

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



A Brigantine

Report compiled by:

Graeme Perks

Report Title:

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

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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 Florist, a brigantine, was built by William Huddart in Whitehaven and launched in 1869 for his own use, being registered at Whitehaven. Florist was sold in about 1872 to William Russell Kelly also of Whitehaven. Florist was used initially to trade mainly with ports in the Mediterranean on the European side, but later also traded with North African ports and Europe.

Florist left Cardiff in November 1882 carrying coal to Belfast and when she was in Cardigan Bay she was hit by a heavy sea in a gale and three crew were washed overboard and drowned. The captain and one of the remaining crew were injured and took refuge in the deck house unable to save the Florist from her sinking state, until taken off by another vessel and landed at Swansea.

2.0 Index

| 2.1 Table of Contents | Page No. |
|-----------------------------------------------------------------|-----------------|
| 1.0 Abstract ----- | 3 |
| 2.0 Index ----- | 4 |
| 2.1 Table of Contents | 4 |
| 2.3 List of Pictures | 5 |
| 2.4 Contributors | 5 |
| 2.5 Abbreviations | 5 |
| 3.0 Introduction ----- | 6 |
| 4.0 Background ----- | 7 |
| 5.0 Research Methodology ----- | 9 |
| 6.0 Results ----- | 10 |
| 7.0 Analysis ----- | 35 |
| 8.0 Conclusions & Recommendations ----- | 37 |
| 9.0 References ----- | 38 |
| Appendices: | |
| Appendix A – Lloyds Register entries ----- | 39 |
| Appendix B – Timeline for Florist ----- | 41 |
| Appendix C - Locations of Ports ----- | 55 |
| Appendix D – Explanation of cargo’s ----- | 56 |
| Appendix E – Appropriation book ----- | 58 |
| Appendix F – Maps showing Ports ----- | 59 |
| Appendix G – MNL entries & Crew List locations ----- | 63 |

2.3 List of Pictures

Page No.

| | |
|---------------------------------|----|
| Front Cover: A Brigantine ----- | 1 |
| Fig. 1 Map of Wales ----- | 15 |
| Fig. 2 William Huddart ----- | 19 |

2.4 Contributors

MADU

2.5 Abbreviations

| | |
|------|-------------------------------------------------------|
| LR | Lloyds Register of shipping |
| BNA | British Newspaper Archives |
| FSM | Shipwrecked Fishermen and Mariners Benevolent Society |
| MADU | Malvern Archaeological Diving Unit |
| MNL | Mercantile Navy List |
| NAS | Nautical Archaeology Society |
| NAW | National Archives of Wales |
| NPRN | National Primary Resource Number |
| OS | Ordnance Survey |
| WNL | Welsh Newspapers on Line |
| w/e | Week ending |

3.0 Introduction

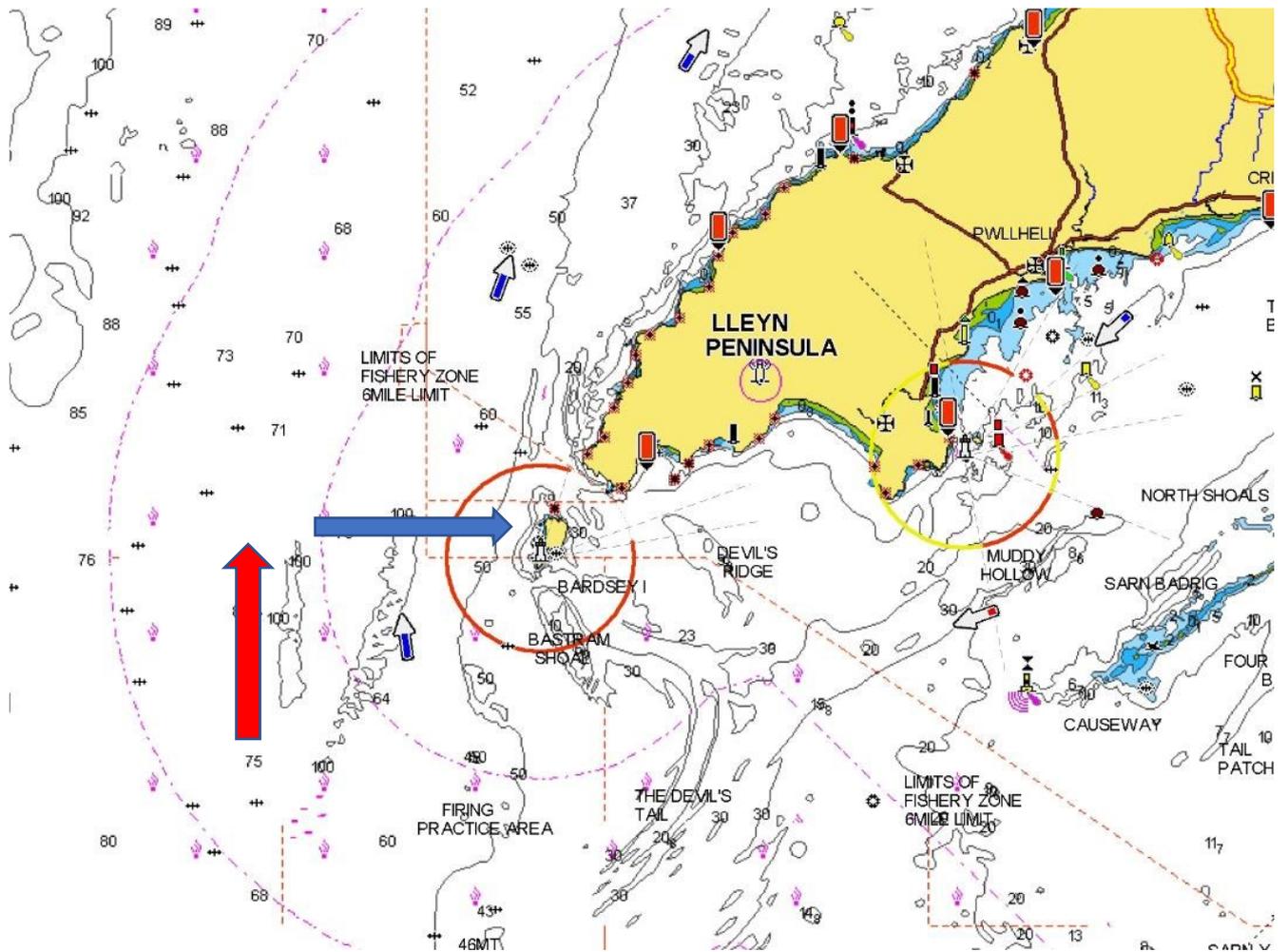
1. I selected Florist to research because the location given was offshore and I wanted to find out what happened and I wanted to discover:
2. The dimensions of the Florist, who the builder was and when she was built and any other information available about her.
3. Information concerning the voyages, cargo's, any events affecting the Florist, details of its masters, crew and owners.
4. To find out the sequency of events leading up to the loss of the Florist, whenever that was and the event in 1882.
5. To discover the cause of the event in 1882 and if the Florist survived, the cause of its eventual loss.
6. The events that happened after the incident in 1882 and up to and after its loss if it survived.
7. If there were any previous research of the Florist for the 1882 incident and its story.
8. If there was a wreck site for Florist and if it had been identified, dived and recorded.
9. If any salvage of the Florist and its cargo had been carried out
10. If any previous reports had been produced for the Florist.

4.0 Background

When I started this research I knew Florist was reported to be a wooden brigantine built in 1869 which was involved in an incident 16th November 1882 4m SW of the light ship in Cardigan Bay.



Bardsey Island position



Bardsey Island off the Lleyn Peninsula
→ Approximate position Florist abandoned

5.0 Research Methodology

I used a Microsoft Pixel laptop with access to my home internet running windows 10 operating system. I also used my Apple I pad for research when I was away from the laptop and to assist in transcribing reports from the British newspaper archives. The new internet provider has now connected my home by a fibre connection so it is very much faster. The Lap top uses bling search engine but I also use Goggle which produces less advertisements and less Americanised content.

I searched Lloyds Register of Shipping (LR) for "Florist" looking for details of her dimensions, master, builders and owners from 1869 with a match. I then searched yearly until 1883.

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

I searched the Crewlist Project for " Florist" looking for her official number and links to MNL, appropriation book, crew lists, owner and master with a match in 1870 and I checked every year until 1883. I followed the links for crew lists and found matches.

I searched The British Newspaper Archives (BNA) for "Florist Martin", " Florist Douglas" , " Florist Watkins" and "Florist Jones" looking for sailings, arrivals, a launch, owners, builders, mishaps and any details of her loss and found a number of matches. I also searched ""Florist Whitehaven" and "Florist " when the matches stopped in a year looking for the next master to search and found matches. I searched "Huddart" and found matches.

I searched "Kelly" and found matches.

I searched "Captain John Jones" but could not identify him from the matches

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

I searched Coflein site for "Florist" looking for any details of the wreck and a chart with a match.

I searched wreckeu site for "Florist" looking for any details of the wreck with a match.

I searched "Brigantine Florist of Whitehaven" in Google and found matches.

I searched "William Russell Kelly" in Google and found matches.

6.0 Results

| | | | |
|--------------|--------------|-----------------------------------------------------------|-------|
| Vessel | Name/s | Florist | |
| | Type | Brigantine | |
| | | Cargo | |
| Built | Date | 1868-69 | |
| | | Launched March 1869 | |
| | Builder | William Huddart | |
| | | Whitehaven | |
| Construction | Materials | Wood | |
| | Decks | One | |
| | Bulkheads | None | |
| Propulsion | Type | Sail | |
| | Details | Square Rigged fore mast, main mast fore & aft rigged | |
| Engine | Details | N/A | |
| | | | |
| | | | |
| | Boilers | | |
| Drive | Type | | |
| | Number | | |
| Dimensions | Length | 83 ft | 3 ins |
| | Beam | 20 ft | 9 ins |
| | Draught | 11 ft | 8 ins |
| Tonnage | Gross | 135 tons | |
| | Net | 126 tons | |
| Owner | First | Huddart & Co | |
| | | Whitehaven | |
| | Last | W. R. Kelly | |
| | | Whitehaven | |
| | Others | | |
| Registry | Port | Whitehaven | |
| | Flag | British | |
| | Number | 58189 | |
| History | Routes | Britain to Spain, Portugal North Africa and Mediterranean | |
| | | | |
| | Cargo | Sulphur ore, iron ore, beans, coal, pig iron | |
| Final Voyage | From | Cardiff (Penarth dock) November 13th 1882 | |
| | To | Belfast | |
| | Captain | John Jones | |
| | Crew | 6 | |
| | Passengers | None | |
| | Cargo | Coal | |
| Wrecking | Date | 16 th November 1882 | |
| | Location | 4 miles SW of Cardigan Bay Lightship | |
| | Cause | Severe Gale | |
| | Loss of life | 3 members of crew washed over board and drowned | |
| | Outcome | Foundered | |

Cumbria archive records

Florist Brigantine, 126.23 tons, built Whitehaven 1869, official number 58189, ref. TRS/1/19, pages 11,203,220,198, crew lists TRS/1/561, Foundered Cardigan Bay 16.11.1882. Crew abandoned her at sea. 2 drowned. Registration cancelled 4.12.1882

Shields Daily News - Tuesday 18 January 1870

The Florist, Robinson, from Cardiff for Huelva, put in at Plymouth on Saturday with loss of bulwarks and both gangways

Gloucester Journal - Saturday 23 July 1870

From Pomaron—the Eliza O’Keefe, Mathias. tons sulphur ore for W. Partridge and Co. ; the Florist, Robinson. 250 tons ditto for W. Partridge and Co.

Bristol Times and Mirror - Tuesday 18 October 1870

BRISTOL IMPORTS.

Florist Pomaron – F T Barry, 250 tons sulphur ore.

Shipping and Mercantile Gazette - Friday 27 December 1872

WHITEHAVEN—Dec. 27 (By Telegraph) The Florist, Evans, from La Rochelle, picked up the crew of the Elizabeth Taylorson, Hooper, of and from Shields for Malaga, on the 24th inst., off Scilly, and landed them here.

Leeds Mercury - Monday 30 December 1872

ABANDONMENT OF A SHIELDS BRIG.

On Saturday, Mr. James Young, of north Shields, received information that his vessel, the brig Elizabeth L Taylorson, Captain Hooper, of and from South Shields for Malaga, had been caught in a gale, and the crew compelled to abandon her. They were picked up by the Florist, Captain Evans, and landed at Whitehaven.

Ardrossan and Saltcoats Herald - Saturday 24 January 1874

SHIPPING at the HARBOUR of IRVINE

-

Arrivals

Jan. 17 - Florist, Jones Magazan Morocco beans 126 tons

Shipping and Mercantile Gazette - Saturday 15 January 1876

NEWPORT Jan. 14: The Thames schooner, and from Plymouth (ballast), load rails for London, whilst discharging at the Great Western Wharf, broke from her moorings and ran into the schooners Florist and Elizabeth Kelly, of Whitehaven, both from Workington, and carried away the Florist's headgear, &c.

