritage, object IDs PG/12887/01, PG/12887/02

Report compiled by:

Deanna Groom

Report Title: **Welsh Wreck Web Research Project
(North Cardigan Bay)
On-line research into the wreck of the:**
***Favourite Sally, Allaluia, James Holmes
and James***

Compiled by: **Deanna Groom**
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Date: **June-July 2020**

1: Introduction

This report has been compiled in response to a call for volunteers to undertake on-line research into the wrecks included in the database compiled by Malvern Archaeological Diving Unit (MADU) for the north end of Cardigan Bay in north west Wales.

The research was undertaken in June/July 2020 during lockdown measures in Wales in response to Governmental advice aimed at stopping the transmission of the COVID-19 virus.

2: Methodology

Online searches were undertaken on the following www sites:

- Coflein (the Royal Commission on the Ancient and Historical Monuments of Wales online access to the National Monuments Record of Wales) - <https://coflein.gov.uk>
- Crew List Index Project - <https://crewlist.org.uk/#top>
- Lloyd's Register of Ships - <https://hec.lrfoundation.org.uk/archive-library/lloyds-register-of-ships-online>
- WreckSite - <https://wrecksite.eu/wreck-search.aspx?text>
- Welsh Newspapers Online - <https://newspapers.library.wales/>
- British Newspapers Online - <https://www.britishnewspaperarchive.co.uk/>
- Archives Wales - <https://archives.wales/what-are-archives/online-catalogues/search-the-online-catalogue/>
- Ancestry – <https://www.ancestry.com>
- Graces Guide to British Industrial History - <https://www.gracesguide.co.uk>
- Manx National Heritage - <https://manxnationalheritage.im/collections/>
- A Manx Notebook compiled by Frances Coakley - <https://www.isleofman.com/genealogy/manx-notebook/>
- Wikipedia – e.g. https://en.wikipedia.org/wiki/Carlisle_Canal

Book resources from own bookshelf checked include:

- Larn, R and Larn, B, 2000, Shipwreck Index of the British Isles: West Coast and Wales, Vol 5, Lloyds Register of Shipping, London, ISBN 190083961X
- Wynne-Jones, I, 2001, Shipwrecks of North Wales, 4th edition, Landmark Publishing, Ashbourne, ISBN 0715388649

3: Results

A review of the list supplied by MADU identified some 90 reported losses which did not have reciprocal records in the National Monuments Record of Wales (NMRW).

The most likely reasons for this are as follows:

- more extensive and detailed local research/local knowledge of Ian Cundy, Sue Barker, and Robert Cadwalader;
- discrepancies between the published work by Richard and Bridget Larn (Shipwreck Index of the British Isles, Vol 5, published in 2000) and the digital dataset acquired by the RCAHMW in 2002;

- differences in cut-off dates for recording losses (i.e. NMRW is less likely to record vessels lost after 1960);
- decisions about whether to record a stranding as a 'monument' when it is known that the vessel was salvaged entire soon after and significant archaeological remains are not likely to be present.

Of the four wrecks selected for online research (NAS IDs 22, 25, 53, 242), there was some initial confusion about the two JAMES HOLMES (NAS IDs 53 and 242). However, it was determined that the JAMES HOLMES reported lost on 29 March 1883 was actually the JAMES (NPRN 271335). Yet, during the course of the research, another JAMES HOLMES was indeed identified as being lost off Rhyl in March 1858.

Research into the loss of the JAMES and JAMES HOLMES was extended by exploring the family history of the owners. For example, the owners of the JAMES included a woman, Elizabeth Winder, who is likely to be the Lound foundry owner referred to in Grace's Guide (https://www.gracesguide.co.uk/Elizabeth_Winder).

The potential link of the two JAMES HOLMES's to a banker of the same name on the Isle of Man was explored through accessing the Manx National Heritage www site and www sites revealing the early banking history of the Isle of Man (<https://www.isleofman.com/genealogy/manx-note-book/>).

James, Henry, and John Holmes established a private bank in 1815. The businesses carried on by the Messrs Holmes included the running of passenger and cargo vessels, coal, salt, iron merchants, grocers, and dealing in wines and spirits. The Holmes bank, called the Douglas and Isle of Man Bank, was carried on until the death of last partner, James Holmes, in November 1853. The amount on deposit with Holmes at the suspension of banking activities was £206,000; notes in circulation £20,000 and other liabilities making a total of more £300,000. Samuel Harris was appointed administrator and subsequent newspaper accounts reveal the process of legal actions and the sale of the estate of James Holmes. The significance of the Holmes family and their bank appear to have remained strong in local perceptions (e.g. photographs of John Frowde, Manx National Heritage Collections, showing the location of the bank's former premises).

There are also photographs of a snuffbox in the Manx National Heritage Collections, which was given to James Holmes by J Grierson Esq. It commemorates the Scottish poet Robert Burns on its lid and base. However, the sides show the proposed route and termini of the Newcastle to Maryport canal (see front cover photograph). The canal was conceived in mid 1790s. Plans were revived in 1817, when the silting up of the Solway threatened the economic prosperity of Carlisle. Engineer William Chapman was asked to produce a survey for a canal suitable for vessels of at least 70 tons. He was to ensure that it could become part of the coast to coast link. The canal started at Fisher's Cross, subsequently named Port Carlisle, and would feature locks 74 by 17 feet (22.6 by 5.2 m), while the channel would be 50 feet (15 m) wide by 8 feet (2.4 m) deep, and would cost £75,392. A link to Newcastle upon Tyne could be built on a smaller scale, and another link could be built along the valley of the Eden to serve slate quarries near Ullswater. His plan was accepted, money was raised locally, and an Act of Parliament was obtained in 1819, which authorised the Carlisle Canal to raise £80,000 in capital, and an extra £40,000 if required (https://en.wikipedia.org/wiki/Carlisle_Canal). The Carlisle-Port Carlisle portion of the canal was opened in March 1823. The gift of the snuffbox in 1823 to James Holmes by James Grierson Esq may have been made in recognition of loans made by the bank - or as an inducement for invest in the completion of the extension of the canal to Newcastle. The development of canal networks and their links to sea transport would have formed part of the maritime trading background for the sloops. However, subsequent access to the Douglas Shipping Register entries for both vessels suggest that neither had direct links to the Holmes family through ownership.

The date for the loss of the FAVOURITE SALLY, being before the system of Official Numbers was introduced by the Merchant Shipping Act of 1854, suggested that information for the vessel would not be found in the Crew List Index Project (CLIP) www site. This indeed proved to be the case and Lloyd's Register of Ships provided glimpses into the ship's past trading voyages and owners. A future visit to Carlisle Archive Service and Whitehaven Archives Centre may prove more fruitful for further information. For example, these archives hold the Shipping Registers which cover the ports of Maryport, Whitehaven, and Workington. At the time of writing this report, these archives are closed because of COVID-19 restrictions.

The loss of the ALLALUIA proved most problematic – the ship being of Spanish origin and there being no legal records in the UK (e.g. ownership, registry, etc). Various spellings of 'Hallelujah' were tried to ensure that the recording of the vessel's name in contemporary accounts was not the issue. Various spellings of the master's name were also tried. However, only the brief reference to the loss in Lloyd's List has so far been traced in UK online resources. More might be found in Spanish archives.

4: Conclusion

This online searching undertaken for this project was enjoyable, included new discoveries, and provided a means to explore additional aspects of maritime social and economic history - particularly when the lives of the people associated with the vessels were pursued.

The owners, for example, included freemasons, farmers, miners, merchants, bankers, canal speculators, and lady foundry owners.

Four new potential sites can be added to the NMRW/HER. Draft text for the online NMRW entry is included in **Appendix 1**, along with extracts and notes from the online sources accessed. Although a decision would have to be made about the 1826 stranding of the JAMES HOLMES as to whether it should be included as a monument if it was recovered and put back into service.

The notes were 'copy' and 'pasted' into a word document for private study, to enable a summary of the information to be compiled, and to assist in compilation of the draft NMRW entry. They are not for printed or online publication. Appropriate permissions for such publication have not been pursued as part of this research. The copyright restrictions of the original digital source will apply to their use.

Special thanks to Ian Cundy and Sue Barker for allowing access to their research and to the Nautical Archaeology Society for providing this fantastic lockdown activity.

Very special thanks must go to all participants – around the world – for taking an interest in Welsh maritime heritage. **Diolch yn fawr iawn.**

Appendix 1:

Vessel 22	Name/s	Favourite Sally		
	Type	Brig		
Built	Date	1797		
	Builder	Maryport		
Construction	Materials	Wood		
	Decks	Single		
	Bulkheads			
Propulsion	Type	Sail		
	Details			
Engine	Details			
	Boilers			
Drive	Type			
	Number			
	Dimensions	Length	ft	ins
	Beam	ft	ins	m
	Draught	12ft	ins	m
Tonnage	Gross	135 (?burthen)		
	Net			
Owner	First	J Brown		
	Last	Brown & Co		
	Others			
Registry	Port	Maryport		
	Flag	British		
	Number			
History	Routes	From Maryport, Workington		
		To London, Liverpool, Revelstoke (?British Columbia), Dublin, America, Miramichi (New Brunswick), Petersburg		
	Cargo	Timber trade		
Final Voyage	From	Miramichi, New Brunswick		
	To	Workington		
	Captain	D Donahun		
	Crew			
	Passengers			
	Cargo	Timber		
Wrecking	Date	19 November 1811		
	Location	Porth Colmon		
	Cause	Driven ashore during a Gale		
	Loss of life	2		
	Outcome	Total Loss, cargo and vessel scattered along the coast		

NAS List Number: 22

NPRN 544626 (?to be assigned) FAVOURITE SALLY

Site Description:

Archaeological remains associated with the loss of this vessel are not confirmed as present at this location, but may be in the vicinity.

