



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

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

***Haab***



**Haab of Moss**

*Haab*

Report compiled by:

**Graeme Perks**

Report Title:

**Welsh Wreck Web Research Project  
(North Cardigan Bay)  
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*Haab of Moss***

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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 Haab was built in 1877 in Moss, Norway by G. Bertensen in Vogt & Holst’s Yard. Haab was built as a wooden barque of 861 tons for R. M. Peterson of Moss. Haab makes a number of Atlantic crossings before and after a voyage to Australia, followed by a return voyage to Calcutta carrying Horses. Haab then returns to Europe via the Guano islands in the Pacific. In January 1884 Haab is caught in a severe storm in the Irish sea, after having sails blown out, cutting away mizzen and main top mast runs onto Harlech Beach to save crew. Haab finished so far up the beach that efforts to recover her fail and she is sold for salvage locally. They succeed in recovering Haab from the beach, repairing and selling her to a Norwegian buyer. Haab continues international voyages until 1897 when she is abandoned on fire off South Africa.

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## 2.4 Contributors

Madu

## 2.5 Abbreviations

FR	Freight Rates
GAT	Gwynedd Archaeology Trust
IJNA	International Journal of Nautical Archaeology
LR	Lloyds Register of Shipping
MADU	Malvern Archaeological Diving Unit
MNL	Mercantile Navy List
NAS	Nautical Archaeology Society
NPRN	National Primary Resource Number
OS	Ordnance Survey
URL	Uniform Resource Locator
w/e	Week ending

### 3.0 Introduction

- I came across reports of the stranding and salvage of the Haab while researching another vessel and it interested me. It was a Norwegian vessel and I was interested to discover if I was able to find details of her, her mishaps, sailings, arrivals, cargo's, masters, crew and owners. I also wanted to discover her eventual fate or disposal.
- Haab was a wooden cargo barque of 861 tons gross, Length 183 feet 6 inches, Breadth 37 feet 4 inches, draught 19 feet 2 inches with one deck supported by 2 rows of beams. She was built in Moss, Oslo Fjord, Norway by G. Berentaen at Vogt & Holst's Yard for R. M. Peterson and was completed in March 1877.
- The Haab was involved in International voyages, crossing the Atlantic, then travelling to Australia, India with horses, Australia, Peru, before loading with guano and travelling back to Europe via New York. The first time she need assistance in British waters was in 1880 near Dover when she was ashore on route from New York to Rotterdam with rye. It was 1881 before she is recorded visiting Britain again bring a cargo to Liverpool from Quebec and a cargo of Baltic timber to Gloucester. She then starts making voyages from South Wales to South America carrying coal, returning with nitrates and using British port to receive orders for the final destination.
- In 1884 on a voyage from Liverpool to Valparaiso carrying coal she encountered a severe storm in the Irish sea and to save the crew was driven ashore on Harlech beach. The salvage attempts failed and Haab was sold locally. She was subsequently re-floated, repaired and sold to a Norwegian buyer in Horten, Norway at a profit.
- The pattern of voyages continues, although newspaper reports on line become scarce, and she also travels to the Far East returning with teak wood.
- In 1897 whilst on route from Leith to Cape Town with a cargo of coal, Haab caught fire and was abandoned near Dassen Island, about 30 miles before its destination. The crew all made it safely ashore on Dassen Island.
- Haab had 8 masters and three owners during her lifetime, all Norwegian
- The only previous report I have found is by Chris Holden concerning her stranding and salvage in 1884 on Harlech beach.