Cardiff Times - Saturday 22 January 1876

SINGULAR CLAIM FOR DAMAGING A SHIP.—CONFLICTING EVIDENCE.—At the borough police-court on Wednesday, before Mr Thomas Cordes, M.P., Mr G. B. Gething, and Mr R. G. Callum, Captain John Jones, master of the Florist, of Whitehaven, was summoned for the payment of £19 for damages done to the schooner Thames, of Plymouth, Captain James Endacott. There was a cross-summons. Mr J. D. Pain appeared for complainant, and Mr William Jones, solicitor, of Cardiff, appeared for the defendant. After the case had been briefly opened, Charles Ellis, mate of the Thames, said his vessel came up the river Usk in ballast on Thursday morning last about nine o'clock, and took up her berth alongside the Great Western Wharf, on the east side of the river. She was moored fore and aft. They began to discharge ballast on Thursday night, but the wind lulled on Friday. He was on deck on Friday morning, and recommenced discharging ballast. The warp at the head of the vessel was rather slack and they hauled it tight. Soon afterwards the Florist came up the river and ran foul of the Thames, and the warp was broken, and other damage was done to the Thames. In cross-examination the mate said the warps did not break before the collision. George Congdon, a seaman on board the Thames, gave corroborative evidence. He understood that the Florist had done damage to the figure-head of another vessel. William Edwards, a lad, gave evidence which clearly indicated that the Florist was to blame. The damage was estimated at £19. Captain Endacott stated that when he made an application to Captain Jones for payment of the damage he admitted that he had made a mess of it. Mark Mudey, shipwright, had surveyed and estimated the amount of damage at £ 19. Mr Jones, having addressed the bench for the defence, called Edward Dyer, who was at the crane at the Great Western wharf on Friday last, and was engaged in discharging

ballast from the Thames. He considered that the Thames was not securely fastened. The tide runs very strongly at this spot. Another vessel had broken adrift earlier in the week from the same cause. It was not a fact that the Florist drove down upon the Thames. The tide carried the Thames around upon the stern ropes. It was the foremost rope of the Thames that parted. He was sure there was only one rope forward, and he had spoken to the mate in respect of another rope. Witness said he had been offered a pound or so to say that the vessel was properly moored. In cross-examination, witness said he thought the man who came to him was not belonging to the Thames. Thomas Webb, who was employed at the Great Western Wharf, heard the crane man caution the mate to make his vessel, the Thames, more secure. He saw the Thames drift from her moorings down upon the Florist, and did the damage. There was no mistake about it. He could not swear whether there were two ropes or one, but he only saw one. He distinctly saw the Thames bear down upon the Florist whilst she lay at anchor. John Jones, the master of the Florist, gave corroborative evidence. His Vessel was loaded with pig iron on Friday, and was drawing at the time of the collision, 12 feet 8 inches of water. He anchored for a time, and waited to go into a berth occupied by another vessel at the Great Western wharf. He saw the collision. The Thames bore down upon the Florist and did damage. It was impossible for his ship to have drifted down upon the Thames, because she would have had to go against wind and tide. John Wilson, the master of the Elizabeth Kelley, which was lying near the Great Western wharf on the morning of the collision, gave evidence in support of the defendant's case. In cross-examination witness admitted that his vessel belonged to the same owners as the Florist, William Austin, mate of the Elizabeth Kelley, also supported the testimony of the defendant. He considered the Thames solely to blame for this collision. John Williams, mate of the Florist, was also examined and with a similar result. He saw the Thames come right across the bows of the Florist. The bench at this point thought there was no occasion to proceed further with the evidence. and after having heard the conflicting statements they had no alternative but to dismiss the case. There had been a cross-summons, but after the contradictory statements which had been given the case was not proceeded with. Mr Jones applied for costs, and after a consultation the bench granted the coats of the court, and advocate's fee.

Clyde Bill of Entry and Shipping List - Saturday 29 July 1876

IMPORTS AT GLASGOW

JULY 28. FLORIST, Whitehaven, Jones, SaM, 126 (6 men)--A. C. Gow & Co.
4307 cwt beans —Gibson & Clark
510 esparto mats—The Master

Cork Constitution - Tuesday 17 October 1876

CORK HARBOUR SHIPPING LIST. Monday.
Florist (British), Jones, Casablanca, beans;

Shipping and Mercantile Gazette - Thursday 07 December 1876

MILFORD Dec. 8; Arrived The Florist, Jones, from Newport, has arrived with loss of gangways, sails, running gear, &c.

Shipping and Mercantile Gazette - Thursday 04 January 1877

MILFORD Jan 4 . The Florist, which sailed hence Dec. 22, has put back from lat. 50 39 N, long. 9W, having been struck by a sea, carrying away after house and wheel, split sails, & C.

Western Mail - Saturday 06 January 1877

The following vessels have put into Milford Haven damaged, viz :-The brigantine Florist, of Whitehaven; Jones master,- 126, Newport to Gibraltar, with a cargo of coal. Fore stay, wheel and wheelhouse carried away



Fig. 1 Map of Wales

→ Milford Haven, Newport, Liverpool, Holyhead, Swansea,
 → Beaumaris, Dublin,

Star of Gwent - Friday 25 March 1881

WEDNESDAY. Before his Honour Judge Herbert

SHIPPING CASE. Francois Janet v. the owner of the Florist.—This was an action brought by the captain of the ship Corriene Aimee against the master of the vessel Florist to recover £3 5s damage done to the mizen mast of the former on the 28th May by the jibboom of the Florist.—Mr R. P. Williams appeared for the plaintiff; Mr Vachell, of Cardiff, for the defendant.—William Davis, said he was the foreman at Vipond's Wharf. On the 28th May last the Carriene Aimee was lying at the wharf, partly loaded, waiting to complete loading. She was finished that evening. The Florist was lying in the outside upper berth. After the vessels had grounded he saw the Florist's jibboom pressing against the of the Corriene Aimee. The jibboom seemed to be taken in as far as was normal —Robert Coxon, a spar and block maker, said he was called to see a broken spar on board the Corriene on the 28th May last. Found the mast was sprang from the keel to the deck. It was badly sprang. The damage was still going on whilst he was there. He estimated the amount at £3 5s. The jig boom was rigged in the usual way.—This

was all the evidence for the plaintiff—For the defence Captain John Phillips, the deputy harbourmaster called, and said the Florist took up the berth he ordered her to take. There was nothing to prevent the Cerrienne Aimee from moving ahead. The captain of her was requested to do so but refused. If his instructions had been obeyed there would have been no damage done.—John Jones, the master of the Florist, was called, and said if the French vessel had moved from three to six inches ahead the damage would not occurred. The captain refused to move.— His Honour said he thought the Corrienne Aimee was the author of her own damage, and could not recover.

Viponds wharf is in Newport.

Lloyd's List - Saturday 18 November 1882

FLORIST schooner, of Whitehaven, from Cardiff for Belfast, was abandoned on beams yesterday (Nov. 16), 8 a.m., about four miles north-east of Cardigan Bay Lightship. Master and two men (Andrew Bowen and William Jones) taken off by the steamer George Moore, arrived here this morning. Mate and two boys lost. (Swansea, Nov. 17, 12 27 p.m.)

South Wales Daily News November 18 1882

ABANDONMENT OF A VESSEL AND LOSS OF LIFE. On Friday morning the steamship George Thomas, of Whitehaven, arrived at Swansea, having on board the captain and two seamen of the brigantine Florist, of that port, which vessel was abandoned in bad weather, while on a voyage from Cardiff to Belfast with coal. Early on Thursday morning, it appears, the Florist was caught in a severe gale, heavy seas striking her, while the wind was from the north-west. In the course of the hurricane three of the crew, named Jonathan Evans, David Evans, and Owen Jno. Michael, were washed overboard and drowned. The other men then left the deck, and sought refuge in the fore-castle, from which they were rescued after an imprisonment of five hours by the vessel named, the Florist being then abandoned. The men were in a somewhat exhausted state on their arrival at Swansea. The three men drowned were from the neighbourhood of Aberayron, viz., Jonathan Evans, Water-street, Aberarth, Owen John, Post-office, Aberarth and David Evans, eldest son of James Evans Gomer, Aberayron.

The Cambrian News and Merionethshire Standard 24th November 1882

DISTRESSING NEWS.—The schooner *Florist*, bound from Swansea to Belfast, Captain John Jones, Penyreglwys, Aberarth, encountered a terrific gale on the night of the 16th November, which resulted in the loss of three men from this neighbourhood by being swept overboard. The captain and the rest had to seek shelter in the forecastle, leaving the vessel to the mercy of the storm. From this perilous position they were rescued early on Thursday by, a steamer which landed them at Swansea. The captain who has reached his home has been severely bruised, and has broken several of his ribs. The lost men are Jonathan Evans, Water- street, Llanddewi Aberarth; Owen John Michael, post office, of the same village, and David Evans, son of Mrs Jane Evans, Gomer. Quay-parade, Aberayron. The last named was a brother to the boy John Evans, who was drowned in Aberayron harbour four months ago, which makes the case of the widowed mother exceptionally distressing.

The Aberystwith Observer 25th November 1882

SAD OCCURRENCE AT SEA.—The sad news reached this town on Friday, the 17th inst., that the brigantine "*Florist*," of Whitehaven, Capt. John Jones, Aberarth, whilst on a voyage from Swansea to Belfast, was struck by a heavy sea on Thursday morning, when about eight miles west of Bardsey Island in Cardigan Bay. The sea swept away the bulwarks, and washed overboard four of the crew, three of whom (the mate and two boys) were drowned. The fourth managed to get on board again. The captain and the two surviving seamen were taken off the ship six hours afterwards by the steamer "*George Moore*," which landed them in Swansea on Friday morning. The captain's foot was injured by the wheel, and one of the sailors had his arm badly bruised. The three that were drowned are from this town and the neighbouring village of Aberarth, viz., Jonathan Evans, Aberarth, the mate and two boys- Owen John Michael, post office, Aberarth, and David Evans, eldest son of Jane Evans Gomer, of this town. This was Michael's first trip to sea. The latter's second son was drowned in the Aberayron harbour last summer under very distressing circumstances. Much sympathy is felt for the bereaved in their sad affliction

Lloyd's Weekly Newspaper - Sunday 26 November 1882

SERIOUS GALE AND LOSS OF LIFE, The snowstorm of Thursday appeals to have been very general throughout England. and on the coasts it was accompanied by a severe gale, during which several serious disasters to shipping occurred.

Three men were on Friday landed at Swansea, and report that on the previous morning their vessel, the Florist, of Whitehaven. encountered a violent sea in Cardigan Bay, in which three of the crew- Jonathan Evans, David Evans, and John Michael- were washed overboard and drowned. The remaining three, including the captain, took refuge in the forecastle, and after enduring great suffering for five hours, were rescued by the steamship George Moore, and landed as Swansea.

Shipping and Mercantile Gazette - Thursday 30 November 1882

FLORIST.—Report of John Jones, master of the brigantine Florist, of Whitehaven, 126 tons, from Cardiff (Penarth Roads), Nov. 13, at 7 a.m., for Belfast (coal, 233 tone) :—Proceeded without casualty, and proceeded down Channel all well. On the 14th, at p.m., put into Milford through contrary winds. On 15th, , sailed again. Rounded the Bishops about 10 a.m., wind S.E., a gale ; proceeded up Channel. At 10 p.m. wind suddenly shifted to N.W. ; midnight blowing a hard gale; position, Bardsey bearing E.N.E. 18 miles. Thursday, 2 a.m., a high sea, wind varying from N.W. to N N.W., a heavy sea broke on board, swept decks, carried away the boat, and washed the mate and two boys overboard, vessel being unmanageable and under storm sails, having a great list to starboard. Sounded pumps, but could not work them. Went into the cabin and found two feet of water on cabin floor. Put the helm up to get the vessel on the starboard tack. She came round, but deponent and boy being disabled could do nothing. At daylight made a signal of distress to the George. Moore (s), of Maryport, which lowered a host and took deponent and two others off the wreck ; position, Cardigan Lightship N.E. about four miles, and were landed at Swansea 17th, at 10 a.m.—Swansea, Nov. 17.