Event and Historical Information:

In November and December 1811, various newspaper reports noted that the brig FAVOURITE SALLY, of and from Workington, had been wrecked at Porth Colmon. The brig had been bringing a cargo of timber from Miramichi, New Brunswick, to Workington, which was subsequently scattered along the coast when the brig broke up. The master's name was given as Donahew (or Donahun - sources differ) and two crewmembers were noted as having been drowned. References to the brig in Lloyd's Register from 1806 onwards suggest that the brig was built in 1797, registered at Maryport, and technical specifications included a tonnage of 135, single deck with beams, 12ft draught when loaded, with possibly of having deck replaced in around 1808-9. The brig was primarily being insured for voyages from Liverpool to America, London to Dublin and Dublin to St Petersburg and, by 1811, its overall condition had been downgraded from 1st class to 2nd class. The FAVOURITE SALLY had, by then, seen well over 10 years of service. J Brown is the given master and co-owner for most of the Lloyd's Register entries, with W Wallis and D Donahun listed as the nominated masters for 1811.

Sources:

Belfast Commercial Chronicle - Monday 02 December 1811, pg3

(<https://www.britishnewspaperarchive.co.uk/viewer/bl/0001287/18111202/015/0003>)

The Cambrian, 30 November 1811, pg3 (<https://newspapers.library.wales/view/3322620/3322623/11>)

The Carmarthen Journal and South Wales Weekly Advertiser, 30 November 1811, pg4

(<https://newspapers.library.wales/view/3676774/3676777/14>)

Cumberland Pacquet, and Ware's Whitehaven Advertiser - Tuesday 26 November 1811, pg2

(<https://www.britishnewspaperarchive.co.uk/viewer/bl/0000950/18111126/014/0002>)

Lancaster Gazette - Saturday 23 November 1811, pg3

(<https://www.britishnewspaperarchive.co.uk/viewer/bl/0000488/18111123/010/0003>)

Lloyd's Register of Shipping 1811, 219 in F

(https://books.google.ie/books?id=NXWuANiUv60C&lr&as_brr=1&pg=PP7#v=onepage&q=favourite%20sally&f=false)

Lloyd's Register of Shipping 1806, 221 in F (https://books.google.ie/books?id=A2giGP-sInAC&lr&as_brr=1&pg=PP1#v=onepage&q=favourite&f=false)

London Courier and Evening Gazette - Wednesday 27 November 1811, pg3

(<https://www.britishnewspaperarchive.co.uk/viewer/bl/0001476/18111127/016/0003>)

Morning Post - Friday 22 November 1811, pg3

(<https://www.britishnewspaperarchive.co.uk/viewer/bl/0000174/18111122/018/0003>)

Notes:

LIVERPOOL, Nov. 21.....The Favourite Sally, Donahan, from Mirimichi to Workington, is wrecked at Porlheulmon, to the Northward of Bardsea ; the cargo all scattered along the coast, the vessel gone to pieces, and two of the crew drowned...

Source: Lancaster Gazette - Saturday 23 November 1811, pg3

(<https://www.britishnewspaperarchive.co.uk/viewer/bl/0000488/18111123/010/0003>)

LLOYD'S LIST.—Nov. 22 ... The Favourite Sally, Donahew, from Miramichi to Workington, is wrecked near Bardsey. Two of the crew drowned.

Source: Belfast Commercial Chronicle - Monday 02 December 1811, pg3

(<https://www.britishnewspaperarchive.co.uk/viewer/bl/0001287/18111202/015/0003>)

The FAVOURITE SALLY, Donahan, from Miramachi to Workington, is wrecked at Porth-Culmon, to the northwards of Bardsea; the cargo all scattered along the coast, the vessel gone to pieces, and two of the crew drowned.

Source: Cumberland Pacquet, and Ware's Whitehaven Advertiser - Tuesday 26 November 1811, pg2

(<https://www.britishnewspaperarchive.co.uk/viewer/bl/0000950/18111126/014/0002>)

The FAVOURITE SALLY, Donahan, from Miramachi to Workington, is wrecked at Porth-Culmon, to the northwards of Bardsea; the cargo all scattered along the coast, the vessel gone to pieces, and two of the crew drowned.

Source: The Cambrian, 30 November 1811, pg3

(<https://newspapers.library.wales/view/3322620/3322623/11/FAVOURITE%20SALLY>)

FROM LLOYD'S LIST.... The Favourite Sally, Donahew, from Miramichi to Workington, is wrecked at Portculnon to the northward of Bandsey; the cargo is scattered along the coast, the vessel is gone to pieces, and two of the crew are drowned.

Source: Star (London) - Friday 22 November 1811, pg3

(<https://www.britishnewspaperarchive.co.uk/viewer/bl/0002646/18111122/022/0003>)

SHIPS NEWS. The Favourite Sally, Donahew, from Miramichi to Workington, is wrecked at Portculnon to the northward of Bandsey; the cargo is scattered along the coast, the vessel is gone to pieces, and two of the crew are drowned.

Source: Morning Post - Friday 22 November 1811, pg3

(<https://www.britishnewspaperarchive.co.uk/viewer/bl/0000174/18111122/018/0003>)

HOLYHEAD. Nov 19.... During the whole of the morning a sloop was seen in great distress, off the Skerry island, supposed the Green Linnet, with her sails blown to pieces, and great apprehensions were entertained for her safety, which were unfortunately realised, as she came to Church Bay, Llanrhaddlad, in the course of the night, and was total wreck in few minutes, and every soul, believe, perished. The Comfort, Ryan, from Wiscasset for this port, is shore near Pwillhelly, and it is feared will lie lost. The Favourite Sally, from Miramirhi for Workington, is wrecked at Porthculmon, the northward of Bardsea the cargo ail scattered along the coast, the vessel gone pieces, and two the crew drowned. The body of a female was found floating in the sea, close shore on Thursday morning last, near to Dinas Dinlle, in the neighbourhood of Carnarvon. She appeared to about 23 years of age, a short lusty woman, with black hair, had ear-rings in her ears, and a ring on her wedding finger, and is supposed posed to the wife the master of the galliot Mary Ellen, of Liverpool, which foundered

Carnarvon Bay the gale of Monday night, when all on board (except the mate) perished. The body was decently interred on Friday last, in Llanduring.

Source: London Courier and Evening Gazette - Wednesday 27 November 1811, pg3
<https://www.britishnewspaperarchive.co.uk/viewer/bl/0001476/18111127/016/0003>

We are sorry to have to record the following melancholy effects of the late storms, on the Holy-head coast On the morning of Friday se'nnight, a brig and b Lli Liverpool packet, were seen at anchor in the Bav, riding very hard, with a gale from N. W.; about twelve o'clock the brig broke her cables, and providentially drove on shore at Beddwrarach, near Penrhos. Her name was the Andromeda, laden with sheep from Ireland she sustained no great damage, besides loss of anchors and cables, and the crew are all safe.—About one the life-boat went out with a number of men, who readily volunteered their services, and brought off the crew and passengers from the packet, together with the Irish mail, which had been put on board of her, as all the Holyhead packets were on this side of the water at night she broke from her moorings, and went on shore without much damage, at the Four-mile river. She was formerly the Loftus of Holyhead she had but few passengers on board. During the whole of the morning a sloop was seen in great distress, off the Skerry Island, supposed to be the Green Linnet, with her sails blown to pieces, and great apprehensions were entertained for her safety, which were unfortunately realised, as she come to Church Bay, Llamhuddlad, in the course of the night, and was a total wreck in a few minutes, and every soul, we believe, perished. On Friday se'nnight, the American brig Comport, Christopher Ryan, from Wiscasset to Dublin, timber laden, parted her cables at St Tudwell's Road, and drove ashore near Pwllheli, where she now lays stranded, crew saved. On Saturday se'nnight, the brig Favourite Sally, of and from Workington, William Donahe, master, from timber laden, drove upon the rocks at Porthcolmon, to the northward of Bardsey, and is gone to pieces, two of the crew drowned, part of the cargo saved. The body of a female was found floating in the sea, close to the shore on Thursday morning last, near to Dinas Dinlle, in the neighbourhood of Carnarvon. She appeared to be about 23 years of age, a short lusty woman with black hair, had ear-rings, in her ears, and a ring on her wedding finger, and is supposed to be the wife of the master of the galliot, Marry Ellen, of Liverpool, which foundered in Carnarvon Bay in the gale of Monday night, when all on board (except the mate) perished. The body was decently interred on Friday last, in Llandurog Churchyard.

Source: The Carmarthen Journal and South Wales Weekly Advertiser, 30 November 1811, pg4
<https://newspapers.library.wales/view/3676774/3676777/14/FAVOURITE%20SALLY>

Lloyds register of shipping:

<https://hec.lrfoundation.org.uk/archive-library/lloyds-register-of-ships-online>

Not in 1812.