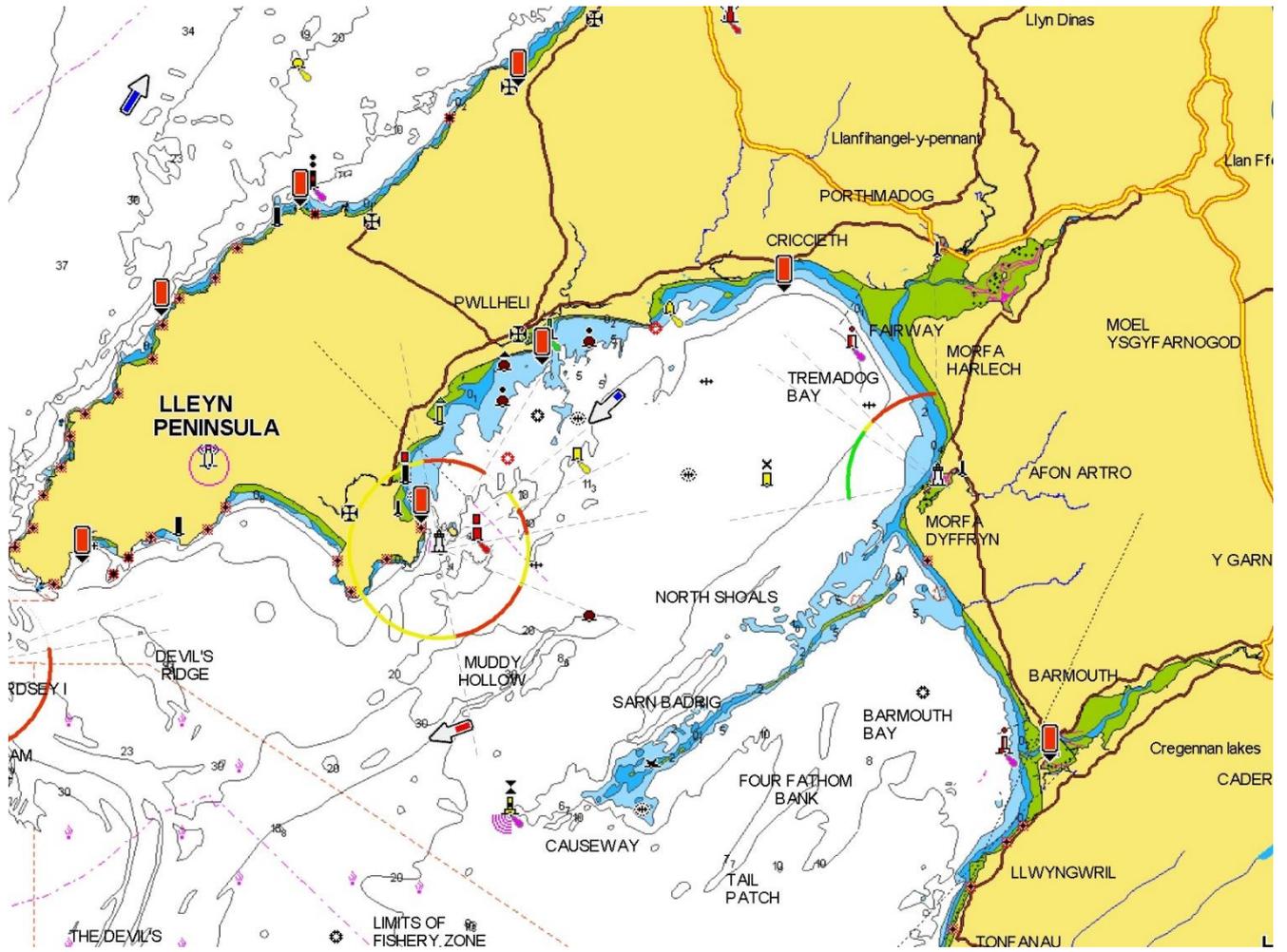


Chart of larger area around Harlech Beach

## 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 Haab looking for details of her dimensions, master, builders and owners in 1884 and I found no match. Then I searched the LR ships plans and surveys, looking for any plans, correspondence or survey reports and found no match. I search LR each year from 1877 to 1896 looking for matches for the vessel and found one in 1894.1896 and 1897.

I searched the Crewlist Project for " Haab " looking for her official number and links to MNL, appropriation book, crew lists, owner and master with no match. I then searched each year from 1884 to 1897 looking for a match in the record for the vessel without success.

I searched The British Newspaper Archives for "Haab Norway", "Haab Herdrum", "Haab" looking for sailings, arrivals, a launch, owners, builders and any details of her loss and found a number of matches. To make the search efficient (thousands of possible matches) I only searched in Lloyds List and the Shipping and Mercantile gazette. I then searched "Haab Kruse" , "Haab Walle", "Haab Lange", "Haab Horten" with matches. I then searched "Haab Andresen" with no matches.

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

I searched Coflein site for "Haab" and found a match looking for any details of the wreck and a chart, but it is uncompleted at present.