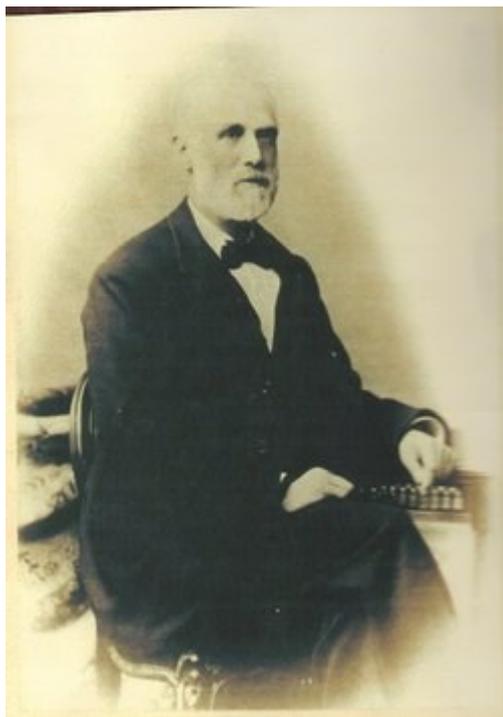


Fig. 2 **William Huddart (1810-1884)**

Whitehaven News - Thursday 09 March 1865

MARRIAGES. On the inst., at St. James's Church, Whitehaven, by the Rev. C. K. Perring, Mr. William Huddart, shipbuilder, to Miss Elizabeth Birch Sykes, fourth daughter of the late Captain Sykes, 1st Royal Cheshire Militia.

Whitehaven News - Thursday 26 October 1865

TO SHIPOWNERS AND MASTERS.

WILLIAM HUDDART,

Late Managlng Builder for many years to Messrs. T. and J. BOCKLKBANK. at Whitehaven, who have now declined the Shipbuilding Business, BEGS respectfully to intimate to his friends and the public generally, that he has taken and entered upon the Premises lately occupied by Messrs. L. Kennedy and Co., where Intends carrying on

- SHIPBUILDING AND REPAIRING,
And is now prepared receive contracts both for new and old work. All orders will be punctually attended to, and the work executed under bis own immediate inspection. N. B—Oars and Trollboat Beams always kept hand, and Spars made

on the shortest notice. Yard on the North Side of the harbour ; Residence, 20, Duke-street, Whitehaven.

WANTED, One Apprentice to the Ship-smith Business, and a number to the Shipwright Business.—Apply above.

Whitehaven News - Thursday 19 December 1867

Petty Sessions.

WHITEHAVEN.— Thursday, Dec. 5. Before William Lumb, Esq. (chairman), Major Fletcher, Captain Fisher, J. Thompson, Esq., H. Jefferson, Esq. (Springfield), J. Dees, Esq., R. Gibson, Esq, and H. H. Watson, Esq.

Claim for Wages. —John Troughton, late mate of a vessel called the Trial, summoned Mr. William Huddart, the principal owner of the vessel, in order to recover the sum of £4 17s 6d, wages alleged to be due.—Mr. Webster appeared for the complainant, and Mr. Howson for the defendant.— The complainant's case was that about a month ago the Trial, of which vessel the complainant was mate, arrived in this port, and that on the following day she was discharged of her ballast. The old voyage then terminated, and a new voyage commenced. Complainant was then engaged for the following voyage, the wage for the voyage being £8 10s. After his engagement for the new voyage, the complainant continued regularly to attend the vessel, which was lying in the North Harbour, until Saturday evening last, when the defendant went down on board the vessel and discharged him (illegally, it was contended), alleging that he was drunk, which, however, the complainant now denied. The complainant being, in consequence of the dismissal, prevented from his £8 10s, brought the present action for the recovery of £4 17s 6d, being the wages to which, it was alleged, was entitled for 20 days' work at the rate of 4s day, and five tides work at the rate of 3s 6d a tide; and which sum the captain of the vessel had certified to be due to him. The defence was that at this port the round" terminates as soon the ballast is discharged, but that the subsequent round" does not commence until the vessel begins to take in cargo, and that during the interim it is customary for the seamen to attend the vessel simply in order to secure a preference for the ensuing round. They were, however, at liberty to leave if they got a handier berth the mean time. There was little or no work to do on board a vessel between discharging and taking in cargo. Any work that was required to be done, such as mooring, was paid for tide work, and the complainant had been offered, but had refused, sum of 17s 6d for the tide work which had done. It was also alleged that the complainant's conduct justified his dismissal, and a policeman was called who deposed that the man was drunk at the time of his dismissal.— After hearing evidence of the circumstances which led to the complaint's

dismissal, and also to the custom of the port in reference to the attendance of seamen upon vessels in the interim between the termination of one round and the commencement of subsequent one, the bench retired to deliberate upon the case. On their return into court, the Chairman said the bench had decided that the complainant should be paid £2 17s 6d; each party to pay his own costs.

Cumberland Pacquet, and Ware's Whitehaven Advertiser - Tuesday 28 January 1868

SHIPBUILDING ON THE SOLWAY. The following statistics will be read with interest by our readers of the shipbuilding trade of the Solway for the past year, showing the number of ships which have been built at each port. The numbers are as follows At Whitehaven, four, namely, the Ann Middleton, 180 tons, class 9 A1 ; the Pearl, 128 tons, class 9 A1, both built by Messrs J. Shepherd and Co.; the John Ewing, 117 tons, class 8 A1, built by Mr H. Williamson ; the Trial, 104 tons, class 8 A1, built by W. Huddart.

Whitehaven News - Thursday 01 September 1870

FOR SALE.— Now building, a SMALL VESSEL; can be launched at short notice. Designed for a Fishing Smack; would do for a small Trader or Pilot Boat. Length of keel, 61ft. ; breadth. 15Jft. ; depth of hold, 8ft. 2in. Parties purchasing could have her fitted up to suit their purpose. Apply to William Huddart, shipbuilder, Whitehaven.

Whitehaven News - Thursday 16 October 1873

TO SHIPBUILDERS, SHIPOWNERS. CARTWRIGHTS, MINE PROPRIETORS, FARMERS, AND OTHERS.

R. WALKER has had instructions from Mr. William Huddart, who is declining business, to SELL by Public Auction, at his Shipbuilding Yard, south side of the harbour, Workington, on Thursday and Friday, October 23rd and 24th, 1873, the whole of his stock of TIMBER. BUILDING MATERIALS and TOOLS, BLACKSMITHS' STOCK and TOOLS, and other Effects. Also, will be Sold at his house, in Henry-street, a portion of the HOUSEHOLD FURNITURE, and about 100 volumes of valuable BOOKS in Divinity, History, Ac., some curious, amongst which is the "History of the Devil," and number of good School Books.

Sale to commence each day at Ten a m. and Two p.m.

The Sale of the SMITHS' STOCK and TOOLS will take place at Two o'clock on Friday. Church-street, Workington, October 9th, 1873.

Whitehaven News, March 20, 1884

Death of Mr. W. Huddart, of Beckermest

We regret to record the death of Mr. William Huddart, for many years foreman shipwright for Messrs. Brocklebank at Whitehaven, and who for three or four years was in business as a shipbuilder in this town. During the palmy days of wooden ships, Mr. Huddart was one of the most active workers, being a general favourite with his employers and the workpeople under his charge. On retirement of Messrs. Brocklebank, Mr. Huddart started business for himself in the yard which had been formerly occupied by Messrs. Kennedy. Amongst the vessels built by him were the Florist and the Trial, which he subsequently disposed of on his retirement from business. Mr. Huddart removed to Beckermest, where he resided until his death, which took place on Tuesday last at the age of 74 years. Deceased was of a genial disposition, and deservedly respected in the town and neighbourhood.

William Russell Kelly 1847 - 1928

Whitehaven News - Thursday 23 December 1869

STORMS AND SHIPWRECKS AT HOME AND ABROAD.

The index of value attached to any charitable institution is generally recognised in the actual details of its executive. We are led to these remarks by perusing the thirtieth annual report of the Shipwrecked Fishermen and Mariners' Royal Benevolent Society, which gives in a very condensed narrative a full statement of the stewardship of its almoners. From the report itself we naturally, turn to the history and progress the institution, which appears to have been established in the year 1839 for the purpose, among others, of boarding, lodging, clothing, and forwarding to their homes, or to their nearest consuls, foreigners, all wrecked seamen, soldiers, or other poor persons of all nations cast destitute upon the coasts." That such an object was in every respect worthy the kindest consideration of the public needed little beyond few authenticated details of shipwrecks to commend it to their notice. But the founders of this institution

could never have anticipated such a fearful revelation as the hitherto unchronicled disasters at sea made known. What inference (for example) is to be drawn from the fact that the number of shipwrecks exceeds 5,000 per annum? That in the year 1868 no less than 6,648 shipwrecked mariners were relieved and forwarded to their respective homes. Among this number were the crews of vessels from America, Austria, Belgium, British American Colonies, Denmark, France, Greece, Holland, Italy, Norway, and Prussia. That relief has, during the same year, been given to 4,236 widows, orphans, and aged parents of shipwrecked husbands, fathers, and sons, thus completing total relief to 10,884 persons in a single year. Moreover, as a crowning testimony to the value of this society, 182,312 fellow creatures have, in the depth of their distress, experienced the heaven-sent benevolence of human agency in the cause of the fatherless and the widow.

Now we are sure that an institution which has such ramifications as a force of 866 honorary agents to dispense its charity, must stand in need of further help itself from all who have the heart and the means to give. For no other source of charity could stronger appeal lie made than for the Shipwrecked Mariners' Society, after having enumerated what it has already done, what it is still doing, and what we have a just right to expect it will continue to do. Great objects we know are achieved by the co-operation of individual agencies, and no better illustration can be given than that which is summed up in the history of this society. Yet, as their report justly urges, The wants of the poor shipwrecked mariner are always urgent, and that this society not only represents the nation's care for its own seaman, but it is also the representative of its hospitality to the helpless stranger cast upon its coast. "What English family, we ask, will, after this, need a further appeal for co-operative assistance in fulfilling at the same time a national, an individual, and religious obligation" —The Age we Live in. Dec. 11, 1869. —[Contributions will be thankfully received by Mr. William R. Kelly, Ship Broker, Dawson Place, the representative of the institution at Whitehaven.]

Cumberland Pacquet, and Ware's Whitehaven Advertiser - Tuesday 15 March 1870

Whitehaven Volunteer Life Brigade.— the members of this brigade were through the kind liberality of the president. James Lamb Esq, entertained to a very capital supper at the Indian King, Roper street, on the evening of Tuesday last. Mr. W. Bewlay the captain of the corps. occupied the chair and Mr. W. R. Kelly, one of company officers in the vice-chair. Captain Wake, the inspecting officer of the coastguard for the division was also present. The usual loyal toasts having been honoured and various others connected with the brigade were proposed. Captain

Wake in responding, congratulated the members on their efficiency and good conduct, and also in the satisfactory manner they acquitted themselves at wrecks.

Cumberland Pacquet, and Ware's Whitehaven Advertiser - Tuesday 08 November 1870

MARRIAGES.

On the 3rd Inst, at St Nicholas Church By the Rev F W Wicks, William Russell Kelly to Miss Mary Ann Watson at Nicholas's Church, Whitehaven.

Whitehaven News - Thursday 16 January 1873

EXCITING SCENES. It is only a fortnight since that it was our painful duty to record the wreck of the Amyntas, with all hands, at Workington ; and now have to report the wreck of a noble vessel at Seascale, and the gallant we might almost say heroic—services of the Whitehaven Volunteer Life Brigade in saving the crew from what must inevitably have proved a melancholy fate. Between eight and nine o'clock on Tuesday morning, intelligence was received here by telegraph to the effect that a vessel was ashore at Seascale, and that the services of the Life Brigade would be required. About quarter to nine o'clock, the usual signals for the mustering of the brigade were given, and in a very short time about twenty of the members, under the command of Mr. W. R. Kelly, the second officer, were at Preston-street Station for the purpose of being conveyed, with the requisite apparatus, to Seascale, distance of about 12 miles. The Fairness Railway Company lost no time in providing an engine ; but as the line between Whitehaven and Seascale is only a single one, and a train was then due in Whitehaven, the company was unable to despatch the special until about ten o'clock. The members of the brigade arrived their destination at about half-past ten. The vessel proved to be the Glendurer, of Liverpool, 995 tons register, bound from Manilla to Liverpool, with very valuable cargo of sugar, Manilla hemp, and hides. The ship, we are informed, had been 137 days on the voyage from Manilla, and during that time had encountered very rough and severe weather, especially during the past few days. We have as yet no very definite information to explain how the Glendurer should have got so far out of her course. It is stated, however, that the compasses had become deranged, which, considering that the ship is an iron one, is not at all improbable. Monday night, it will be remembered, was a wild one, the wind blowing hard from the S.S.W., which would have the effect of driving the vessel towards this coast. It was about four o'clock Tuesday morning when the men on the watch discovered that the vessel was very near land. The alarm was immediately given those below in their bunks