219 in F; FAVOURITE SALLY; bg s Ux; W Wallis, W Donohun (e?); 135; S D B; Mrypt; 14; Brown & Co; 12; Li Ame Isl; E 1, 5

(Abbreviations - br = brig, s = sheathed, Ux = ?, SDB = single deck with beams; 135 = tons; Mrypt = Maryport, 14 = years old so built in 1797, 12 = feet of draught of water when loaded; E = second class, 1- first quality of materials; Li Ame Isl = insured for voyages from Liverpool, America (?), Isl = Islands (?); 5 = under figures (i.e. 1) last surveyed in May 1810

Source: Lloyd's Register of Shipping: Register book. Register of ships. 1811

Source:

https://books.google.ie/books?id=NXWuANiUv60C&lr&as_brr=1&pg=PP7#v=onepage&q=favourite%20sally&f=false

216 in F, FAVOURITE SALLY; bg: W Wallis; 135 S D B; Mrypt; 13; Brown & Co; 12; LoDubln; E 1 5
 (Abbreviations - br = brig, SDB = single deck with beams; 135 = tons; Mrypt = Maryport, 13 = years old so built
 in 1797, 12 = feet of draught of water when loaded; E = second class, 1- first quality of materials; LoDubln =
 insured for voyages from London to Dublin; 4 = under figures (i.e. 1) last surveyed in April 1809
 Source: Lloyd's Register of Shipping: Register book. Register of ships. 1810
 Source https://books.google.ie/books?id=hEs4AAAAMAAJ&lr&as_brr=1&pg=PP5#v=onepage&q=favourite%20sally&f=false

209 in F, FAVOURITE SALLY; bg: J Brown; 135 S D B; Mrypt; 11; Brown & Co; 12; Li Revel; E 1 4
 (Abbreviations - br = brig, SDB = single deck with beams; 135 = tons; Mrypt = Maryport, 11 = years old so built
 in 1797, 12 = feet of draught of water when loaded; Li.Revel = insured for voyages from Liverpool to Revel,
 France? Revelstoke, British Columbia?; E = second class, 1- first quality of materials; 4 = under figures (i.e. 1)
 last surveyed in April 1810.
 Source: Lloyd's Register of Shipping: Register book. Register of ships. 1809, pg19
https://books.google.ie/books?id=S0k4AAAAMAAJ&lr&as_brr=1&pg=PT4#v=onepage&q=favourite%20sally&f=false

209 in F, FAVOURITE SALLY; bg: J Brown; 135 S D B; Mrypt; 11; Brown & Co; 12; Li Revel; E 1 4
 (Abbreviations - br = brig, SDB = single deck with beams; 135 = tons; Mrypt = Maryport, 11 = years old so built
 in 1797, 12 = feet of draught of water when loaded; Li.Revel = insured for voyages from Liverpool to Revel,
 France? Revelstoke, British Columbia?; E = second class, 1- first quality of materials; 4 = under figures (i.e. 1)
 last surveyed in April 1808.
 Source: Lloyd's Register of Shipping: Register book. Register of ships. 1808, pg39
https://books.google.ie/books?id=S0k4AAAAMAAJ&lr&as_brr=1&pg=PT4#v=onepage&q=favourite%20sally&f=false

219 in F, FAVOURITE SALLY; bg: J Brown; 135 S D B; Mrypt; 10; Capt; 12; Du Ptsbg; E 1 04; E 1
 (Abbreviations - br = brig, SDB = single deck with beams; 135 = tons; Mrypt = Maryport, 10 = years old so built
 in 1797, 12 = feet of draught of water when loaded; Du.Ptsbg = insured for voyages from Dublin to Petersburg;
 E = second class, 1- first quality of materials; 04 = under figures (i.e. 1) last surveyed in 1804.
 Source: Lloyd's Register of Shipping: Register book. Register of ships. 1807
 Source:
https://books.google.ie/books?id=jnzEMHrP_OMC&lr&as_brr=1&pg=PP5#v=onepage&q=favourite%20sally&f=false

221 in F, FAVOURITE SALLY; bg: J Brown; 135 S D B; Mrypt; 9; Capt; 12; Du Ptsbg; A1 6
 (Abbreviations - br = brig, SDB = single deck with beams; 135 = tons; Mrypt = Maryport, 9 = years old so built in
 1797, 12 = feet of draught of water when loaded; Du.Ptsbg = insured for voyages from Dublin to Petersburg; A
 = first class, 1 = first quality of materials; 6 = under figures (i.e. 1) last surveyed in June 1806.
 Source: Lloyd's Register of Shipping: Register book. Register of ships. 1806
 Source: https://books.google.ie/books?id=A2giGP-slnAC&lr&as_brr=1&pg=PP1#v=onepage&q=favourite&f=false

Not in 1797, 1798?, not 1800, not 1803, nor 1804, 1805?

Workington started as an old market town and seaport situated at the mouth of the River Derwent and its history dates back to Roman times when during the Roman occupation Workington was the site of a Hadrianic fort which formed part of the Roman Coastal defences.

1700's - Vessels were loading coal for Ireland at the beginning of the 17th century. A wagonway from Seaton Colliery was opened in 1732, reaching the River Derwent at the downstream end of Low Cloffocks where coal hurries were constructed from which vessels were loaded. The Harbour Accounts of the 1730's show that there were buoys, marker posts, beacons, dredging work and new stone paving. These facilities were extended by a tidal cut of 1763-9. On the south side were a series of staithe linked by wagonways to local collieries. This was extended seawards by the Dock Quay of 1798, and the Merchants Quay on the other side of the cut.

1865 - It was at Workington that Henry Bessemer introduced his revolutionary steel making process. During the 18th and 19th centuries more than thirty pits were in operation, and Workington remained the centre of steel production in northwest England for 100 years. A favourite local saying referred to the railway tracks made in Workington and exported through the Port to other countries as "holding the world together". As an area with a large quantity of haematite iron ore, Workington rapidly became an iron producing town and the Lonsdale Dock was built in 1864 to handle the trade. Opened in 1865, the dock was capable of accommodating vessels of 2,000 tonne dead weight.

Source: <https://www.portofworkington.co.uk/about-us/port-history/>

Cumbria Archive Service - shipping registers for Carlisle, Maryport, Silloth, Barrow, Whitehaven, and Workington (from 1839)

Whitehaven Archive Centre

Reference YTSR

Title HM Custom and Excise, Whitehaven

Description Shipping registers for the port of Whitehaven 1786-1985 (reference YTSR/1); shipping registry papers, apprenticeship registry, titled deeds, wreck and salvage etc for port of Whitehaven (YTSR/2/1) and for port of Workington (YTSR/2/2); Shipping registers for the port of Workington 1839-1987 (reference YTSR/3); Pier head books and correspondence (YTSR/4); shipping registers, mainly fishing boats, 1980s-1990s (YTSR/6); Crew lists and agreements for the port of Whitehaven 1863-1913 and fishing boat applications for the port of Whitehaven 1883-1902 (reference YTSR/YTRS 1)

Date 1786-1988

Source: <http://archiveweb.cumbria.gov.uk/CalmView/Record.aspx?src=CalmView.Catalog&id=YTSR>

Maryport shipping registers begin in 1838?

Maryport shipping registers - 1838-1933

Archive centre Carlisle

Reference TSR/2/1

Title Shipping register: Port of Maryport

Date 22 Jun 1838-15 Apr 1852

Extent 1 volume

Source:

<http://archiveweb.cumbria.gov.uk/CalmView/Record.aspx?src=CalmView.Catalog&id=TSR%2f2%2f1&pos=6>

Note: Need to check Whitehaven and/or Carlisle perhaps for registrations that got back earlier than 1838/9, for FAVOURITE SALLY lost in 1811?

Vessel 25	Name/s	Allaluia	
	Type	Sailing	
Built			
	Builder		
Construction	Materials	Wood	
	Decks		
	Bulkheads		
Propulsion	Type	Sail	
	Details		
Engine	Details		
	Boilers		
Drive	Type		
	Number		
Dimensions	Length		
	Beam		
	Draught		
Tonnage	Gross		
	Net		
Owner			
	Last		
	Others		
Registry	Port		
	Flag	Spain	
	Number		
History	Routes	Oporto	
		Liverpool	
	Cargo		
Final Voyage	From	Oporto	
	To	Liverpool	
	Captain	Trocato de Silva	
	Crew		
	Passengers		
	Cargo	Cargo	
Wrecking	Date		
	Location		
	Cause		
	Loss of life		
	Outcome	Part of cargo saved	

NAS List Number: 25

NPRN 544636 (?to be assigned) ALLALUIA

Site Description:

Archaeological remains associated with the loss of this vessel are not confirmed as present at this location, but may be in the vicinity.

Event and Historical Information

On 7 September 1812, Lloyd's List published a short report of the Spanish sailing vessel ALLALUIA, master Captain Trocato de Silva, being lost near Pwllheli. The vessel had been on passage from Liverpool to Oporto. Part of the cargo was saved.

Sources include:

Lloyds List, Friday 7 February 1812, number 4637

Larn, R and Larn, B, 2000, The Shipwreck Index of the British Isles, Vol 5, Section 5 (North Wales)

Notes:

ALLULUIA, Carnarvonshire, Pwllheli (E SM) 7/2/1812. Voyage: Liverpool to Oporto. Sailing vessel, wood, belonging to Spain, sail, Captain de Silva, Trocato. '...master Trocato, de Silva, from Liverpool to Oporto, is lost near Pwllhelly. Part of the cargo saved.'

Source: Lloyds List number 4637, 7/2/1812 (Friday)[®]

Source: Larn and Larn, 2000, Shipwreck Index of the British Isles, Volume 5, section 5 North Wales.