I searched via Google on line for "Haab of Moss" and found a match in Shiphistorie and Digitalmuseum, Norwegian sites with some English looking for the history after 1884 and the vessels fate. It produced the painting of the vessel and other details. I also searched to find the location of ports she was visiting to produce an appendix. I searched "Vogt & Holst" and "Berentaen" looking for information about her builder and found a match. I searched "Peterson",

"Pedersen", and "Gjertsen" looking for details of the owners and found a match for Peterson.

I searched WrecksiteEU but this produced no new information.

## 6.0 Results

Vessel	Name/s	Haab	
	Type	Barque	
		Cargo	
Built	Date	March 1877	
	Builder	Vogt & Holst's Yard, G. Berentaen	
		Moss, Norway	
Construction	Materials	Wood	
	Decks	One	
	Bulkheads	None	
Propulsion	Type	Sail	
	Details	Square Rigged with aft mast, fore & aft rigged	
Engine	Details	N/A	
	Boilers		
Drive	Type		
	Number		
Dimensions	Length	183 ft	6 ins
	Beam	37 ft	4 ins
	Draught	19 ft	2 ins
Tonnage	Gross	861	
	Net	797	
Owner	First	R. M. Peterson	
		Moss, Norway	
	Last	R. M. Peterson, Captain Nerdrum	
		Moss, Norway	
	Others		
Registry	Port	Moss, Norway	
	Flag	Norwegian	
	Number		
History	Routes	Europe to Australia, Australia to India and South America, Europe to North & South America, Europe to Far East	
	Cargo	Grain, Coal, Timber, Horses, Guano, Nitrates	
Final Voyage	From	Liverpool 18/1/1884	
	To	Valparaiso	
	Captain	J.Nerdrum	
	Crew	16	
	Passengers	None	
	Cargo	Coal	
Wrecking	Date	24/1/1884	
	Location	Harlech Beach	
	Cause	NNW storm	
	Loss of life	None	
	Outcome	Salvaged, Re-fitted and sold	

**West Briton and Cornwall Advertiser - Thursday 13 December 1877**

LIVERPOOL—DOCKED, Dec 12.

BIRKENHEAD—EAST FLOAT.

Haab, 865, Nerdrum, Brodersen, Vaughan & Co.

Put back

**Shipping and Mercantile Gazette - Tuesday 22 October 1878**

Melbourne, August 31.

For Calcutta: The Argonaut and Haab will take the last cargoes of horses for the season, and are chartered for the round.

Charters effected are follows:—Argonaut, 1,488 tons, hence for Calcutta, £ 100 each horse landed; Haab, 865, Calcutta and back, £2,300, Charterers paying Calcutta port charges.

**Shipping and Mercantile Gazette - Monday 30 June 1879**

Melbourne, May 14.

For Callao: The Haab, Mary G. Reed. Camilla, Nellie Brett, and Abbie Carver were chartered to load here with wheat and flour.

Charters have been fairly numerous considering the state of trade generally, and are follows, viz.: —The Haab, 865 tons; Mary G, Reed, 596; Camilla, 854; Nellie Brett, 725; Carver, 983—all for Callao, 15s per ton.

**Shipping and Mercantile Gazette - Friday 26 November 1880**

DOVER, Nov 25, 3 42 p.m.—The following telegram has just been received from New Romney :—Barque, supposed Norwegian, been aground off Littlestone ; has gone eastward with two lifeboats.

DOVER. Nov. 25, 6 P.M.—German barque off here in tow of Dover tugs Granville and Palmerston and with a lifeboat in attendance, supposed to be barque previously reported as having been at Littlestone ; no particulars at present known, as no communication with the shore has taken place here.

DOVER. Nov. 25, 7 10 p.m.— Barque previously reported as German is the Norwegian barque HAAB, belonging to Moss, Capt. Nerdrun, from New York (rye) for Rotterdam. She has been assisted from off Littlestone by coastguards. and when off Dover took assistance of the two harbour tugs and boatmen, and was by them brought in Dorm Roads with 5 feet water in hold.

DOVER. Nov. 26, 9 40 a.m.—HAAB barque of Moss, from New York for Rotterdam (grain), was assisted into these roads last evening. making water, by two lifeboats and harbour tug, having been ashore at Dungeness yesterday morning.— later report states that pumpers from the shore have succeeded in pumping out vessel.