rushed upon deck, some of them half-naked; and in a few moments the vessel was ashore broadside on." The coast at this point is very flat, and is mostly of sand; but in the darkness of the night the crew could not see what was the nature of the beach, otherwise they might possibly have attempted to get safely on shore by means of the ship's boats. By and by the masts showed signs of giving way, and to avoid danger from this source the crew thought it safer to lower the boats, fifteen of them getting into one, and eight into the other. Their ignorance of the nature of the coast led them to keep close by the ship's side, and after they had remained in this perilous position for about an hour and a half, the three masts snapped and went overboard to the seaward. The crew then thought it safer to return to the deck of the vessel, and here they remained, making signals of distress until daylight, when their position was observed by people on shore, and telegrams were forwarded to the Life Brigade at Whitehaven. Meanwhile, the ship's boats, after the crew returned to their vessel, had drifted ashore, and the rescue of the men without extraneous aid seemed a matter of impossibility. Such was the position of affairs when the Life Brigade arrived at the scene of the disaster about half past ten. It was then about an hour off high water, and as the vessel struck when it was low water, and the coast is very flat, there was at that time considerable distance between the ship and the shore, making it difficult, and, as the event proved, impossible to reach the vessel by means of the rocket apparatus. Mr Kelly, who, as stated above, commanded the brigade, says, in reporting the circumstances to the commander and honorary secretary, Mr. Bewlay We fired four rockets, but the surf on the beach wet the line, and the rocket would not carry the half of the line out. The third rocket fell about 10 or 15 yards short of the ship. Finding it impossible to reach the ship with rockets, and the ship's boats and some oars having been washed ashore, one of the boats was manned in charge of J. M'Minn (lifeboat coxwain), and put out, but filled, and was obliged to return. We tried to reach the vessel by this means four times, but still the boat would not stem the surf. The tide having then ebbed a little, we tided another rocket, but it also fell short on account of the line being so wet. We again launched the boat and she succeeded in getting half-way to the ship, when a man with life-buoy and line from the ship got to the boat, and by this means they got the boat hauled off to the ship, and brought the men on shore by three trips, and landed them safely about 3.0 p.m." This report of Mr. Kelly's is very matter-of-fact one, and, probably, from his position in the brigade, that gentleman did not care about saying too much in praise of the gallant conduct of the members of the brigade ; but we learn from other sources of information that nothing could be nobler than their behaviour during that eventful day, when, for half-a-dozen hours, they risked their lives many times over, in order that they might be instrumental in saving a number of their fellow creatures from an untimely fate. It is not too much to say that had it not been for the timely exertions of the brigade and others, at least fifteen of the

crew must soon have perished from exhaustion and long exposure to the elements. The other ten individuals who composed the crew, although not so much exhausted as some of their comrades, must also soon have succumbed. The scenes when the attempts were being made to reach the vessel by means of the boat were very exciting. One who was present informs us that when the boat set out for the fourth time to attempt to reach the vessel, she would probably have succeeded in doing so, had not the line with which it was intended to form a connection between the ship and the shore got entangled with something on the beach, and at this juncture two of the oars also broke. She had therefore again to be drawn back towards the shore ; but, nothing daunted, the crew of the lifeboat (for such she was in reality, if not in name) made fifth attempt, with the successful result mentioned above. The same eye-witness who has supplied us with these facts, states that when the man jumped from the vessel with the life-buoy, two others jumped into the sea at the same time, and were got safely ashore with the assistance of the Life Brigade and others, who went a considerable distance into the water to meet them. The man with the life-buoy was much exhausted when picked up by the boat. Several of the brigade who went into the water had narrow escapes from drowning, there being some dangerous pools at that part of the coast. The brigade speak in high terms of the conduct of the Misses Dawson, formerly of Whitehaven, and now residing at Seascale. It appears that these ladies, having become apprised of the occurrence, hastened down to the beach with linen for bandages, and with such stimulants as might be required by the exhausted crew. The crew, as they were brought ashore, were removed to the Seascale Hotel, where every attention , was paid to their wants. The Rev. Mr. Cheese, of Gosforth ; Mr. Postlethwaite, of the Hollins ; and Dr. Churchill, of Gosforth, happened to be present, and performed the part of good Samaritans to the distressed mariners. ". The crew (with the exception of the captain and one or two more, who remained at Seascale) were brought to Whitehaven on Tuesday evening by luggage train ; the same train conveying the members of the Life Brigade. During the day, a telegram had been forwarded to the commander. Mr. Bewlay, for further supply of rockets, and that gentleman (though unwell), accompanied by several other members of the brigade, proceeded to Seascale on the afternoon train, but before their arrival there, all the crew had been safely landed. The shipwrecked men, on their arrival here, were provided with lodgings, clothing, &c - ., by Mr. George Dawson, the local agent of the Shipwrecked Mariners' Society. This town, think, may well congratulate itself upon the possession of two such noble institutions as the society just named, and the Volunteer Life Brigade. If the latter (which by the way is supported entirely by voluntary subscriptions) had done nothing else but save the crew of the Glendurer, it is well worth all the money expended upon it by our townspeople. Before the last of the crew was rescued from the Glendurer, the vessel showed signs of breaking up. The

starboard side was burst about half-past three, and the melting sugar was discernible in the discolouring of the waves. The probability is that the vessel (which is an iron one) will become a total wreck.

Cumberland Pacquet, and Ware's Whitehaven Advertiser - Tuesday 10 March 1874

Part of case below reported

The Court desired to know whether Mr. Alter had any objection to let them know what manner the captain was paid. Mr. Alter said he had not, but the first place should like to have the opinion of the Bench as to whether they would desire or not that the captain be put the witness box though was aware it at his (Mr. Alter's) discretion. The Bench did not express any wish for the captain enter the witness box. William Russell Kelly, managing owner of the Ituna, deposed that the captain's wage was £9 a-month. There was no commission or perquisite beyond that.

Shipping and Mercantile Gazette - Thursday 19 March 1874

OFFICIAL REPORT. ABANDONMENT OF THE BRIG ITUNA. Report of the Court of Inquiry held at Whitehaven on the third, fourth, and fifth days of March, 1874, by order of the Board of Trade, before John Thompson and Charles Fisher, Esqs., Justices of the Peace for the county of Cumberland, and Captains Nicolas and Sandeman, Nautical Assessors, into the circumstances attending the abandonment of the brig Ituna on the 25th day of January last:— The Ituna was a brig of 184 registered tons, built at Whitehaven in the year 1834. Her official number was 24,875. She sailed from Maryport in ballast, in September last, for Darien, in Georgia. Her Master was James Smith, who holds a certificate of competency of No. 88,401. The ship was owned by William Russell Kelly, of Whitehaven, and others. When the ship left England she was seaworthy and fully equipped. Nothing material took place on the outward voyage except that the wheel of one of the pumps was broken, and this was never afterwards repaired. The vessel was fitted with two patent double-acted pumps, and the breaking of this wheel had the effect of rendering useless one spear of one of the pumps, thus reducing the pumping power by one-fourth ; though the vessel after this accident, considering the powerful character of the pumps, does not appear to have been deficient in pumping power. The vessel loaded a cargo of pitch pine timber at Darien, and left that place early in December. On proceeding down the river in charge of a Pilot, the vessel grounded on a bank a few miles below Darien, at about 3 o'clock P.M. When she grounded she listed about two planks, and remained on the bank till the next flood tide, when she was taken off by a

steam tug. She was on the bank seven or eight hours. The vessel had made little or no water before the stranding, but she afterwards made more. No survey of the ship was made after the stranding. After she was got off she proceeded further down the river to Doboy, and there took on board a deck cargo of pitch pine timber. This deck cargo consisted of two tiers, was about three feet high from the deck, and extended the whole length of the deck, just keeping clear of the windlass. It consisted of one tier of heavy logs, the upper tier being of sawn timber. At Doboy three of the Crew deserted, and took with them one of the ship's boats, which the Master was unable to replace. The vessel left Doboy on the 26th of December. She had been making a considerable quantity of water after the stranding and before leaving Doboy. After leaving Doboy, the ship in two days met with heavy gales, which continued at intervals to the 25th January, when the vessel was abandoned. After the gales commenced, the Crew, which consisted of seven all told, were almost constantly engaged at the pumps. About six or seven days after leaving Doboy the top tier of the deck cargo was thrown overboard, but the ship continued to make more water, and about the 18th or 19th of January she was making a great deal of water. On the 25th of January the leak had increased to 22 inches per hour, and the Crew were exhausted, there being about seven feet of water in her hold. On the 23d of January the course had been shaped to fall in with a homeward vessel, the Master having determined to abandon the Ituna. On the 25th of January the steamer Excelsior, bound for Liverpool, came in sight, and took on board the Crew of the Ituna, who then abandoned her in lat. 43 N., long. 41 30 W. Nothing was saved from the Ituna except the Captain's chronometer. The log-book was not saved, though the official log was. The Excelsior took the Crew to Liverpool. We are of opinion that no blame rests on the Owners of the ship, which was seaworthy and fully equipped when she left England in September last. We think that the Master did not take the proper precaution to ascertain the state of his vessel after the stranding. He had no survey made, although there were a dozen or more vessels at Darien, 11 miles distant at the time, and he could have obtained assistance there. He appears to have made no examination of the ship beyond trying the butts and seams with a pocket knife. We also think that the Master showed a want of sound judgment in subsequently taking a heavy deck load, considering the state of the vessel and the season of the year. We are also of the opinion that when the Captain had the top tier of the deck load thrown overboard, he ought also to have got rid of the second tier at the earliest possible moment, and thus have relieved the ship. We think the abandonment of the ship was rendered necessary by the wrongful act of the Master in taking a heavy deck load on board under the circumstances above detailed, although the Master, in the course he pursued, was probably actuated only by an excess of zeal. He appears to have got his command in this vessel after serving in her as Apprentice and Mate. Under the circumstances, we feel bound to find the Master, James Smith, guilty

of a wrongful act, and we therefore suspend his certificate for three calendar months from this day. The loss of the log-book has been the cause of much difficulty and inconvenience in this Inquiry, and we think, if proper efforts had been made, it might have been saved.

JOHN THOMPSON. CHARLES FISHER.

We concur,— B. W. NICOL&S,. A. P. SAYDENAN, Assessors.

Shipping and Mercantile Gazette - Tuesday 05 November 1878

OFFICIAL ENQUIRY

" THE ABANDONMENT OF THE THOMAS".

A Board of Trade Inquiry Into the Circumstances attending the abandonment of the British sailing ship Thomas, of Whitehaven, about 40 miles east of Charleston, Sept, last, was commenced yesterday at the Police-buildings, Liverpool, before Mr. Raffles, stipendiary magistrate, and Admiral Powell and Captain Harris, Nautical Assessors. Mr. Tyndall (Tyndall and Paxton) represented the Board of Trade, and Mr. Hawkins (Forshaw and Hawkins) appeared for the master, Mr. Charles Morgan. Thomas Mr. Tyndall, in opening the Inquiry, said that Thomas was brig, built of wood, and was 78, having been built in the year 1800. Her tonnage was 186-39, and she was owned by Mr. William Russell Kelly, Shipbroker, Whitehaven, and many others. In 1873 the Thomas was repaired at cost of £1900, and was men classed at Lloyd's "A1 red" for five years. Since then she had been in many dangers and difficulties. In 1874, she stranded but was got off. She then sprang leak, and was taken into Lisbon, where she was repaired, and sailed from there the 17th November that year. In the following month both masts had to be cut away and she was abandoned, but picked up by a steamer and taken into Padstow Harbour. Upon the abandonment Inquiry was held by the Board Trade, and the then Master and Crew were acquitted all blame. In April, 1875, the vessel was repaired at a cost of £670, and her classification was continued. In January 1876 she grounded in Mary port Harbour, and she was again repaired, her classification being continued. She also had slight repairs at Whitehaven in March and at Newport April of this year, preparatory to her making voyage from the latter port with a cargo of coals to Porto Praya. Cape Verde Islands. Afterwards she proceeded in ballast to Charleston, where she took in cargo of about 300 tons of resin in barrels; and the 16th September last she left port for Liverpool with a Crew of seven all told. On the 18th gale sprang up, the vessel began to make water. From that day to the 21st the leak increased, and the men were constantly at the pumps, one of which was entirely disabled. On the 21st the men requested the Master to put back, as they were exhausted through attending to the pumps, and, after consulting with his Mate, came the

conclusion that it would be right to so. that time the ship had five or six feet water in her. On that day assistance was offered to the Master Norwegian brig, but declined it, thinking that he would be able to reach Charleston. On the morning of the 26th there was six to seven feet of water in her, at 3 p.m. of the same day nine feet, and at p.m. 11 feet 4 inches. On the previous evening the Master had sent the Mate with two hands to schooner about two miles distant see if they would take them on board ; but the Master of the schooner refused to do so, and said he would stand by them until the next day. A breeze, however, sprang and the schooner sailed away. The Master then took to his boats, and the Crew were picked up in two or three hours by the American steamer United States, which took them to Boston and there landed them. Previous to abandoning the vessel the Master consulted with his Mate as the expediency of setting her on fire, she was then in the track of vessels running along the American Coast. Considering the state she was then in, and night coming on, they deemed it prudent to set fire to her, and that was done off Cape Ronam Point, about 40 miles east of Charleston. Several witnesses were then examined, and the Inquiry was adjourned.