Vessel 53	Name/s	James Holmes		
	Type	Smack or sloop		
Built	Date	Laid down 1825		
		First registered 2 November 1825		
	Builder			
		Douglas, Isle of Man		
Construction	Materials	Wood		
	Decks	1 deck		
	Bulkheads			
Propulsion	Type	Sailing		
	Details	smack rigged with running bowsprit		
Engine	Details			
	Boilers			
Drive	Type			
	Number			
Dimensions	Length	48ft	4 ins	m
	Beam	17ft	10 ins	m
	Draught	8ft	11ins	m
		(Depth in Hold)		
Tonnage	Gross	53 35/94tons burthen		
	Net			
Owner	First	George Redfern, butcher (8); John Taggart, Tailor (8); Andrew Croaghan, ropemaker (8); Thomas Cotton, blacksmith, (8); John Callow, farmer (8); William and Robert Luggin, timber merchants (4); John Kelly, cooper (4); Thomas Cullan, mariner (4); Robert Kenley, mariner (4); Thomas Kneale, mariner, Douglas (4).		
		Douglas, Isle of Man		
	Last	Andrew Craughham (?), ropemaker (16); William and Robert Luggin (?), timber merchants (16); George Redfern, butcher, Douglas (8); John Taggart, Tailor, Douglas (8); Thomas Cullan (?), blacksmith (8); Robert Gill, farmer (4); John Gilling, farmer, (4); Robert Hewley, mariner (4); Thomas Kneale, mariner (4).		
		Douglas, Isle of Man		
	Others			
Registry	Port	Douglas (28 in 1825, 2 n 1830)		
	Flag	British		
	Number			
History	Routes	Isle of Man		
		To Liverpool (?Irish Sea Trader)		
	Cargo			
Final Voyage	From			
	To			
	Captain			
	Crew			
	Passengers			
	Cargo			
Wrecking	Date	12 September 1825 (reported)		
	Location	Driven ashore at the entrance to the Clwyd river (Foryd Harbour at Rhyl).		
	Cause			
	Loss of life	The crew and passengers were saved		
	Outcome	Put back into service, broken up at Douglas in 1835		

NAS List Number: 53

NPRN 544630 (? to be assigned) JAMES HOLMES

Site Description:

Archaeological remains associated with the loss of this vessel are not confirmed as present at this location, but may be in the vicinity.

Event and Historical Information

The JAMES HOLMES was a wooden smack (or sloop - sources differ) belonging to the port of Douglas, Isle of Man. Technical and configuration specifications are given as 53 35/94tons burthen; length 48ft 4in, breadth take above the main wales 17ft 10in, depth in hold 8ft 11in; ; 1 deck, 1 mast, smack rigged with running bowsprit, square stern, clencher built. The owners were a consortium of local tradesmen, farmers and mariners from Douglas: George Redfern, butcher (8); John Taggart, Tailor (8); Andrew Croaghan, ropemaker (8); Thomas Cotton, blacksmith, (8); John Callow, farmer (8); William and Robert Luggin, timber merchants (4)(4); John Kelly, cooper (4); Thomas Cullan, mariner (4); Robert Kenley, mariner (4); Thomas Kneale, mariner, Douglas (4). It is possible that the sloop was named for James Holmes, the youngest of three brothers who would become partners in the Douglas and Isle of Man Bank established in 1815. The businesses carried on by the Holmes brothers included the running of passenger and cargo vessels, coal, salt, iron merchants, grocers, and dealing in wines and spirit. The collections of Manx National Heritage contain images of buildings that housed the Bank, of the family, and of a snuffbox given to James Holmes, merchant, in 1823. Lloyd's List of 12 September 1826 notes that the JAMES HOLMES had been driven ashore at the entrance to the Clwyd river (Foryd Harbour at Rhyl). The crew and passengers were saved. The smack's Port of Douglas Shipping register entries (28 in 1825 and 2 in 1830) suggest that the vessel was recovered and continued in service until broken up at Douglas in 1835.

Sources include:

Larn and Larn, 2000, Shipwreck Index of the British Isles, Volume 5, section 5 North Wales.

Lloyds List, Tuesday 12 September 1826, pg1

(<https://www.britishnewspaperarchive.co.uk/viewer/bl/0000861/18260912/001/0001>)

Port of Douglas Shipping Register 28 in 1825, 2 in 1830, Manx National Heritage Collections (pers coms Adrian Corkhill)

Public Ledger and Daily Advertiser - Monday 11 September 1826, pg4

(<https://www.britishnewspaperarchive.co.uk/viewer/bl/0001255/18260911/024/0004>)

WWW resources:

Manx National Heritage (<https://www.imuseum.im/search/all/search?term=james+holmes>)

Notes:

Nant, near Holywell, Sept 7th. This morning the sloop JAMES HOLMES of Douglas, Isle of Man and the SAINT GEORGE, Healy from Drogheda to Liverpool, were blow on shore at the entrance to the Voryd River. Crew and passengers saved.

Source: Lloyds List, Tuesday 12 September 1826, pg1

(<https://www.britishnewspaperarchive.co.uk/viewer/bl/0000861/18260912/001/0001>)

From Lloyd's BooksThe sloop JAMES HOLMES of Douglas (Isle of Man) and the SAINT GEORGE, Healy from Drogheda to Liverpool, were blow on shore at the entrance to the Voryd River. Crew and passengers saved.

Source: Public Ledger and Daily Advertiser - Monday 11 September 1826, pg4

(<https://www.britishnewspaperarchive.co.uk/viewer/bl/0001255/18260911/024/0004>)

Nant, near Holywell, 7 Sept. This morning the sloop JAMES HOLMES, of Douglas, Isle of Man, and the SAINT GEORGE, Healy from Drogheda to Liverpool, were blow on shore at the entrance to the Voryd River. Crew and passengers saved.

Source: Lloyd's List no 6150, 12/9/1826 (Tues)(R)

Source: Larn and Larn, 2000, Shipwreck Index of the British Isles, Volume 5, section 5 North Wales.

28 in 1825, Douglas Isle of Man, 2 November 1825, JAMES HOLMES, 53 35/94 tons burthen. Thomas Kneale master. Built Douglas Isle of Man, present year 1825. 1 deck, 1 mast, length 48ft 4in, breadth take above the main Wales 17ft 10in. Depth in hold 8ft 11in. Smack rigged with running bowsprit, square stern, clencher built, no galleries, no head, admeasured aground. Subscribing owners: George Redfern, butcher, Douglas (8); John Taggart, Tailor, Douglas (8); Andrew Croaghan (?), ropemaker, Douglas (8); Thomas Cotton, blacksmith, Douglas (8); John Callow, (?)Maryhold, farmer (8); William Luiffin (?Luggin) timber merchant, Douglas (4); Robert Luiffin, timber merchant, Douglas (4); John Kelly, cooper, Douglas (4); Thomas Cullan (?Cullow, Cotton), mariner, Douglas (4); Robert Kenley, mariner, Douglas (4); Thomas Kneale, mariner, Douglas (4). Registered do novo at this port, number 2 in 1830.

Source: Port of Douglas Shipping Register (image supplied by Adrian Corkhill)

2 in 1830, Douglas Isle of Man, 6 February 1830, JAMES HOLMES, 53 35/94 tons burthen. William Hormeen (?) master. Built at this port (Douglas). Last certificate of Registry granted at this port 2 November 1825, number 28. 1825. 1 deck, 1 mast, length 48ft 4in, breadth take above the main Wales 17ft 10in. Depth in hold 8ft 11in. Smack rigged with running bowsprit, square stern, clencher built, no galleries, no head, admeasured aground. Subscribing owners: Andrew Craughham (?), ropemaker, Douglas (16); William and Robert Luggin (?), timber merchants (16); George Redfern, butcher, Douglas (8); John Taggart, Tailor, Douglas (8); Thomas Cullan (?), blacksmith, Douglas (8); Robert Gill, farmer, Douglas (4); John Gilling, farmer, Douglas (4); Robert Hewley, mariner, Douglas (4); Thomas Kneale, mariner, Douglas (4). Cancelled 14 February 1834. Vessel broken up at this port.

Source: Port of Douglas Shipping Register (image supplied by Adrian Corkhill)

The Douglas and Isle of Man Bank.-A private bank; the partners being Henry, John, and James Holmes. It commenced in the year 1815, and was carried on until the 7th November, 1853, when it came to an end on the death of the youngest and last surviving partner. On the stoppage of Messrs. Holmes' bank in 1853, the bank of Messrs. Dumbell, Son, & Howard was established under the same title, and continues to conduct banking business. It is also a private bank.

Source: <http://isle-of-man.com/manxnotebook/manxsoc/msvol17/ch07.htm>

HOLMES' BANK.

In November of 1854 came the crash of "Holmes' Bank," or to give the full title, "James, Henry, and John Holmes," which occurred on the death of James Holmes, the debacle of which was attributed to the losses of the partners in their trading speculations; for in the earlier times banking was very frequently only a subsidiary portion of a general trading concern. The businesses carried on by the Messrs Holmes included the running of passenger and cargo vessels, coal, salt, iron merchants, grocers, wine and spirit dealers, etc., etc.