### **THE LIFE-BOAT FEBRUARY 1, 1881.**

LYDD AND NEW ROMNEY, KENT.—On the morning of the 25th November, during a fresh gale from the W.S.W., and a heavy sea, the barque Haab, of Moss, Norway, bound from New York to Rotterdam, with a cargo of grain, grounded on the outer end of the Boar Bank off this part of the coast, and commenced to strike heavily on the sand. After a time she hoisted a signal of distress, in response to which the Lydd Life-boat David Hulett, and the New Romney Life-boat Dr. Hatton, promptly proceeded to her assistance. She was found to be in a leaky state when the Life-boatmen boarded her, but in the course of an hour or so she was got afloat and proceeded to Dover, which, with the help of steam tugs, was reached in safety, the Life-boats keeping in company in case of accident, and some men of their crews helping at the pumps.

### **Gloucester Journal - Saturday 15 October 1881**

#### PORT OF GLOUCESTER.

Imports for the Week ending October 13.

From Cronstadt- Haab, Nerdrum, 10,283 pcs redwood deals, battens and ends, and pcs lathwood, for Price and Co.

### **South Wales Daily News 25th January 1884**

The Norwegian barque Haab, from Liverpool for Valparaiso, with coal, is stranded near Portmadoc, and has six feet of water in her hold.

### **Shipping and Mercantile Gazette - Tuesday 29 January 1884**

HAAB - Portmadoc, Jan. 26.—The Haab, Nerdrum, Liverpool for Valparaiso, was beached of Harlech on the morning of Jan. 24. About eight hours afterwards the Criccieth lifeboat came to the vessel, and the master and five of the crew went ashore in her to communicate with owner. The ship is still in the same position and has not made any water by leakage.

**Shipping and Mercantile Gazette - Thursday 31 January 1884**

HAAB.—Report of Johan Nerdrum, master of the barque Haab, of Moss, 871 tons, from Liverpool, Jan. 19, at 3 30 p.m., for Valparaiso, with 1,210 tons coal :— Proceeded, and nothing particular occurred till 8 a.m. on the 23d inst., when the ship was under two lower topsails, forestaysail, and mizen staysail, the wind being W.S.W., blowing a gale, with a heavy sea, Arklow Light about 12 miles N. by W., when a heavy sea broke over the ship amidships, and stove in windows of cabin house and filled cabin, the ship at the time lying too. At 1 p.m., tide being ebb, weather rain and hail, wind W. by N., blowing a storm, with a very heavy sea from the W.S.W. the ship was still lying too on starboard tack, and was filled with the succession of seas, on that no one could venture on deck without great risk. At 2 p.m. got ship about and lay to, the wind increased to a hurricane. At 5 p.m. made Bardsey, head Mg E. by S. 10 miles, set more canvas. About 8 p.m., the lower main topsail, which was quite new, blew away, and the ship drifted fast to leeward. Saw there was nothing to be done but get the ship before the wind, and clear Bardsey. To do this we had to cut away mizen and main topmast, and made for Harlech Beach to save our lives, and beached ship about 1 30 a.m. the 24th, and the ship was kept stem on to beach. Sent up rockets and tried big foghorn. At daylight put flag in the rigging. The Criccieth lifeboat came about 9 30 a.m. and offered to take us off. Deponent and five of his crew went ashore in her, and landed at Portmadoc, when he wired his owner and agent in London. The ship is still stranded and in same position. The tugs from Portmadoc have tried to get her off without success. The ship had not made any water by leakage. No damage was done to stanchions or bulwarks; the only damage done by shipping seas was through the cabin-house windows.— Portmadoc, Jan. 26.