Shipping and Mercantile Gazette - Wednesday 04 December 1878

Enquiry Continued

The solicitor for the Board of Trade, at the close of the evidence, *pro forma* charged the Master with default leaving Charleston without having previously caused limbers be cleared, and with not putting back to Charleston on the 19th or 20th of September, when he vessel making so much water. In regard to the first the Court was of opinion that the Master ought certainly to have cleared his limbers after discharging his ballast at Charleston, and probably the difficulty of working pumps was partly attributed to the sand left in the vessel choking them. The Master excused himself through his advocate on the ground that he was so long held in quarantine and not allowed to pump out or discharge for some days, and so was afterwards much hurried in loading. The Court did not altogether accept this excuse, but decline on that charge only to touch his certificate. In regard to the second charge, the Court could not find fault with the Master for pursuing his voyage so long as he thought himself justified doing. The Court return to Mr. Hogarth his certificate The vessel was insured for £1,200, and the freight and cargo £400, which it was stated did not cover the loss.

Cumberland Pacquet, and Ware's Whitehaven Advertiser - Tuesday 17 April 1877

DIED

Kelly. the 2nd Inst , at Mountain View, Cleator (formerly Egremont), Mary Ann Kelly, wife William Kelly, aged 26 years

Wigton Advertiser - Saturday 18 February 1888

Marriages. KELLY—CARRICK.—On the 14th inst., at Wigton Parish Church, by the Rev. J. B. Kayes, vicar, William Russell Kelly, Whitehaven, to Sarah Jane (Jennie), eldest daughter of Mr. John P. Carrick, Wigton.

Cumberland Pacquet, and Ware's Whitehaven Advertiser - Thursday 10 January 1889

WHITEHAVEN TOWN AND HARBOUR TRUST

A special meeting was held in the Town on Tuesday morning. Present: Messrs. J. Musgrave (chairman), J. L. Patterson, Joseph Jackson, Jonathon Cant, J. Bragg, J. R. Cosgrave, R. Cousins, W. Pagen, W. Moore, P. Shepherd, W. R. Kelly, J. Jacques, W. Houlgate, J. Atkinson, J. G. Dees, and R. A. Robinson with, Mr J Collins (secretary)

Cumberland Pacquet, and Ware's Whitehaven Advertiser - Thursday 09 June 1892

HARBOUR COMMITTEE. The following were the minutes of the committee : 10th May. Messrs. Bragg. Dees. Cant, and Moore. Read report 10th May, 1892. Mr. W. P. Douglas traffic controller. Read letter of 24th April 1892, from the Steam Shipping Company Limited, respecting the hire of their tug boat. Read letter of 7th May. 1892. from Mr. J H. Hampton, asking for reduction in the rent of his coal depot. The secretary was instructed to reply that the committee do not see their way to comply with his request. Read letter of 9th May, 1892, from Mr. W. K. Kelly respecting the dues on the schooner Nelson. The committee did not recommend any rebate be made in this case.

Maryport Advertiser - Saturday 25 February 1893

ALLEGED EMBEZZLEMENT AT WHITEHAVEN.

- A SHIP CAPTAIN AND HIS COAL ACCOUNTS

On Thursday last, at Whitehaven Police Court, Thomas Stephenson, ship's master, Schoolhouse Lane, Whitehaven, late master of the brigantine "Alpha," was charged by William Russell Kelly, shipbroker, Whitehaven, with having, on the 16th December, and on other days since that date, he then being in the capacity of a servant of the said William Russell Kelly and others, did embezzle and steal four sums of 15s, £1 4s, £1 1s 8d, 3s, and other sums received on account of his employers.

Mr. Atter appeared for the complainant, and Mr. Chapman for the defendant. Wm. R. Kelly said he was the managing owner of the brigantine "Alpha," of Whitehaven. Thomas Stephenson, the defendant, had been the master of that vessel from about the 1st of September last till the present month. During the time defendant was master the vessel had made three voyages to Douglas. The vessel traded with coal, taking coal to Douglas on the masters' account, and he was authorised to receive the money for the coal sold. Directions were given to the master that he was to sell the coal on the first voyage for 16s 6d a ton. On the second voyage he was instructed to sell at from 15s to 16s 6d. Defendant had sold 10 tons at 14s 6d a ton. After each voyage the defendant rendered written statements of account. The Beach were not asked to deal with the accounts of the first voyage. In the two last voyages Thomas Osborne, William Hudson, and Richard James M'Alevey formed part of the crew. The accounts produced were those the defendant rendered to witness in respect of the two last voyages. On the statement of the second voyage there was an entry—"Disbursements wages account, Osborne, ditto, 15s." In the account produced for the third voyage there was an entry—"£2 14s for wages to Osborne " There was also an entry relating to Hodgson, £3 for wages, and an entry against M'Alevey for £2 10s or £1 10s, he could not say which as one figure was in ink and the other in pencil. There was an entry also for boat-hire in the account of 6s. Witness paid half-a-crown boat hire on the vessel going out. Taking defendant's own statement of account there was a deficiency of £19 12s 11d. It was defendant's duty to pay monies over to witness as managing owner. On the last voyage there was a balance due from defendant of £19 12s 11d after he had paid up. Defendant had been requested to pay the balance, but he had not done so.—By Mr. Chapman : The men on board the vessel were paid at the end of the voyage. It was a common thing for sailors to get "sub." Defendant was not a very good scholar. Defendant had been mate of the "Hematite." It was a common thing for serious losses to occur in this kind of trade, but loss should not have occurred in the present case. The defendant's book produced showed items of £3 paid to Hudson.

By Mr. Atter : The book produced was never produced until to-day. He had heard from Captain Morton, who had taken defendant's place, that the defendant had sold most if not all the coal at 16s per ton. Defendant had taken out 240 tons net of coal, and had sold the whole of it.

Alexander Gaitskell, hopper boatman at Whitehaven, stated that he received 3s. from the defendant when the "Alpha" came in for boat service.

Mr. Chapman said he admitted there was a mistake in reference to the amount of tis entered for boat hire.

Richard James M'Alevey stated that he had come from Douglas in the " Alpha." He was a member of the crew of the "Alpha" in December last. His wages were 25s a month. On December 16th, he received all the wages due to him. He then went to Douglas with the " Alpha," and left three days after Christmas, when he received 2s 6d. The most that would be due to him would be 10s. he had not received either £1 10s or £2 10s.

By Mr. Chapman : he had been in the habit of getting "sub" from the defendant frequently. It happened every voyage.

By the Chairman : time he was paid he only got £2 6d.

By Mr. Atter: 7s 6d was now due to him.

Thomas Osborne said he was one of the crew of the "Alpha." His wages had been £3 a month. They had always been paid by the month except the first time he came with the "Alpha." He then came by the run. The run was from Whitehaven to Douglas and back, and when the vessel came in last he reckoned there was 15s due to him. He received 10s on account. After the first run he was paid by the month. He had received £2 14s altogether. If the defendant had put down E 2 14s and 15s as being paid him, that was 15s too much put down.

By Mr. Chapman : He had received odd sums, sometimes 5s, 6s. and 8s. He had entered the in a book which he kept. Nothing had been paid him for the " run."

William Hudson, another of the crew of the " Alpha," said he was to be paid 1s a day and his meat. He had been £1 6s paid two or three days before he left Douglas this year. His father had also received 10s afterwards on witness's account at Douglas. He never got any money after that. He never received £3. He could not say what money was due to him.

By Mr. Chapman : He could not say how the £1 16s was paid. He had received it in sixpences and threepences, up to 5s at a time.

Mr. Atter: When the captain made the last payment, he told him he had received £1 6s. Osborne, re-called, said he heard the defendant say to last witness that he had given him up to then £1 6s.

Mr. Chapman, for the defence, said the defendant had gone with good credentials to Mr. Kelly. Defendant had been acting master of the "Hematite," and unless the Bench were absolutely satisfied that there was a criminal intent to commit embezzlement, they should not turn a man with a good character into a man who all his life must bear the stamp of a criminal. He submitted that the evidence was

not sufficient for the Bench to come to the conclusion that there was an intention to defraud. The way of doing business in this coal trade was not altogether satisfactory ; and the accounts rendered showed that the defendant was deficient in education. The Bench must be satisfied there was an intention to defraud. As to the accounts, mistakes might easily arise. In regard to the deficiency of £19, he was not able to see how it was arrived at, and be pointed out that if it had been the intention of the defendant to defraud, he could easily have sold several tons, pocket it the margin of price between 14s and 16a 6d. The seamen admitted that they had been in the habit of receiving " subs" in small sums, and they could easily be mistaken in regard to the amounts they had received. The defendant had entered the payments in a book. There might have been inattention and forgetfulness on the part of the defendant, but he denied that there had been any fraud, and if there was any doubt in the minds of the Bench, the defendant ought to have the benefit of it. The Clerk pointed out that the amount in question was over £2, and that unless the defendant pleaded guilty the Bench could not deal with the case.

Mr. Chapman urged the Bench not to send the case for trial.

The Chairman said the Bench thought the case must go for trial. There was a *prima facie* case. Prisoner, after being formally charged, reserved his defence, and was then committed for trial at the Quarter Sessions. The Bench decided to accept ball, the defendant in £20, and one surety in £20. Mr. M'Donald, painter, Duke Street, was accepted as surety.

1901 Census

William R Kelly abt 1848 Master Mariner employer

Sarah J Kelly abt 1860

Mary E Kelly abt 1894

26 Prospect Terrace, Douglas, Isle of Man

List of Telegraphic addresses Lloyds Register of Shipping 1919

Kelly Whitehaven – W R Kelly 43 Lowther Street, Whitehaven

7.0 Analysis

The Florist was a brigantine which is a two-masted sailing vessel with a fully square-rigged foremast and at least two sails on the main mast: a square topsail and a gaff sail mainsail (behind the mast). The main mast is the second and taller of the two masts. This is an adaption of a Brig which is completely square rigged and requires a larger crew.

The MNL shows William Russell Kelly as the sole owner and not just a managing owner of florist. He is the managing owner for a number of other vessels. He was living in Douglas, Isle of Man in 1901 but the business continued in Whitehaven having a telegraphic address in 1919. Vessels where he is the managing agent appear in a number of cases involving their loss or dishonesty of the master. The case of dishonesty of the master of the Alpha shows how much trust is put in masters of some vessels where he was responsible for selling the cargo of coal at the best price and accounting for the sale and costs including paying the crew.

Florist sailed on November 25 1876 from Newport and finally arrived at Gibraltar on March 3 1877 carrying a cargo of coal. She was forced to put back twice to Milford Haven for repairs after being damaged by the sea. It may have been better to lay her up for the winter and avoid the costs of repairs for one voyage.

Florist sailed to Caen in 1880 and since this is about 9 miles inland but now connected by a canal to the sea at Ouistreham in the English Channel, I checked when the canal was built. It was completed in 1856 but later deepened and enlarged, pleasure craft now sail along it in convoy at set times when the numerous bridges are opened for them to reach Caen.

Pomaron was also an inland port for the open cast mine at São Domingos connected to Vila Real on the Mediterranean coast by a canal for exporting copper and sulphur ores. The mine is still there as a tourist attraction but was closed in 1966 due to the pollution from the production of sulphuric acid.

The Florist was obviously suited for these journeys inland because she also visited Rouen part way up the River Seine towards Paris and Nantes inland along the Loire River.

The BNA produced almost all the records of voyages by Florist and incidents she was involved in, with WNL the remainder. The BNA provided all the details of William R Kelly and William Huddart.

The account of the loss of the Florist shows what a lucky escape the crew member had, who was washed overboard and then climbed back on board. The

remaining crew of three with the captain and one other injured were unable to pump Florist to keep her afloat managed to seek refuge in the deckhouse until steamer passed five hours later and rescued them. They were described as being in an exhausted state when landed at Swansea. Owen Michael described as a boy was on his first voyage when he was drowned.

The two locations given for the loss of the Florist appear to be similar, 8 miles west of Bardsey Island and Cardigan light ship bearing 4 miles NE. The light ship was withdrawn in the 1890's.

William Huddart was only building ships on his own account for a short time building and using Florist and Trial a schooner of 104 tons to trade on his own account until his retirement when he sold them.

There is no previous research of the Florist on line except a description of her loss in the Coflein entry and in wreckeu.

8.0 Conclusions & Recommendations

I have spent about 40 hours on this research with about 95% of the time spent on line.

The wreck site of the Florist is unknown with a vague location in water which is beyond the limits of recreational diving. There is even a trench of 100 metres depth in the area shown on the charts.

William Russell Kelly's wife is recorded on ancestors.familysearch web site as dying in 1884 but her death was announced in the newspapers in 1877, so I think it is unlikely her death would have been announced in 1877 unless it was correct. It also records three children's birth dates as after her death and before their father remarried in 1888 so without further information I have discounted the records. The marriage in 1888 was also announced in the newspapers. The one son Thomas Kelly recorded was born in 1876 and was a certificated captain but this appears to have been an error in attaching him to this William R Kelly.