Briefly, the history of is still well remembered in the Island and always bore a reputation of soundness -which had become proverbial, was given by the High-Bailiff Harris, then a practising advocate, as follows "Henry, the

father of the brothers James, Henry, carried on the business with their assistance, up to 1809 at which time he left the concern in their hand. In 1826 the elder Holmes died, leaving legacies to be paid by his estate of £20,000. At the time the Bank closed £12,000 of this was still owing. The three sons carried on the business with satisfaction to themselves and possessing the confidence of the people of Liverpool and the Isle of Man up to the year 1845 when they became lenders of money on railway scrip. They continued to advance to a large amount during 1845 1846, and 1847, and it was supposed that losses occurred through brokers, who did not understand the business any better than themselves. Mr Henry Holmes died in 1848 leaving his property to his brothers. The amount on deposit with Holmes at the suspension was £206,000; notes in circulation £20,000 and other liabilities making a total of more £300,000.

Source: <http://www.isle-of-man.com/manxnotebook/fulltext/ms1900/p001.htm>

Manx Heritage Collection: photos of Holmes Bank, snuffbox given to James Holmes in 1823, Holmes family photos (right Holmes family?), baptismal records

Photo of part of the remaining Homes Bank. ID ref: PG/8224/17/104a

https://www.imuseum.im/search/archive_record/view/80?id=mnh-museum-508315&type=archive&tab=all&from=80&term=james+holmes&size=20&sort=&filter=&view=&images=&ttmgp=0&rfname=&rlname=&machine=&race=&raceyear=&linked=0&pos=86

A house on South Quay, Douglas.

Date(s): 1940

Creator(s): Frowde, John James

Scope & Content: On the back of this photograph John James Frowde writes, "This is doubtful. See Times cutting in which I think Mr. M. Hampton definitely assured the reporter that Holmes Bk was next door (back to back) to his shop on the Quayside, and I read somewhere else that Jimmy's own house was next door in the terrace facing the sea. From 20 print (Fred Leach). Had film done for him. Alter statement, where made, that Holmes Bank was on the Quay next to Moses Hampton's. The latter was about 90 when he died some 10 years ago Now 1940. Holmes Bank at rear. Jimmy lived in the end house next the Bank, end of the terrace of back to back houses at right angles to the Bank. Statement of Moses Hampton whose shop was on the Quayside in this terrace.

https://www.imuseum.im/search/archive_record/view/80?id=mnh-museum-507547&type=archive&tab=all&from=80&term=james+holmes&size=20&sort=&filter=&view=&images=&ttmgp=0&rfname=&rlname=&machine=&race=&raceyear=&linked=0&pos=87

East side of Woodhouse Terrace, Douglas

Date(s): n.d. [1932-1934]

Creator(s): Frowde, John James

Scope & Content: On the back of this photograph John James Frowde writes, "East side of Woodhouse Ter. (part remaining) - Holmes' Bank. His house next door, & his clerk's at top end of row."

ID number: PG/8224/17/104a

Source :https://www.imuseum.im/search/archive_record/view/80?id=mnh-museum-508315&type=archive&tab=all&from=80&term=james+holmes&size=20&sort=&filter=&view=&images=&ttmgp=0&rfname=&rlname=&machine=&race=&raceyear=&linked=0&pos=86

End of Holmes Bank, Douglas

Date(s): n.d. [1932-1934]

Creator(s): Frowde, John James

ID number: PG/8224/17/144

Photographs taken by or belonging to John James Frowde (Chemist and Amateur Photographer) including his images of Douglas, captured 1932-1934 prior to demolition work in the town

Source: https://www.imuseum.im/search/archive_record/view/60?id=mnh-museum-508410&type=archive&tab=all&from=60&term=james+holmes&size=20&sort=&filter=&view=&images=&ttmgp=0&rfname=&rlname=&machine=&race=&raceyear=&linked=0&pos=68

Mr Holmes and family

Date(s): mid-late 19th-early 20th century

Creator(s): Warburton, W.H.

ID number: PG/8655/2261

Source: https://www.imuseum.im/search/archive_record/view/60?id=mnh-museum-495347&type=archive&tab=all&from=60&term=james+holmes&size=20&sort=&filter=&view=&images=&ttmgp=0&rfname=&rlname=&machine=&race=&raceyear=&linked=0&pos=67

Three men and five ladies - three brothers of Holmes Bank? - but look quite young, may not be right generation?

Photographs of snuffbox given to James Holmes merchant in 1823

Source: https://www.imuseum.im/search/agent_record/view?id=mnh-agent-582334&type=agent&tab=all&from=0&term=james+holmes&size=20&sort=&filter=&view=&images=&ttmgp=0&rfname=&rlname=&machine=&race=&raceyear=&linked=0&pos=1

Report of the proposed line of navigation between Newcastle and Maryport by William Jessop engineer, October 1795

<https://communities.northumberland.gov.uk/009594FS.htm>

Newcastle - Carlisle - Maryport Canal schemes

Various proposals for a coast to coast waterway that was never authorised or built.

The proposals started in 1794 and were still being supported in 1810. January 1794 Ralph Dodd He did the quick preliminary survey for the scheme before William Chapman and William Jessop did the detailed survey. Late January 1794 William Jessop He was associated with William Chapman in his survey of the route and plans for the canal. 5th January 1795 William Chapman He made a preliminary report on the canal. June 1795 Ralph Dodd He published a pamphlet proposing a Stella to Hexham canal on the south side of the Tyne and estimated a cost of £35,709 for 18 miles of canal with 12 locks. Summer January 1795 William Chapman Between 26 June and 10 August he issued three parts of a detailed study on a proposed route from the north side of the Tyne at Newcastle, to Hexham and Haydon Bridge, through the Tyne and Irthling valleys to Carlisle and Maryport. 26th October 1795 William Jessop He agreed with William Chapman's line on the north side of the Tyne and thought that an estimate of £3,737 per mile was not high. He and Chapman jointly signed the estimate of £355,067 for the 95 mile canal. January 1796 John Sutcliffe He rejected Ralph Dodd's plans and proposed a different Stella to Hexham line 44 feet wide at the surface and 6 feet deep taking craft between 50 and 60 tons, but not existing keels. This 17 mile, 18 lock route was estimated at almost £90,000 to bring a revenue of £23,460 and a net yield of £17,595. After January 1796 John Sutcliffe Around this time he produced another report for the extension of the canal to Haydon Bridge and reported on the north side line with a detailed estimate and attacked Ralph Dodd, William Chapman and especially William Jessop. Early January 1797 Robert Whitworth Having looked at John Sutcliffe's plans he approved the line although it "is a rugged one; I never before saw a good line like it; yet so far as I can discover, I believe it is the best the country affords: It is certainly practicable, and I have no doubt but that a good and useful canal may be made (with some variation) upon it; but it will be exceedingly expensive: I am, however, told the trade that will come upon this canal will fully answer that expense, even were it twice as much."

Summer January 1824 William Chapman Wrote a pamphlet explaining that his 1796 route for the canal could be used as the line for a railway.

Source: <http://www.jim-shead.com/waterways/History.php?wpage=NCMC#:~:text=Newcastle%20-%20Carlisle%20-%20Maryport%20Canal%20schemes%20Description%3A,1794%20and%20were%20still%20being%20supported%20in%201810.>

Why a snuff box with the canal on it - Holmes Bank were being asked to financially support it – one of the schemes that caused the demise?

?Clues in history of Carlisle Canal... timing of opening 1823 and when investments being sought

... on 7 October 1817, and Chapman was asked to produce a survey for a canal suitable for vessels of at least 70 tons. He was to ensure that it could become part of the coast to coast link. His canal started at Fisher's Cross, subsequently named Port Carlisle... It would feature locks 74 by 17 feet (22.6 by 5.2 m), while the channel would be 50 feet (15 m) wide by 8 feet (2.4 m) deep, and would cost £75,392. A link to Newcastle upon Tyne could be built on a smaller scale, and another link could be built along the valley of the Eden to serve slate quarries near Ullswater. His plan was accepted, money was raised locally, and an Act of Parliament was obtained in 1819, which authorised the Carlisle Canal to raise £80,000 in capital, and an extra £40,000 if required... Contracts to build the entire canal had been awarded by early 1820... invited Thomas Ferrier from the Forth and Clyde Canal to oversee the works...The canal was 11.25 miles (18.11 km) long, had a surface width of 54 feet (16 m) and was 8 feet (2.4 m) deep. At Fisher's Cross, a basin 250 by 80 feet (76 by 24 m) had been built, which was connected to the Solway Firth by a sea lock with a long timber jetty. Seven more locks raised the level of the canal by 46 feet (14 m), and at Carlisle there was a second basin, 450 by 100 feet (137 by 30 m), complete with wharves and a warehouse. The locks were 78 feet (24 m) long and 18.5 feet (5.6 m) wide, and water supply was provided by a reservoir on Mill Beck near Grinsdale.^[7] The sea lock was built so that its top was at the same level as high tides on the lowest neap tides, and there was a second lock nearby, which maintained the level of the canal at 6 inches (15 cm) above the level of the highest tides. Beyond the two locks, the canal ran on a level for 6 miles (9.7 km), and then the remaining six locks were grouped together in the next 1.25 miles (2.01 km), after which the canal ran level again to reach Carlisle. Facilities at Carlisle were improved in 1838 by the construction of a timber pond below the basin. There were no fixed bridges on the route, so that it could be used by coastal vessels, and where crossings were required, they were built using two-leaved drawbridges... the committee had succeeded in raising £70,600 of the authorised capital, most of it coming from local people. To complete the project, they had borrowed around £10,000, so the total cost was just over the estimated £80,000.^[8] The committee consisted of nine proprietors, each of whom was required to hold at least ten shares, and they were to be elected annually...