**The Cambrian News and Merionethshire Standard February 8 1884**

STORMS AND SHIP WRECK.—In common with the rest of the district, Criccieth came in for its share of the recent storms. During the gale of Wednesday night, or Thursday morning, of last week, the Haab, a Norwegian barque, which had left Liverpool only a few days previously bound with a cargo of coals for Valparaiso. was wrecked within a short distance of the Turkestan, on the Harlech shore. The vessel was observed from Criccieth to be in distress about eight o'clock on Thursday morning, she being then about two miles and a half south of Portmadoc bar, and the wind blowing a gale from the N.N.W. The Criccieth lifeboat was launched and was manned by a crew composed of Messrs Owen Hughes, deputy coxswain (Mr Robert Williams, the coxswain being unwell), David Evans, second coxswain Robert Jones (No. 1), Robert Jones (No 2) Evan Hughes, Benjamin

Roberts, Wm. Davies, Thomas Jones, David Owen, William Parry, Richard Jones, Grffith Roberts, and David Davies. Arriving at the ship about ten o'clock in the morning the boat could not approach on the starboard side in cause sequence of the spars which hung over her side. The boat was then brought round to the port side where the captain and five men were taken off, the mate and nine other men determining to stick to their ship. The crew of the lifeboat then attempted to make Criccieth, but could not make much progress in the teeth of the gale. They then decided to run over the bar into Portmadoc, where they arrived in safety about two o'clock, though it was low water and the breakers on the bar very heavy. The remainder of the crew, except two left in charge, was taken off Thursday evening by the Portmadoc tugboat. The boat is reported to have behaved well. The wreck was discovered to be the Haab from Moss Port of Christiana, bound to Valparaiso with a cargo of about 1,300 tons of coal. The mizen mast and main top-mast were gone, and the Captain reported eight feet of water in her hold. She lies the Barmouth side of the Turkestan with her bows on and stern seawards. The Turkestan lies broadside. The anchors dragging, the ship was carried far up on the shore, where she lies dry at low water. It is doubtful whether she can be floated, some thinking that her back is broken, though it is said attempts will be made with the aid of tugboats from Liverpool.

#### **The Cambrian News and Merionethshire Standard 8th February 1884**

THE RECENT STORM.—The following account of the recent storm was received too late for insertion in our last week's issue :—The Criccieth lifeboat went to the rescue of the barque Haab, of Moss, Norway, which had gone ashore between this port and Harlech, and conveyed Capt. Nerdrum and a few of his men here for further assistance. Several men accordingly went, but the storm, which for a time had somewhat abated, arose again, until the breakers washed clean over the ship, and the men for many hours had to find safety in the rigging, but fortunately not a life was lost.

#### **The Cambrian News and Merionethshire Standard February 15 1884**

Early on Tuesday morning the gale was as furious as ever, and the sea presented a very wild appearance. In the afternoon the wind blew from the South, and much rain fell, after which the weather became more calm. An attempt was made by a Liverpool tug-boat, at high tide, on Monday morning, to draw off the Norwegian barque, Haab, which recently went ashore opposite Harlech. It appears, however, that the tug-boat's hawser became broken, and the steamer was obliged to return home

**The Cambrian News and Merionethshire Standard 22nd February 1884**

BARMOUTH. THE BARQUE HAAB on HARLECH BEACH.-This vessel, which stranded on the 24th of last month, and since abandoned as a total wreck, was sold by tender on Thursday last, the 14th February, Mr Mcilquham, of Aberystwyth, being the purchaser. Until Saturday and Sunday, the 9th and 10th February, hopes were entertained of floating the vessel off, and the Liverpool Independent Salvage Company, who had entered into an agreement to make the attempt, had to relinquish their operations, the high winds and heavy seas having removed every possible chance of floating the vessel. Captain Nerdrum who was part owner with Messrs Pattisson, of Moss, left for Liverpool on Wednesday last, who, from the day he landed, was assisted in all transactions by Mr Griffith Edwards, Lloyd's agent, Barmouth.

**The Aberystwith Observer 23rd February 1884**

HARLECH. The coal cargo of the ship Haab," aground on the beach off this' place, has been purchased by Mr John Jones, Bridge End, Aberystwytb, and is now being sold at a low price

**The Aberystwith Observer 23rd February 1884**

We understand that the large Norwegian barque Haab," 1,300 tons, stranded on the beach at Har- lech, with her cargo of coals, and all materials, has been purchased by Alderman Jones and Mr McIlquham, who have now twelve hands from this place dismantling her. She is a splendid ship, 13 years first-class, if the weather should prove favourable it is thought that after discharging she will float off.

**The Cambrian News and Merionethshire Standard 28th March 1884**

PORTMADOC. THE HAAB.—Mr S. P. Owen, Portmadoc, has bought the Haab and next Friday will make an attempt to float her. Pumps have been constructed by Messrs J. H. Williams and Son, Britannia Foundry.