The details I have for the masters and crews of Florist are insufficient to research them further, although the details held at Whitehaven archives or the National Archives may provide the required details. There are a number of Captain John Jones from Aberarth and I was unable to identify if one was the master of the Florist.

I have answered all my original questions except for details about the masters and crew for which further details concerning them are required.

The Florist is travelling some distances in the course of her trade but not unusual distances for the time. The story of her is fairly short without the human details required to make it interesting, which may be found in the Whitehaven archives in the crew lists. So I do not think another publication is warranted at this time.

9.0 References

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Appendices:

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

| | | | | | | | | | | | |
|-----|------------------------|-----------|-----|------------------|---------------------|-------------|-------------|----------|------------------|------|------|
| 1 | —Pope Sw | Balley | 207 | 105·8 24·2 12·9 | P.E.Isl | 1863 | T.Heal | Newprt | Liv.S.Amer | 7 | A 1 |
| | andoned F.&Z.67I.B. | | | Drp.66 | M ^c Doug | 18mo | | | | | 1,67 |
| 2 | —&Anne Bk | T.Lewis | 383 | 122·0 26·7 16·3 | U.Stats | 1859 | Williams& | Newprt | Npt.W.Inds | 5 | |
| | F.&YM.65ptI.B. | | | | | | | | S.S.65-4yrs | C. 2 | 1,65 |
| 3 | ✠ Florentine S | Hickman | 979 | 171·6 36·2 22·9 | N.Brns | 1868 | T.Hilyard | St.John | St.J.Vlprso | 7 | A |
| | F.&YM.65ptI.B. | | | W.F.&S.68 | Hilyard | 2mo. | O.Edwards | Liverp'l | Npt.SAmer(A&C.P) | | 2,68 |
| 4 | ✠ Floresta Bk | W.Watson | 300 | 110·4 26·5 16·5 | Sndrl'd | 1866 | Watson&S | Sndrlnd | Mpt. Medit. | 9 | A 1 |
| | F.&YM.67c.f. | | | Drp.67 | Metcalf | 1mo. | | | (A.&C.P.) | | 4,67 |
| 5 | Florida Bk | A.Leslie | 351 | 119·8 23·6 15·4 | N.Brns | 1851 | T.Adam | Banff | Shl.Medit. | 7 | |
| | F.&YM.63overpt | I.B. | | Drp.55&56 | | | | | | C. 2 | 8,63 |
| 6 | ✠ Florie Bk | Stanbury | 273 | 117·0 24·0 15·0 | Chester | 1862 | TMaxwell | Liverp'l | Liv.S.Amer. | 10 | A 1 |
| | F.&YM.66c.f. | | | | Parke | 4mo. | | | | | 1,66 |
| 7 | Florist Bn | | 135 | 83·3 20·9 11·8 | Whitvn | 1869 | Hudd'rt& | Whitvn | Whn. | 9 | A 1 |
| | F.&YM.69c.f. | | | | Hudd'rt | 3mo. | | | (A.&C.P.) | | 4,69 |
| 8 | — Bg | Estill | 217 | 95·2 24·2 13·9 | Lthmp | 1850 | Stainth'rp | Whitby | Hpl. Baltic | 12 | A 1 |
| | ptI.B. | | | Drp.62Drp.&Srprs | 64pt7yrs | Mat. | ptND.&Srprs | 67Drp,69 | Coaster | C. 4 | 1,67 |
| 9 | ✠ — Bn | S.Hannah | 142 | 95·0 21·3 12·0 | Ternmh | 1858 | Duarte&C. | Liverp'l | Liv.S.Amer | 12 | A 1 |
| | F.&YM.68overpt | H.Norman | | Srprs70 | Coast | Tqy.70-4yrs | Whiteway& | Torquay | Tqy.Coaster | | 1,68 |
| 250 | Flossie Bg | Boutell | 174 | 87·4 24·8 13·2 | Sndrl'd | 1864 | Andrson& | Sndrlnd | Sld.Guadalp | 8 | A 1 |
| | F.&YM.68ptI.B. | M.Boutell | | | Davison | 6mo. | | | H.T.68 | | 1,68 |

Lloyd's Register of Shipping 1869

Lloyd's Register Foundation, Heritage & Education Centre



247 Florist, Brigantine, felt and yellow metal in 1869, copper fastened, no master shown, 135 tons, 83.3 feet long, 20.9 feet breadth, 11.8 feet draught, built at Whitehaven by Huddart in 1869 completed in March, owners Huddart & Co., registered at Whitehaven, surveyed at Whitehaven and classified A1 for 9 years in April 1869, A&cp

1870 - 71 No changes

1872 official number added 58189

1873 No Changes

1874 code letters added K H J D

1875 felt and yellow metal 1875, master J Jones added, now 126 135 tons, owner amended to W R Kelly & Co, registered half time Whitehaven, new survey June 1875

1876 No Changes

1877 port of survey Belfast, survey date no visible

1878 Belfast survey July 1878, half time registered in Whitehaven deleted, Whitehaven added as surveying port and continuing Whitehaven March 78 for 3 years added to registration port.

1879 New survey December 1879 still A1

1880 no changes but classification stamped expired.

1881 details unchanged but no classification.

1882 no changes

1883 no entry

Appendix B – The Timeline for the *Florist*

1869

April 29 1869 Whitehaven sailed *Florist*, Martin for Newport
May 9 1869 Newport arrived *Florist*, Watkins From Whitehaven
May 29 1869 Newport sailed *Florist*, Watkins for Genoa
July 17 1869 Leghorn arrived *Florist*, Martin from Genoa
August 6 1869 Liverpool sailed *Florist*, Martin for Genoa
August 16 1869 Genoa arrived *Florist*, Martin from Leghorn and Liverpool
August 31 1869 Genoa sailed *Florist*, Martin for Liverpool
September 16 1869 Liverpool arrived *Florist*, Martin from Leghorn
October 9 1869 Liverpool arrived *Florist*, Martin from Leghorn
October 25 1869 Liverpool cleared out *Florist*, Martin for Whitehaven
November 15 1869 Whitehaven arrived *Florist*, Martin from Liverpool
December 3 1869 Whitehaven sailed *Florist*, Robinson for Cardiff
December 25 1869 Cardiff sailed *Florist*, Robinson for Huelva

1870

January 15 1870 Plymouth put in *Florist*, Robinson from Cardiff for Huelva
- damaged
February 7 1870 Huelva arrived *Florist*, Robinson from Cardiff and Bristol
March 7 1870 Huelva sailed *Florist*, Robinson for Dublin
April 4 1870 Dublin arrived *Florist*, Robinson from Huelva
April 11 1870 Whitehaven arrived *Florist*, Robinson from Dublin
April 26 1870 Whitehaven sailed *Florist*, Douglas for Newport
April 29 1870 Newport arrived *Florist*, Robinson from Whitehaven
May 6 1870 Newport entered loading *Florist* 126, Robinson for Gibraltar T Wilks &

May 14 1870 Newport sailed Florist, Robinson for Gibraltar
June 2 1870 Gibraltar arrived Florist, Robinson from Newport
June 11 1870 Gibraltar cleared Florist, Robinson for Pomaron
June 14 1870 Villa Real arrived Florist, Robinson from Gibraltar
June 25 1870 Villa Real sailed Florist, Robinson for Gloucester
July 19 1870 Gloucester arrived Florist, Robinson from Pomaron
August 2 1870 Gloucester sailed Florist, Robinson for Newport
September 5 1870 Madeira arrived Florist, Evans from Newport
September 27 1870 Villa Real sailed Florist, Evans for Bristol
October 14 1870 Bristol, Pill passed for Bristol Florist, Evans from Pomaron
October 22 1870 Bristol, Pill sailed Florist, Evans for Cardiff
October 25 1870 Cardiff arrived Florist 126, Evans from Bristol - light
November 2 1870 Cardiff sailed Florist, Evans for Dundalk
November 8 1870 Dundalk arrived Florist, Evans from Cardiff
November 21 1870 Dundalk sailed Florist, Evans for Whitehaven
November 30 1870 Workington sailed Florist, Evans for Newport
December 3 1870 Newport arrived Florist, Evans from Workington
December 21 1870 Newport sailed Florist, Welsh for Dublin

1871

January 13 1871 Whitehaven arrived Florist, Evans from Dublin
January 23 1871 Whitehaven sailed Florist, Evans for Newport
January 27 1871 Newport arrived Florist, Evans from Whitehaven
February 6 1871 Newport entered loading Florist 126, Evans for Barcelona
- G W Jones & Co
February 11 1871 Newport cleared Florist, Evans for Barcelona
February 13 1871 Newport sailed Florist, Evans for Barcelona

March 30 1871 Barcelona arrived Florist, Evans from Newport

April 22 1871 Barcelona sailed Florist, Evans for Leith

June 12 1871 Leith arrived Florist, Evans from Barcelona

June 20 1871 Leith sailed Florist, Evans for Charlestown & Malaga

June 21 1871 Charlestown, Firth of Forth arrived Florist, Evans from Leith

June 26 1871 Charlestown, Firth of Forth sailed Florist, Evans for Malaga

July 24 1871 Vigo arrived Florist, Evans from Charlestown

July 26 1871 Vigo cleared Florist, Evans for Malaga

August 3 1871 Malaga arrived Florist, Evans from Newport & Vigo

August 17 1871 Malaga sailed Florist, Evans for Huelva

August 22 1871 Huelva arrived Florist, Evans from Malaga

September 7 1871 Huelva sailed Florist, Evans for Silloth

September 15 1871 Spoken to Florist Brigantine from Huelva

- Lat 39 56N Long 8 58W

October 4 1871 Whitehaven passed Florist, Evans for Silloth from Huelva

October 5 1871 Silloth arrived Florist, Evans from Huelva

October 10 1871 Silloth sailed Florist, Evans for Harrington

October 24 1871 Holyhead arrived Florist, Evans from Harrington

October 26 1871 Holyhead sailed Florist, Evans for Rotterdam

November 12 1871 Brouwershaven arrived Florist, Evans from Harrington

November 13 1871 Brouwershaven sailed Florist, Evans for Helvoet

November 15 1871 Helvoet arrived Florist, Evans from Harrington

1872

January 3 1872 Middlesbrough sailed Florist, Evans for Newport

January 16 1872 Portland Roads put in Florist, Evans for Newport from

- Middlesbrough

January 16 1872 Prawle Point passed west R.H.J.D. Florist of Whitehaven

February 15 1872 Cardiff sailed Florist, Evans for Liverpool

March 5 1872 Liverpool cleared out Florist, Evans for Plymouth

March 19 1872 Holyhead sailed Florist, Evans for Plymouth

April 16 1872 Bilbao arrived Florist, Evans from Plymouth

May 26 1872 Bilbao sailed Florist, Evans for Newport

June 6 1872 The Lizard passed west Florist of Whitehaven

June 8 1872 Newport arrived Florist, Evans from Bilbao

June 14 1872 Newport entered loading Florist, Evans for Santander

June 20 1872 Newport sailed Florist, Evans for Santander

July 3 1871 Santander arrived Florist, Evans from Newport

July 15 1871 Santander sailed Florist, Evans for Newport

July 29 1871 Newport arrived Florist, Evans from Santander

September 12 1871 Santander arrived Florist, Evans from Queenstown

October 3 1872 Newport arrived Florist, Evans from Bilbao

October 17 1872 Newport sailed Florist, Evans for Bilbao

December 27 1872 Whitehaven arrived Florist, Evans from La Rochelle

1873

January 22 1873 Whitehaven sailed Florist, Evans for St Valery

February 9 1873 Dartmouth arrived Florist, Evans from Whitehaven for
- St Valery - iron

February 13 1873 Dartmouth sailed Florist, Evans for St Valery

February 17 1873 St Vallery S.S. arrived Florist, Evans from Whitehaven

February 28 1873 St Vallery S.S. sailed Florist, Evans for Spain

March 5 1873 Prawle Point passed west R.H.J.D. Florist of Whitehaven

March 13 1873 Bilbao arrived Florist, Evans from Swansea
March 27 1873 Bilbao sailed Florist, Evans for Cardiff
April 9 1873 Penarth arrived Florist 126, Evans from Bilbao – iron ore
April 21 1873 Cardiff arrived Florist, Evans from Penarth
April 27 1873 Cardiff sailed Florist, Evans for Bilbao
May 11 1873 Bilbao arrived Florist, Evans from Cardiff
May 29 1873 Bilbao sailed Florist, Evans for Cardiff
June 10 1873 Penarth arrived Florist 126, Evans from Bilbao– iron ore
June 11 1873 Cardiff vessels entered outwards Florist 126, Evans for Santander
- G.S. Stowe
June 24 1873 Cardiff cleared Florist for Santander
June 25 1873 Penarth sailed Florist, Evans for Santander
July 28 1873 Santander arrived Florist, Evans from Cardiff
August 9 1873 Barcelona sailed Florist, Evans for Whitehaven
August 23 1873 Whitehaven arrived Florist, Evans from Barcelona
September 13 1873 Whitehaven sailed Florist, Evans for Newport
September 18 1873 Newport arrived Florist, Evans from Whitehaven
October 3 1873 Newport sailed Florist, Evans for Kinsale
November 24 1873 Megazan arrived Florist, Jones from Kinsale
December 8 1873 Megazan sailed Florist for United Kingdom