Source: https://en.wikipedia.org/wiki/Carlisle_Canal

Vessel 53	Name/s	James Holmes		
	Type	Smack or sloop		
Built	Date	1835		
	Builder			
		Douglas, Isle of Man		
Construction	Materials	Wood		
	Decks	1		
	Bulkheads			
Propulsion	Type	Sail		
	Details	Smack rigged, 1 mast.		
Engine	Details			
	Boilers			
Drive	Type			
	Number			
Dimensions	Length	41ft	2 ins	m
	Beam	13ft	3 ins	m
	Draught	7ft	7 ins	m
		(Depth in hold)		
Tonnage	Gross	29 (?burthen)		
	Net			
Owner	First	1836-1845? 1845 - Charles Kaghin, Master Mariner		
		Ballasalla, Isle of Man,		
	Last	Robert Charles Quirk, Gentleman		
		Scarlet, Isle of Man		
	Others			
Registry	Port	Douglas, Isle of Man		
	Flag	British		
	Number	21907		
History	Routes	?From Isle of Man		
		To Liverpool, Ireland (Irish Sea Trader)		
	Cargo			
Final Voyage	From	Ireland		
	To	Isle of Man		
	Captain	Name		
	Crew			
	Passengers			
	Cargo			
Wrecking	Date	7 March 1858		
	Location	1 mile offshore from the Vord signal station (Rhyl/Foryd harbour)		
	Cause	Ran aground in a north-westerly gale, main sail split		
	Loss of life			
	Outcome	Total Loss – shattered to pieces		

NAS List Number: 53

NPRN 544630 (?to be assigned) JAMES HOLMES

Archaeological remains associated with the loss of this vessel are not confirmed as present at this location, but may be in the vicinity.

Event and Historical Information

The JAMES HOLMES was a wooden smack built in 1835 and belonging to the port of Douglas, Isle of Man. Technical and configuration specifications are given as 29 gross/reg tons, 41.2ft length, 13.3ft breadth, 7.7 ft depth in hold; 1 mast, smack rigged, official number 21907. The smack was first registered 17 in 1836 and registered again 1 in 1845 at Douglas. In 1845, the owner was Charles Kaghin (or Kaighan) of Ballasalla, Isle of Man, Master Mariner. In 1855, ownership passed to William Kaighan who had previously been amongst the smack's nominated masters. By the time of loss on 14 March 1858, the vessel was owned by Robert Charles Quirk, Scarlet, Isle of Man, Gentleman. On 17 March 1858, the Mona Herald printed a report from the Chester Courant detailing how the smack (or rather sloop) had been lost 1 mile offshore from the Vord signal station (part of the Holyhead to Liverpool telegraph, placed near Foryd harbour, Rhyl, see NPRN 300822). The JAMES HOLMES was observed aground, with its main sail split, at about 8.45 in the morning of Sunday. Despite the gale that was blowing, six local fishermen set out in their boat to rescue the crew. Three were brought onboard, but the fishermen's small boat soon filled, and the fishermen had to return to shore to complete the baling out. The remaining crew of the JAMES HOLMES managed to get the vessel afloat and anchored ahead. They then engaged the pumps and were rapidly gaining on the water, but the anchor chain parted, the ballast shifted and caused the vessel to capsize over onto its beam ends. With the seas washing over them, the crew got into the rigging. A signal for assistance was seen and Rhyl's tubular lifeboat was launched and managed to rescue that last three crewmembers just as the sloop broke in two. The JAMES HOLMES had been on passage from Ireland to the Isle of Man in ballast, but minutes later it was shattered to pieces and all traces disappeared under the waves. On 2 April 1858, The Royal National Lifeboat Institution voted £6 to the crew of the Rhyl tubular lifeboat 'in consideration of their laudable conduct'. It is likely that that the sloop was named for James Holmes, whose family interests include the Douglas and Isle of Man Bank established in 1815. Their businesses included the running of passenger and cargo vessels. An earlier sloop, also called the JAMES HOLMES, was wrecked in a similar location in 1826 (see NPRN 544630).

Sources include:

Cumberland Pacquet, Tuesday 9 March 1858, pg4

<https://www.britishnewspaperarchive.co.uk/viewer/bl/0000950/18580309/069/0004>)

Manx Sun, Saturday 11 April 1858, pg3

Mona's Herald Wednesday 17 March 1858, page 3

Morning Post - Friday 02 April 1858, pg7

<https://www.britishnewspaperarchive.co.uk/viewer/bl/0000174/18580402/041/000>)

Rhyl Record and Advertiser - Saturday 21 August 1886, pg3

<https://www.britishnewspaperarchive.co.uk/viewer/bl/0000924/18860821/017/0003>)

Port of Douglas Shipping Register 1837-1852, Folio 95

<https://www.crewlist.org.uk/registers/registersfolio/6205/742>)

Port of Douglas Shipping Register Transactions 1825-1904, Folio 15

<https://www.crewlist.org.uk/registers/registersfolio/6210/156>)

Sun (London) - Monday 8 March 1858, pg6

<https://www.britishnewspaperarchive.co.uk/viewer/bl/0002194/18580308/152/0006>)

www resources:

Manx Newspapers Online

(<https://www.imuseum.im/Olive/APA/IsleofMan/default.aspx?action=search&text=sloop+james+holmes#panel=search&search=0>)

Manx National Heritage (<https://www.imuseum.im/search/all/search?term=james+holmes>)

Notes:

LOSS OF THE SLOOP JAMES HOLMES, OF THIS PORT. We are indebted to the Chester Courant for the following particulars respecting the loss of this vessel:— " On Sunday morning, at 8.45, signals of distress were observed on the Vord Semaphore, when a sloop was observed with her mainsail spilt, and in great jeopardy, aground about a mile from shore. On enquiry, it was found to be the James Holmes, of Douglas, in ballast, and bound from Ireland to the Isle of Man. The gale moderated considerably by 10 30 a.m., and six individuals, fishermen for the most part, took a boat and went out to sea, to bring the vessel into port. Three men got on board; but before the rest could follow, their boat filled and became water-logged, and they returned to the shore to bale her out. The three men on board had in the meantime got the vessel afloat, anchor ahead, with 13 or 20 fathoms of chain. They then kept the pumps engaged, and were gaining rapidly on the water; but in the midst of their labour the chain burst and the ballast shifted to the starboard side. They then put up a signal for assistance, and were soon driven into the rigging for safety, the sea washing terrifically and continually over them. The life-boat was brought out. The vessel was now on her beam-ends. The life-boat struggled on, gained at length its object, and the sloop split in two just as the three men stepped into the life boat. In less than five minutes afterwards the vessel was completely shattered to pieces, and submerged, mast and all.

Source: Mona's Herald Wednesday 17 March 1858, page 3

<https://www.imuseum.im/Olive/APA/IsleofMan/default.aspx?action=search&text=sloop+james+holmes#panel=search&search=0>

Royal National Life Boat Institution - on last Thursday week a meeting of the above society was held at their house John Street, Adelphi, Captain Lambert Perott in the chair. A reward of £6 was voted to the crew of the Institution's tubular life boat station at Rhyl, in consideration of their laudable conduct in putting off in the life boat in gale of wind to rescue three men from the sloop JAMES HOLMES of Douglas. Upwards of £1600 were ordered to be paid for various life boats and transporting carriages. Admiral Fitzroy having been elected a member of the committee of management, the proceedings closed.

Source: Manx Sun, Saturday 11 April 1858, pg3

<https://www.imuseum.im/Olive/APA/IsleofMan/default.aspx?action=search&text=sloop+james+holmes#panel=search&search=0>

PRESERVATION OF LIFE FROM SHIPWRECK - On Thursday a meeting of the Royal National Lifeboat Institute was held at their house John Street, Adelphi, Captain Lambert Perott in the chair. Mr Lewis, the secretary, having read the minutes of the previous meeting, a reward of £6 was voted to the crew of the Institution's tubular life boat station at Rhyl, in consideration of their laudable conduct in putting off in the life boat in gale of wind to rescue three men from the sloop JAMES HOLMES of Douglas.

Source: Bell's Life in London and Sporting Chronicle - Sunday 04 April 1858

(<https://www.britishnewspaperarchive.co.uk/viewer/bl/0000355/18580404/048/0006>)

SAVING OF LIFE IN SHIPWRECK. Yesterday a meeting of the Royal National Life-boat Institution was held at its house, John-street, Adelphi — Capt. Lambert Perrott in the chair. We also observed present Admiral Sir Thomas Herbert, KCB, Admiral Bullock, Mr. George Lyall, Admiral M'Hardy, Mr. VW. H. Harton, Capt. W. H. Hall, R.N., C.B., FRS, Capt. Egerton, R.N., and Capt. Ward, R.N., Inspector of Life-boats to the Society. The Secretary {Mr. Lewis} having read the minutes of the previous meeting, A reward of £6 was voted to the crew

of the institution's tubular life-bost, stationed at Rbyl, in consideration of their laudable conduct is putting off in the life-boat and rescuing during a gale of wind, three fishermen from the sloop James Holmes, of Douglas. The fishermen had boarded the sloop after she had been abandoned by her crew. They had not, however, been there long before they made signals of distress. The chain had given way, and they were compelled to take to the rigging. It was now blowing a terrific gale, and the vessel was thrown on her beam ends, and the poor creatures were only rescued from an appalling death a few minutes before the sloop was in a thousand pieces.

Source: Morning Post - Friday 02 April 1858, pg7

(<https://www.britishnewspaperarchive.co.uk/viewer/bl/0000174/18580402/041/0007>)

Same as above printed in the Morning Chronicle - Friday 02 April 1858, pg 3

(<https://www.britishnewspaperarchive.co.uk/viewer/bl/0000082/18580402/008/0003>)

JAMES HOLMES, 21907, Douglas, 1845, Sail, 29 tons

Appropriation Books, RSS MHA CLIP

Douglas, 1/1845, Shipping registers, MNHL

Douglas, 1/1845 Shipping registers, MNHL

Douglas MNL, 1857 Douglas, Sail, 30 tons

MNL, 1860

Source:

<http://www.crewlist.org.uk/data/vesselsalpha?shipsearch=james+holmes&SearchType=Exact&submit=search>

JAMES HOLMES, official number 21907, 29 tons, sailing, registered Douglas, 19 February 1845.

Source: Appropriation Books, Official Numbers 21901 - 21950 (21907),

<http://www.crewlist.org.uk/data/appropriation/21907>

21907, JAMES HOLMES, Douglas

Source: Mercantile Navy List, 1859, page 288

<https://www.crewlist.org.uk/data/viewimages?&name=JAMES%20HOLMES&steamsail=Sail&submit=Enter&year=1859>

21907, JAMES HOLMES, Douglas

Source: Mercantile Navy List, 1858, page 267

<https://www.crewlist.org.uk/data/viewimages?&name=JAMES%20HOLMES&steamsail=Sail&submit=Enter&year=1858>

JAMES HOLMES, 19/2/1845, Douglas, 1/1845, Re-registered at this port, previously 17/1836, Official number 21907. Built Douglas, Isle of Man, 1835. Sail. 41.2 length x 13.3 breadth x 7.7 ft depth in hold. Smack rigged, 1 mast. Gross tonnage 29 tons. Register tonnage 29 tons. Owners: Charles Kaghin, Ballasalla, Isle of Man, Master Mariner (64). Masters: Charles Kaghin 19/2/1845; Charles Kaighan 24/2/1845; William Kaghin 26/4/1845; Daniel Stewart 27/8/1850; William Kaighen 16/12/1850.

16 April 1855 Official number allocated.

Vessel lost about the year 1858 or 9

Source: DOUGLAS, Shipping register, 1837-1852, Folio 95

(<https://www.crewlist.org.uk/registers/registersfolio/6205/742>)

Transactions:

31/10/1855. Death James Kaighan on 14/6/1855, by will dated 12/6/1855 and probate granted 12/10/1855 James Kaighan leaves 64 shares to William Kaighan, Kirk Malew, Isle of Man, Mariner. 23/8/1856, by Bill of sale: 18/7/1856. William Kaighan sold 64 shares to Robert Charles Quirk, Scarlet, Isle of Man, Gentleman.

Totally wrecked in 1859.

Source: DOUGLAS, Transactions register, 1825-1904, Folio 15

(<https://www.crewlist.org.uk/registers/registersfolio/6210/156>)

Appears to slight confusion over first name of subscribing owner - Charles at first registry, then 'James' as owning all 64 shares in transactions - transcription error?

LLOYD'S SHIPPING... LIVERPOOL, March 8.—The James Holmes (sloop), which was driven on shore here yesterday, has capsized, and become a total wreck....

Source: Sun (London) - Monday 08 March 1858, pg6

(<https://www.britishnewspaperarchive.co.uk/viewer/bl/0002194/18580308/152/0006>)

STORM AT LIVERPOOL On Friday, about midnight, this town and neighbourhood, were visited by severe gale of wind, The wind came in sudden gusts, chiefly from the north-west, and at times with such violence as create alarm amongst some of the residents the higher and more exposed parts of town. Throughout Saturday the gale continued with little Intermission, and seriously interfered with the navigation of the river. the forenoon, the ship Feroaopore, from Callao, drifted upon the Pluckington Bank. She remained there for several hours, but was ultimately got off, without having sustained any serious damage. A French vessel, in running from George's Dock Basin, came in contact with the Seacombe slip but by the skilful management of pilot she was afterwards got clear, and docked safety, The coasting steamers encountered very severe weather. The Manx Fairy, on her passage from Ramsey, was struck by heavy sea, which smashed the wheel of the rudder, broke the sky lights, and half filled the cabin with water. On Sunday morning, the sloop James Holmes, of Castletown, got shore at Rhyl, and the crew saved themselves with great difficulty by taking to their boat. Several casualties occurred on the coast. The gale continued until noon, when it gradually abated.

Source: Cumberland Pacquet, and Ware's Whitehaven Advertiser - Tuesday 09 March 1858, pg4

(<https://www.britishnewspaperarchive.co.uk/viewer/bl/0000950/18580309/069/0004>)

LIFEBOAT EXERCISE.—On Monday the life-boat crew took their quarterly exercise. The signals were fired about 10 o'clock, and as previously announced the tubular boat Morgan was brought up to the beach opposite Abbey Street at 11 o'clock. With the wind and tide then prevailing it would have been an easy matter to launch the boat near the boat-house, and pull down the river but as an intimation had gone forth that the launch would take place opposite Abbey Street, the authorities kept faith with the public. Mr Robert Hughes (Town Surveyor) Secretary of the Local Branch of the National Lifeboat Institution, accompanied the boat, which was manned by a crew of fifteen, under the charge of Mr Joseph Evans (Coxswain.) The launch was performed in the most successful manner; and in a very short time the lifeboat was under weigh, the process being watched by hundreds of visitors, and doubt- less the scene was an interesting one to residents of inland towns. A row was taken to the end of the Pier, and after lying to for a short time the boat was pat under sail and tacked back to Voryd. The following account of the active services of the Morgan will be interesting to our readers, especially those concerned in the humane work of the glorious lifeboat institution :-1856, Dec. 31, boat belonging to the Mary Ann, of Liver- pool, 3 lives saved; 1857, Jan. 4, Bchooner Temperanee, of Belfast, 4 1858, March 7, sloop James Holmes, of Douglas, 3 1859, sloop Mary, of Ramsey, rendered assistance 1859, October 26, schooner Oriental, of Lan- caster, 6; 1891, February 9, sohooner Will- iam, of Liverpool, 5 1865, June 11, sloop Katherine, of Liverpool, assisted to save vessel and 4 lives; 1869, Dec. 22, sohooner Jessie, of Liverpool, 3 1870, Ootober 13, flat Flora, of Runoorn, rendered assistance 1871, June 2, schooner Eleanor, of

New Quay, assisted to save vessel and 4 lives. Latterly the No. 2 (self-righting, has been used. The boat was stationed at Rhyl, in 1856, and then named the "Noddfa" (Refuge); but was afterwards named the Morgan, being presented to the Royal National Life Royal Institution in 1867, by Miss Ellen Hodgson of Birmingham, as executrix of the late Mrs Elizabeth Morgan, of Cheltenham.

Source: Rhyl Record and Advertiser - Saturday 21 August 1886, pg3

(<https://www.britishnewspaperarchive.co.uk/viewer/bl/0000924/18860821/017/0003>)

Vessel 242	Name/s	James		
	Type	Schooner		
Built	Date	1835		
	Builder			
		Frodsham		
Construction	Materials	Wood		
	Decks			
	Bulkheads			
Propulsion	Type	Sail		
	Details	Schooner		
Engine	Details			
	Boilers			
Drive	Type			
	Number			
Dimensions	Length	ft	ins	m
	Beam	ft	ins	m
	Draught	ft	ins	m
Tonnage	Gross	45 (?burthen)		
	Net			
Owner	First	?		
	Last	William Griffith		
		Groesffordd, Edewyrn, Pwllheli		
	Others	Elizabeth Winder, Liverpool; John Shaw, Northop, Flintshire and John Merriman Gibson, Buckley, Flintshire. Of these previous owners, Elizabeth Winder was a foundry owner at Kendal, employing 15 men and six boys in 1861; John Shaw was farmer of 15 acres and a miner; and John Gibson's profession is given as Manager		
Registry	Port	Liverpool		
	Flag	British		
	Number	1303		
History	Routes	(?Irish Sea Trader)		
	Cargo			
Final Voyage	From			
	To	Pwllheli		
	Captain	W Griffiths (also owner)		
	Crew			
	Passengers			
	Cargo			
Wrecking	Date	29 March 1883		
	Location	Aberdaron beach.		
	Cause	Awaiting favourable winds to allow it to pass along the coast to Pwllheli. Caught by a southerly force 10 gale and blown ashore		
	Loss of life			
	Outcome	Total Loss		

NAS List Number: 242

NPRN 271333 - JAMES

Site Description:

Archaeological remains associated with the loss of this vessel are not confirmed as present at this location, but may be in the vicinity.

Event and Historical Information:

The JAMES was a 45ton wooden schooner built at Frodsham in 1835 and registered at Liverpool (official number 1303, signal letters HJLT). Previous owners include Elizabeth Winder, Liverpool; John Shaw, Northop, Flintshire and John Merriman Gibson, Buckley, Flintshire. Of these previous owners, Elizabeth Winder was a foundry owner at Kendal, employing 15 men and six boys in 1861; John Shaw was farmer of 15 acres and a miner; and John Gibson's profession is given as Manager. At time of loss, on 29 March 1883, the JAMES was owned by W Griffith of Edewryn, Pwllheli (also the master). The JAMES was awaiting favourable winds to allow it to pass along the coast to Pwllheli. However, it was caught by a southerly force 10 gale and blown ashore on Aberdaron beach.