1874

January 6 1874 Beaumaris put in windbound Florist, Jones from Falmouth for
- Irvine
January 13 1874 Glasgow, Lamlash arrived Florist, Johns from Mazagan for Irvine
January 17 1874 Lamlash sailed Florist, Jones for Irvine
January 17 1874 Irvine arrived Florist, Jones from Mazagan – beans

January 31 1874 Troon arrived Florist, Jones from Irvine
February 9 1874 Troon sailed Florist for Malaga
February 20 Holyhead arrived Florist, Jones from Troon for Malaga
March 6 1874 Holyhead sailed Florist, Jones for Malaga
March 27 1874 Malaga arrived Florist, Jones from Glasgow
May 1 1874 Cathagena arrived Florist, Jones from Malaga
May 19 1874 Cathagena sailed Florist, Jones for Harrington
July 2 1874 Workington arrived Florist, Jones from Pomoran
July 9 1874 Whitehaven arrived Florist, Evans from Workington
August 25 1874 Swansea sailed Florist, Evans for Algiers
September 24 1874 Algiers arrived Florist, Evans from Swansea
October 22 1874 Oran sailed Florist, Evans for Nantes
November 5 1874 Spoken to Florist Brigantine Lat 45 44N Long 8W
December 18 1874 St Nazaire sailed Florist, Evans for Cardiff
December 27 1874 Newport arrived Florist, Evans from Nantes

1875

January 19 1875 Newport entered outwards Florist 126, J Jones, J Moses & Co
January 23 1875 Newport cleared Florist, Jones for Madeira
January 25 1875 Newport sailed Florist, Jones for Madeira
February 22 1875 Madeira arrived Florist, Jones from Newport
February 26 1875 Madeira sailed Florist, Jones for West Indies
March 3 1875 Madeira sailed Florist, Jones for Pomoran-
(previously reported as sailing to West Indies)
March 11 1875 Vila Real arrived Florist, Jones from Madeira
March 21 1875 Vila Real sailed Florist, Jones for Dublin
April 8 1875 Milford arrived Florist, Jones from Pomoran

April 13 1875 Milford sailed Florist, Jones for Dublin

April 17 1875 Dublin arrived Florist, Jones from Pomoran

June 9 1875 Holyhead arrived Florist, Jones from Whitehaven for Cardiff

June 21 1875 Penarth Roads arrived Florist

June 21 1875 Cardiff arrived Florist, Jones from Whitehaven- 246 tons iron ore
- Dowlais & Co

June 25 1875 Cardiff entered outwards Florist 126, Jones for Gibraltar
- Kelly & Thomas

June 29 1875 Cardiff cleared Florist, Jones for Gibraltar- 225 tons coal
- Davis & Son

June 30 1875 Cardiff sailed Florist, Jones for Gibraltar

July 15 1875 Gibraltar arrived Florist, Jones from Cardiff

July 23 1875 Gibraltar cleared Florist, Jones for Saffi

August 30 1875 Lizard Point passed east Florist of Whitehaven

August 30 1875 Falmouth arrived Florist, Jones from Saffi

September 2 1875 Falmouth sailed Florist, Jones for Ipswich

September 22 1875 Ipswich sailed Florist, Jones for Dublin

November 17 1875 Swansea arrived Florist, Jones from Maryport

December 14 1875 Belfast arrived Florist, Jones from Swansea

1876

January 26 1876 Newport sailed Florist, Jones for Plymouth

March 13 1876 Swansea arrived Florist 126, Jones from Plymouth – copper ore

March 26 1876 Swansea entered outwards Florist 126, Jones for Algiers
- Doran & Angel

March 27 1876 Swansea cleared Florist 126, Jones for Algiers – 230 tons coal
- J Thomas & Son

March 31 1876 Swansea sailed Florist, Jones for Algiers

April 19 1876 Algiers arrived Florist, Jones from Swansea
 May 1 1876 Algiers sailed Florist, Jones for Huelva
 May 25 1876 Huelva arrived Florist, Jones from Algiers
 July 6 1876 Queenstown arrived Florist, Jones from Saffi – beans
 July 20 1876 Queenstown sailed Florist for Glasgow
 July 28 1876 Glasgow arrived Florist, Jones from Saffi – beans, Mats
 August 7 1876 Glasgow Loading Florist 126, Jones for Malaga Allan C Gow & Co
 August 10 1876 Glasgow sailed Florist, Jones for Malaga
 September 1 1876 Malaga arrived Florist, Jones from Glasgow
 September 14 1876 Malaga sailed Florist, Jones for Casablanca
 October 16 1876 Queenstown arrived Florist, Jones from Casablanca
 October 18 1876 Queenstown sailed Florist, Jones for Whitehaven
 October 24 1876 Whitehaven arrived Florist, Jones from Casablanca
 November 6 1876 Whitehaven sailed Florist, Jones for Newport
 November 22 1876 Newport arrived Florist, Jones from the river
 November 22 1876 Newport entered outwards Florist 126, Jones for Gibraltar
 - Jones Bros & Co
 November 23 1876 Newport cleared Florist, Jones for Gibraltar- 230 tons coal
 - L A Homfray
 November 25 1876 Newport sailed Florist, Jones for Gibraltar
 December 6 1876 Milford arrived Florist, Jones from Newport – damaged
 December 22 1876 Milford sailed Florist, Jones for Gibraltar

1877

January 4 1877 Milford put back Florist, Jones for Gibraltar - damaged
 January 12 1877 Milford sailed Florist, Jones for Gibraltar
 February 17 1877 Milford sailed Florist, Jones for Gibraltar

March 3 1877 Gibraltar arrived Florist, Jones from Newport
March 14 1877 Gibraltar cleared Florist, Jones for Huelva
March 30 1877 Huelva arrived Florist, Jones from Gibraltar
April 6 1877 Huelva sailed Florist, Jones for Port Talbot
May 6 1877 Port Talbot arrived Florist, Jones from Huelva
June 13 1877 Port Talbot sailed Florist, Jones for Vigo
June 25 1877 Vigo arrived Florist, Jones from Port Talbot
July 2 1877 Vigo sailed Florist, Jones for Pomaron
July 11 1877 Vila Real arrived Florist, Jones from Vigo
August 8 1877 Dublin arrived Florist from Pomaron
August 23 1877 Whitehaven arrived Florist, Jones from Dublin
September 6 1877 Whitehaven sailed Florist, Jones for Newport
September 21 1877 Newport sailed Florist, Jones for Cork
October 25 1877 Saffi arrived Florist, Jones from Cork
December 3 1877 Falmouth sailed Florist for Leith
December 17 1877 Leith arrived Florist from Saffi

1878

January 7 1878 Leith sailed Florist 126, Jones for Belfast - ore
February 6 1878 Belfast arrived Florist, Jones from Leith – sulphur ore
February 16 1878 Belfast sailed Florist, Jones for Maryport
February 19 1878 Maryport arrived Florist, Jones from Belfast
April 1 1878 Newport arrived Florist, Jones from Cardiff
April 11 1878 Prawle Point passed KHJD Florist brigantine (of Whitehaven)
May 11 1878 Gravesend sailed Florist for the coast
May 13 1878 Deal anchored Florist (of Whitehaven)from North for West

May 20 1878 Dungeness in East Bay anchored Florist brigantine (of Whitehaven)

June 30 1878 Liverpool sailed Florist, Jones for Belfast

July 1 1878 Belfast arrived Florist, Jones from Liverpool – coal

July 11 1878 Whitehaven arrived Florist, Jones from Belfast

July 21 1878 Whitehaven sailed Florist, Jones for Newport

July 27 1878 Newport, Mon arrived Florist, Jones from Whitehaven

August 22 1878 Dundalk arrived Florist, Jones from Newport

September 6 1878 Dundalk sailed Florist, Jones for Whitehaven

September 9 1878 Workington arrived Florist, Jones from Whitehaven

November 12 1878 Lynn sailed Florist, Jones for Sables d'Olonne

December 3 1878 Sables d'Olonne arrived Florist

December 21 1878 Sables d'Olonne sailed Florist, Jones for Bilboa

1879

January 3 1879 Bilboa arrived Florist, Jones from Boulogne

February 6 1879 Cardiff arrived Florist, Jones from Bilboa – 232 tons iron ore

February 25 1879 Cardiff sailed Florist, Kelly for Cork

March 18 1879 Penarth Roads arrived Florist - ballast

March 19 1879 Cardiff arrived Florist, Kelly from Cork

April 3 1879 Cardiff cleared Florist for Almeria 215 tons coal Stallybrass & Balmer

April 4 1879 Cardiff sailed Florist, Kelly for Almeria

April 24 1879 Almeria arrived Florist, Kelly from Cardiff

May 14 1879 Almeria sailed Florist, Kelly for Huelva

May 20 1879 Huelva arrived Florist, Kelly from Almeria

May 24 1879 Huelva sailed Florist, Kelly for Swansea

May 28 1879 Spoken to Florist brigantine (of Whitehaven) steering west 37N 9W

June 11 1879 Swansea arrived Florist from Huelva – 226 tons pyrites
- Vivian & Sons

July 7 1879 Deal anchored Florist (brigantine) from North for West

July 7 1879 Swansea sailed Florist, Jones for Londonderry

July 11 1879 Dublin sailed Florist for Baltimore

July 21 1879 Londonderry arrived Florist, Jones from Swansea

August 7 1879 Londonderry cleared out Florist for London – bog ore

September 12 1879 London Customs house cleared out Florist, Jones for
- Swansea

September 26 1879 Yarmouth IW passed Florist brigantine for west

October 1 1879 Signalled off Mumbles Head Florist brigantine (of Whitehaven)

October 1 1879 Swansea arrived Florist, Jones from London

October 11 1879 Swansea sailed Florist, Jones for Dublin

October 20 1879 Dublin arrived Florist from Swansea

November 20 1879 Milford arrived Florist, Jones from Duddon

November 26 1879 Newport, Mon arrived Florist, Jones from Duddon

December 2 1879 Newport, Mon sailed Florist, Jones for Cork

December 29 1879 Barrow arrived Florist, Jones from Cork

1880

January 16 1880 Cardiff arrived Florist from Barrow – 240 tons iron ore
- Rhymeny & Co

January 25 1880 Belfast sailed Florist, Jones for Whitehaven

February 4 1880 Cardiff sailed Florist, Jones for Belfast

February 9 1880 Ilfracombe arrived Florist, Jones from Cardiff

February 25 1880 Belfast sailed Florist, Jones for Workington

March 27 1880 Newport, Mon arrived Florist, Jones from Workington

May 21 1880 Llanelly cleared Florist, Jones for Port en Bessin - 245 tons
- coal O Thomas & Co

June 21 1880 Waterford sailed Florist, Jones for Newport

June 21 1880 Burry Port arrived Florist - ballast

June 26 1880 Duddon arrived Florist, Jones from Waterford

July 1 1880 Burry Port sailed Florist for Caen – 240 tons coal

September 8 1880 Barrow sailed Florist, Jones for Cardiff

September 13 1880 Cardiff arrived Florist, Jones from Barrow – 240 tons iron ore
- Rhymney Co

September 17 1880 Llanelly cleared Florist, Jones for Port en Bessin - 245 tons
- coal O Thomas & Co

October 24 1880 Maryport sailed Florist, Jones for St Malo

November 27 1880 St Malo sailed Florist, Jones for Amsterdam

November 29 1880 Dungeness passed east Florist brigantine (of Whitehaven)

December 3 1880 Helvoet arrived Florist, Jones from St Malo

December 22 1880 Rotterdam cleared Florist, Jones for London

1881

January 3 1881 Gravesend arrived Florist from Rotterdam

January 25 1881 Gravesend sailed Florist for Whitehaven

February 10 1881 Dungeness in the Roads Florist Sch (of Whitehaven)

February 11 1881 Dungeness passed west Florist Sch (of Whitehaven)

March 23 1881 Cardiff arrived Florist 126 from Whitehaven – 240 tons pig iron
- Rhymney Co