Sources include:

Board of Trade Wreck Return 1883 Appendix Parts I-IV pg125 (767)

Larn and Larn Shipwreck Database 2002

Mercantile Navy List, 1880, page 342

(<http://www.crewlist.org.uk/data/viewimages?regtype=MNL&year=1880&name=JAMES&steamsail=Sail&page=342>)

Mercantile Navy List, 1878, page 320

(<http://www.crewlist.org.uk/data/viewimages?&name=JAMES&steamsail=Sail&submit=Enter&year=1878>)

Mercantile Navy List, 1874, page 284

(<http://www.crewlist.org.uk/data/viewimages?&name=JAMES&steamsail=Sail&submit=Enter&year=1874>)

Mercantile Navy List, 1871, page 172

(https://www.ancestry.com/interactive/7618/FLNRG10_5641_5644-0491?pid=27193245&treeid=&personid=&rc=&usePUB=true&phsrc=poe558&phstart=successSource)

Notes:

1303, JAMES, registered Liverpool, schooner, built Frodsham in 1835, HJLT, 45tons, William Griffith, Groesffordd, Edewryn, Pwllheli.

Source: Mercantile Navy List, 1880, page 342,

<http://www.crewlist.org.uk/data/viewimages?regtype=MNL&year=1880&name=JAMES&steamsail=Sail&page=342>

1303, JAMES, registered Liverpool, schooner, built Frodsham in 1835, HJLT, 45tons, William Griffith, Groesffordd, Edewryn, Pwllheli.

Source: Mercantile Navy List, 1879, page 333

<http://www.crewlist.org.uk/data/viewimages?year=1879&page=332&name=JAMES&steamsail=Sail&gotopage=next>

1303, JAMES, registered Liverpool, schooner, built Frodsham in 1835, HJLT, 45tons, John M Gibson, Buckley, Flintshire

Source: Mercantile Navy List, 1878, page 320

<http://www.crewlist.org.uk/data/viewimages?&name=JAMES&steamsail=Sail&submit=Enter&year=1878>

1303, JAMES, registered Liverpool, schooner, built Frodsham in 1835, HJLT, 45tons, John M Gibson, Buckley, Flintshire

Source: Mercantile Navy List, 1876, page 299

<http://www.crewlist.org.uk/data/viewimages?&name=JAMES&steamsail=Sail&submit=Enter&year=1876>

1303, JAMES, registered Liverpool, schooner, built Frodsham in 1835, HJLT, 45tons, John M Gibson, Buckley, Flintshire

Source: Mercantile Navy List, 1875, page 290

<http://www.crewlist.org.uk/data/viewimages?&name=JAMES&steamsail=Sail&submit=Enter&year=1875>

John Merriman Gibson in the England, United Grand Lodge of England Freemason Membership Registers, 1751-1921.

Initiation Date: 20 Sep 1875. First Payment Year on Register: 1875. Year Range: 1863-1887.

Profession: Manager. Lodge: Sir Watkin

Lodge Location: Mold Flintshire. Lodge Number: 1477 Folio Number: 182

Source: [https://search.ancestry.co.uk/cgi-](https://search.ancestry.co.uk/cgi-bin/sse.dll?indiv=1&dbid=60620&h=1436513&tid=&pid=&usePUB=true&_phsrc=poe575&_phstart=success)

[bin/sse.dll?indiv=1&dbid=60620&h=1436513&tid=&pid=&usePUB=true&_phsrc=poe575&_phstart=success](https://search.ancestry.co.uk/cgi-bin/sse.dll?indiv=1&dbid=60620&h=1436513&tid=&pid=&usePUB=true&_phsrc=poe575&_phstart=success)

John Merriman Gibson 11 Oct 1893 St. Mark's Lodge Connah's Quay

John Merriman Gibson 20 Sep 1875 Sir Watkin, Mold Flintshire

Source: https://www.ancestry.co.uk/search/collections/60620/?name=John+Merriman_Gibson

1303, JAMES, registered Liverpool, schooner, built Frodsham in 1835, HJLT, 45tons, John Shaw, Northop, Flintshire

Source: Mercantile Navy List, 1874, page 284

<http://www.crewlist.org.uk/data/viewimages?&name=JAMES&steamsail=Sail&submit=Enter&year=1874>

1303, JAMES, registered Liverpool, schooner, built Frodsham in 1835, HJLT, 45tons, John Shaw, Northop, Flintshire

Source: Mercantile Navy List, 1872, page 271

<http://www.crewlist.org.uk/data/viewimages?&name=JAMES&steamsail=Sail&submit=Enter&year=1872>

1871 Census: John Shaw, born Northop, lives Old Chester Road, White House, Coal miner and farmer of 15 acres, age 45: wife Sarah Shaw, age 44, born Northop. Children: Sarah age 20, domestic servant at home; Anne, age 16, domestic servant at home; Pheobe, age 10 scholar, Thomas age 8 Scholar, John, age 6 scholar; Harriet, age 4, Frances, 7 months.

Source: https://www.ancestry.com/interactive/7618/FLNRG10_5641_5644-0491?pid=27193245&treeid=&personid=&rc=&usePUB=true&_phsrc=poe558&_phstart=successSource

1303, JAMES, registered Liverpool, schooner, built Frodsham in 1835, HJLT, 59tons. Elizabeth Winder, Liverpool

Source: Mercantile Navy List, 1871, page 172

<http://www.crewlist.org.uk/data/viewimages?&name=JAMES&steamsail=Sail&submit=Enter&year=1871>

1303, JAMES, registered Liverpool, schooner, built Frodsham in 1835, HJLT, 59tons. Elizabeth Winder, Liverpool

Source: Mercantile Navy List, 1865, page 183

<http://www.crewlist.org.uk/data/viewimages?&name=JAMES&steamsail=Sail&submit=Enter&year=1865>

Note: different format for listing of merchant ships in MNL further back, no owner listed.

1874 Advert: '[ESTABLISHED 1703].

ELIZABETH WINDER.

ENGINEER, MILLWRIGHT, MACHINIST, BLACKSMITH, &c.,

RETURNS her sincere and grateful thanks to her Customers and the Public generally, for the very kind Patronage bestowed upon her since the death of late husband; and she begs to inform them that the Foundry is still carried on in her behalf, under the management of her Sons, who have had long experience in various Foundries in the United Kingdom.

E.W. has been appointed Agent for Remington and Co.'s WASHING, WRINGING, & MANGLING MACHINES, which are the only Machines extant which wash thoroughly without injuring the fabric.

They have had prizes awarded to them at the majority of Agricultural Shows in England, securing TWELVE MEDALS, and a large number of cash prizes.

Prices from £4 0s. 0d. to £ 8s. 0d.

THE LOUND, KENDAL.

Two Apprentices Wanted.[1]

Source: https://www.gracesguide.co.uk/Elizabeth_Winder

See also Lound Foundry – established in 1845 by John Stephenson & Co to build Carlisle to Lancaster railway, https://www.gracesguide.co.uk/Lound_Foundry

1871 Census Kendal (East Ward,), pg24

No 3 The Lound, Elizabeth Winder, head, widow, age 67, iron founder, born about 1804, Tebay, Westmoreland

Mary Ann Winder, daughter, 28, born Kendal

Elizabeth Winder, daughter, 26, born Kendal

Phillip N Winder, son, 23, Mechanist, born Kendal

Mary E Winder, Grand-daughter, 11, born Kendal

Allan Gibson, Grandson, 6, born Liverpool

Joseph Gibson, Grandson, 3, born Liverpool

Source:

https://www.ancestry.co.uk/imageviewer/collections/7619/images/WESRG10_5286_5290-0377?treeid=&personid=&hintid=&usePUB=true&usePUBJs=true&_ga=2.78503828.1676938384.1593721481-

40553604.1565691309&pId=26581355&backurl=https%3A%2F%2Fsearch.ancestry.co.uk%2Fcgi-bin%2Fsse.dll%3Fdb%3Duki1871%26indiv%3Dtry%26h%3D26581355

Note: grandchildren link by birth to Liverpool? Reference to Elizabeth Winder, Liverpool, in MNL?

1861 Census Kendal (East Ward,), pg4

No 13 The Lound, Elizabeth Winder, head, widow, age 57, iron founder employing 15 men and 2 boys, born Tebay, Westmoreland

Phillip Winder, son, 13, scholar

Margaret Winder, daughter, 20,

Mary Ann Winder, daughter, 18, born Kendal

Elizabeth Winder, daughter, 16, born Kendal

John Troughton, 21, general servant

Source: https://www.ancestry.co.uk/imageviewer/collections/8767/images/WESRG9_3969_3972-0596?treeid=&personid=&hintid=&usePUB=true&_phsrc=Jmi3&_phstart=successSource&usePUBJs=true&_ga=2.107999234.1676938384.1593721481-

40553604.1565691309&pId=13351993&backurl=https%3A%2F%2Fsearch.ancestry.co.uk%2Fcgi-bin%2Fsse.dll%3Findiv%3D1%26dbid%3D8767%26h%3D13351993%26tid%3D%26pid%3D%26usePUB%3Dtrue%26_phsrc%3DJmi3%26_phstart%3Dsuccess