April 5 1881 Cardiff cleared Florist, Jones for Vigo – 235 tons coal

April 9 1881 Cardiff sailed Florist, Jones for Vigo

May 20 1881 Huelva cleared Florist, Jones for Liverpool

May 21 1881 Huelva sailed Florist, Jones for Connah's Quay

August 15 1881 Swansea sailed Florist, Jones for Dublin

September 9 1881 Newport arrived Florist, Jones from Dublin

September 20 1881 Newport, Mon sailed Florist, Jones for Dublin

September 23 1881 Dublin arrived Florist, Jones from Newport

October 13 1881 Dublin sailed Florist for Rouen

November 12 1881 Quilleboeuf passed Florist for Rouen

November 13 1881 Rouen arrived Florist, Jones from Dublin

November 29 1881 Rouen cleared Florist, Jones for Newcastle

December 6 1881 Rouen sailed Florist, Jones for Newcastle

December 16 1881 Tyne arrived Florist, Jones from Rouen

1882

January 9 1882 Shields sailed Florist for Shoreham

January 14 1882 Deal passed Florist (of Whitehaven) from Forth, North for west

February 17 1882 Barrow arrived Florist, Jones from Youghal

March 7 1882 Newport arrived Florist, Jones from Barrow

March 8 1882 Newport Mon. entered out Florist 126, Jones for Seville Wilks & Co

March 14 1882 Newport Mon. cleared Florist, Jones for Seville – 239 tons coal

March 18 1882 Newport Mon. sailed Florist, Jones for Seville

April 21 1882 Seville arrived Florist, Jones from Newport

May 1 1882 Seville cleared Florist, Jones for Irvine

May 29 1882 Irvine arrived Florist, Jones from Seville

June 15 1882 Irvine loading Florist 126, Jones for Algiers Paton & Son

June 19 1882 Irvine sailed Florist, Jones for Algiers

July 19 1882 Spoken to Florist Schooner steering south 30 mile north of

- Cape St Vincent

September 6 1882 Gibraltar passed Florist brigantine (of Whitehaven) east

September 8 1882 Huelva arrived Florist, Jones from Argel

October 7 1882 Spoken to Florist 49N 7W

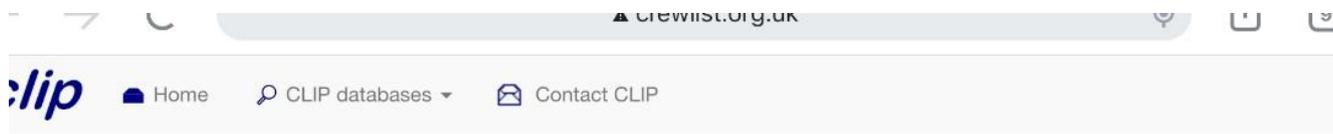
October 11 1882 Bridgwater arrived Florist, Jones from Huelva

October 31 1882 Cardiff arrived Florist 126, Jones from Bridgwater - light

November 9 1882 Cardiff sailed Florist, Jones for Belfast

November 16 1882 Cardigan Bay Florist abandoned

Appendix C Appropriation Book entry



Appropriation Books, Official Numbers 58151 - 58200 (58189)

Image source [clip](#) CLIP in

| Official Number | Name | Value | Unit | Date |
|-----------------|-----------------|-------|------|---------------|
| 4 | Sarah Jane | 140 | " | 25 " |
| 5 | Pivulet | 146 | " | " " |
| 6 | Pearl | 122 | " | 16 July " |
| 7 | Miriam | 126 | " | 9 " " |
| 8 | Viola | 122 | " | 4 Sept 1868 |
| 9 | Florist | 126 | " | 29 April 1869 |
| 58190 | Chrysolite | 159 | " | 2 July " |
| 1 | Anne Williamson | 188 | " | 14 April 1870 |
| 2 | Mary Welsh | 32 | " | 14 Oct " |
| 3 | Sea King | 81 | " | 2 Dec " |
| 4 | Beckermeh | 223 | " | 1 July 1871 |
| 5 | Hugh Ewing | 175 | " | 8 Sept " |
| 6 | Asper | 188 | " | 16 Nov " |

Appendix D Locations of Ports

Almería is a city in southeast Spain. The English Cable is a huge iron pier and symbol of the city's former mining industry.

Baltimore is a village in western County Cork, Ireland. It is the main ferry port to Sherkin Island, Cape Clear Island and the eastern side of Roaring Water Bay and Carbery's Hundred Isles

Casablanca is a port city and commercial hub in western Morocco, fronting the Atlantic Ocean.

Duddon Bridge in Cumbria, England. Location of iron works and bobbin works. The ironworks and its associated features is considered to be the most complete surviving example of an 18th century charcoal-fired blast furnace in England.

Nieuw-**Helvoet** is a former village in the Dutch province of South Holland. It is now a neighbourhood in the north of the town of Hellevoetsluis.

Huelva is a port city in southwestern Spain, at the mouth of the Odiel and Tinto rivers.

Leghorn – Italian, Livorno is an Italian port city on the west coast of Tuscany.

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

Les Sables-d'Olonne is a seaside town in Western France, on the Atlantic Ocean

Lynn - King's Lynn, known colloquially as Lynn, is a seaport and market town in Norfolk, England,

El Jadida, formerly (until c. 1960) **Mazagan**, also spelled Al Jadīdah, Atlantic port city, north-central Morocco, lying about 55 miles southwest of Casablanca.

Known as **Pomaron** in England, this inland port was specially constructed on the River Guadiana, which here forms the border with Spain, to serve the São Domingos Mine. In 1859 the mining concession was leased for 50 years to an English mining company, Mason and Barry, run by Sir Francis Barry, 1st Baronet and his brother-in-law James Mason, because of their industrial mining expertise. The nearby port of Pomarão was inaugurated the same year. In 1862 an 11-mile (18 km) railway, of three foot-six inch gauge, was opened connecting the mine to Pomarão. From Pomarão ore was exported, mostly to England, by ship.

Safi or Asfi is a city in western Morocco on the Atlantic Ocean.

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

Seville is the capital of southern Spain's Andalusia on the Guadalquivir River, the only river in Spain with considerable river traffic. Although, currently it is only navigable from the sea to Seville, in the Roman period it was navigable up to Córdoba and when the river was high, the ships could even reach Andújar.

Vigo is a city on Spain's northwest coast. The mouth of the nearby Vigo Estuary is sheltered by the Cíes Islands.

Appendix E Cargos explained

Bog ore is a form of impure iron deposit that develops in bogs or swamps by the chemical or biochemical oxidation of iron carried in solution. In general, bog ores consist primarily of iron oxyhydroxides, commonly goethite (FeO(OH)).

Esparto, halfah grass, or esparto grass is a fiber produced from two species of perennial grasses of north Africa and southern Europe. It is used for crafts, such as cords, basketry, and espadrilles



Fig. Esparto Mat

Pig iron, also known as crude iron, is an intermediate product of the iron industry in the production of steel which is obtained by smelting iron ore in a blast furnace

Pyrites a very common brass-yellow mineral, iron sulphide, with a metallic luster, burned to sulphur dioxide in the manufacture of sulphuric acid

Appendix F Maps Showing locations of Ports



Fig. Map of North Africa
 Algiers, Casablanca,  Safi,  Megazan,  Madeira, Oran



Fig. Western Mediterranean
 Huelva, Malaga,  Pomaron/Vila Real,  Vigo,  Leghorn
 Almeria,  Cartagena,  Bilbao,  Santander, Gibraltar, Seville,



Fig . The Island of Ireland
 → Cobh(Queenstown), → Londonderry, → Baltimore, Waterford, New Ross, Dublin, Dundalk, Cork, Belfast,



Fig. Map of the United Kingdom

- Deal,
 → Whitehaven,
 → Barrow in Furness,
 → Milford,
 → Falmouth,
 → Plymouth,
 → Newport,
 → Glasgow,
 → Leith,
 → Irvine,
 → Lizard,
 → Kings Lynn,
 → Dungeness,
 → Maryport,
 → Yarmouth IW,
 → Ilfracombe,
 → Troon,
 → Harrington,
 → Prawle Point



Fig.1 Map of Europe
→ Les Sables-d'Olonne, Amsterdam, Nantes, Casablanca, Malaga, → Rouen,

Seville, → St Valery S.S., → St Nazaire, → St Malo, → Gravesend,
 → La Rochelle, → Port-en-Bessin,

Appendix G Mercantile Navy List

Mercantile Navy List, 1870, page 142 Ship: FLORIST
 Image source: [clip](#) Crew List Index Proj

Year 1870 GO Page 142 GO Notes Search

| Official No. | Name of Ship and Port of Registry. | Commercial Code Signal (if any). | Registered Tonnage. | Horses Power. | Name and Address of Sole Registered Owner, or of Managing Owner when there are more Owners than One. |
|--------------|---------------------------------------------|----------------------------------|---------------------|---------------|------------------------------------------------------------------------------------------------------|
| 34455 | Florida, St. John's, Newfoundland | | 46 | .. | Robert Grieve, St. John's, Newfoundland. |
| 10403 | Florida, Banff | K.N.H.M | 396 | .. | Thomas Adam, Banff. |
| 49173 | Florida, Nassau, N.P. | W.B.T.F | 38 | .. | Walter Chappelle, Bahming, New York. |
| 48176 | Florida, Quebec | .. | 52 | .. | Alexander Fraser and John Holliday, Quebec. |
| 56935 | Florida, Quebec | .. | 84 | .. | Daniel Chouinard, Rimouski, Canada. |
| 44714 | Florie, Liverpool | T.W.G.S | 273 | .. | T. & W. King, Liverpool. |
| 47772 | Florin, Newcastle | V.Q.B.R | 158 | .. | Henry Procter, Tynemouth, Northumberland. |
| 39390 | Florina, Yarmouth, N.S. | .. | 44 | .. | A. F. Stoneman, Yarmouth, Nova Scotia. |
| 35121 | Florine, Liverpool | R.N.H.J | 1043 | .. | The Merchants Trading Co. (Lim.), Liverpool. |
| 19282 | Florist, Teignmouth | M.R.H.K | 142 | .. | William Whiteway, Torquay, Devon. |
| 1601 | Florist, Whitby | H.K.Q.R | 217 | .. | Smith Stainthorp, Robin Hood's Bay, Yorkshire. |
| 58189 | Florist, Whitehaven | .. | 126 | .. | William Huddart, Whitehaven. |
| 47715 | Flossie, Sunderland | V.P.R.W | 174 | .. | Thos. Anderson and Co., 52, Villiers Street, Sunderla |
| 22766 | Flower, Ayr | N.M.T.Q | 32 | .. | Robert Ballantine Duff, Girvan, Ayr. |
| 11497 | Flower, Bideford | .. | 38 | .. | John Popham, Appledore, Devon. |
| 21594 | Flower, London | N.G.W.M | 49 | .. | (b) George J. Flower, Flower Terrace, Limehouse, Md |
| 5659 | Flower, Plymouth | .. | 20 | .. | Wm. Roe, Looe, Cornwall. |
| 34021 | Flower, St. John's, Newfoundland | R.H.S.B | 23 | .. | John White, Greenspond, Newfoundland. |
| 62793 | Flower Girl, Milford | .. | 146 | .. | Henry Hart, Bristol. |
| 55346 | Flower O'Buchan, Peterhead | H.T.P.Q | 99 | .. | James Stewart, Peterhead, Aberdeen. |
| 62428 | Flower O'Moray, Banff | .. | 241 | .. | William Anderson, Lossiemouth, Elgin. |
| 20245 | Flower of Enzie, Banff | .. | 75 | .. | William Reid, Port Gordon, Banffshire. |
| 18094 | Flower of Essex, Harwich | M.K.J.F | 76 | .. | John Watts, Harwich, Essex. |
| 26682 | Flower of Kent, London | P.M.D.S | 47 | .. | George Howard, junr., Great Wakering, Essex. |
| 49839 | Flower of Kent, Rochester | .. | 44 | .. | Thos. Geo. Simmons, Rochester. |
| 17248 | Flower of May, Preston | .. | 47 | .. | John Latham, Preston. |
| 8018 | Flower of Morne, Newry | J.W.K.N | 25 | .. | John Gordon, Annalong, Down. |
| 32613 | Flower of Wexford, Sydney, N.S.W. | Q.W.T.D | 27 | .. | Stephen Meate Dark, Clarence Town, N.S.W. |
| 20428 | Flower of Yarrow, Cowes | N.B.D.T | 111 | .. | Lord Suffield, Gunton Park, near Norwich. |
| 15673 | Flower of Yarrow, Port Louis | L.T.G.S | 88 | .. | A. E. Nageon, Port Louis, Mauritius. |
| 16050 | Flower of the Arm, Balmouth | M.D.P.W | 146 | .. | James Whitson, Balmouth, Canada. |

Florist of Whitehaven 126 tons, owner William Huddart, Whitehaven

1871 No change

1872 record now includes rig, Brigantine, built at Whitehaven in 1869, code signal KHJD, Owner now William Russell Kelly, Whitehaven

1874 - 1882 No change

1883 no entry

Crew Lists

1869 & 1882 Whitehaven Archive and Local Studies Centre YTSR/YTRS 1/340

1877 & 1879 The National Archives BT99/1152, BT99/1234

Not available on line but Whitehaven archives may have all the years between 1869 and 1882 not held by the National Archives.