**Lloyd's List - Monday 31 March 1884**

HAAB. Portmadoc, March 28. The Norwegian barque Haab, stranded at Harlech Reach, has been successfully floated, and was towed Portmadoc this morning two of the Portmadoc tugs and the Rebecca (s). The vessel is reported not to be making much water, and there are about 500 tons of coal still on board.

**Caernarvon & Denbigh Herald - Saturday 05 April 1884**

THE HAAB. – A few weeks ago Mr S P Owen of the town purchased the Norwegian barque Haab ashore at Harlech Sands for £480. There was several hundred tons of good coal in the vessel at the time. By good management and careful handling Mr Owen last Friday succeeded in floating her, and she was safely brought into Borth. The Haab is a very well built craft. Hundreds of persons have visited her. Mr Owen was congratulated by all on the success which crowned his efforts. It carries about 1400 tons.

**The Cambrian News and Merionethshire Standard 27th June 1884**

THE HAAB.—A short time ago, the success that attended the efforts of two enterprising gentlemen to get this large vessel off the Harlech beach was reported. It has been recently lying alongside the ballast wharf, and a large number availed themselves of the opportunity to inspect it. On Tuesday morning last she was towed by s.s. Rebecca and the tug boat Wave of Life, and proceeded to Holyhead to complete her repairs. A large number of spectators had gathered on the hills near Borth to witness her departure, and it presented an imposing sight. Messrs S. P. Owen and Richard Jones have been congratulated on all sides on the success of their undertaking, and all are glad that their enterprise has been rewarded.

**The Cambrian News and Merionethshire Standard 13th June 1884**

PORTMADOC HARBOUR. SIR,—We have the largest export trade of any port in North Wales, and I believe we have the worst accommodation of any for such a trade. The harbour dues are quite as high as at any other port with the same

trade. The expenditure for improving the water way in the place is almost nil. and I believe that there is but very little done to the harbour except increasing the bulwark fence of the ballast wharf when it is unavoidably necessary. The channel must very often be kept clear alongside the wharfs to prevent the sand accumulating and thus make it impossible for the vessels to float away with their cargoes; and this must be done by the proprietors of wharfs at their own expense, as is being done at the present time by the proprietors of the Snowdon wharf, leased to the Oakeley Quarry Company, and others. I should believe that all water courses and accumulations in the harbour should be cleared at the cost of the recipients of the harbour dues. There should also be a proper accommodation provided for repairing and cleaning the bottom of vessels. There are two places that are considered suitable for this work, viz., the "Old Slip," or more properly called a mud opening, at Pen-y-cei, and another place opposite, called the Rotten Tare." These two places will accommodate between them three or four vessels of about 150 or 200 tons register, and this is all the accommodation for repairs in an important sea-port like Portmadoc. We have neither graving dock nor patent slip, and every ship master I have heard speaking of this port, say that it is the most inconvenient place they know of to make their repairs and this deficiency and want of accommodation prevent a great number of shipowners from bringing their vessels here. Now, this is a very unfortunate state of affairs in a place having so many natural advantages. The harbour is left almost entirely to nature to look after it, and what little dredging we have is done by the river Glaslyn through washing it out now and then. It is sadly neglected by its owner and those who get the benefit of the dues. I believe if there was a little more enterprising spirit in those connected directly with this property to develop it more liberally and by encouraging trade to the place through spending a little money on necessary improvements, such as a graving dock and opening the bridge to Llyn Bach, I should think that this would increase the value of this property greatly, and would be likely to bring in a permanent prosperity to the place, instead of leaving it to go to the dogs as fast as it may, with its empty houses, its heavy burdens in rates and taxes, and lack of employment. The inhabitants have been considered as some of the most enterprising people in North Wales for speculations in ship, house, mining, and quarrying properties, but bad times have overshadowed their prospects money is short, and many have lost heart to do anything towards reviving the place. And now We want the proprietors of the estates in the neighbourhood to do something towards improving the harbour and opening proper roads to Borth and Morfa Bychan, and there is no doubt that these improvements would pay them well. There should be some Act of Parliament passed to compel such people to move in the right directions. These improvements are things that are really wanted to meet the requirements of the times. I don't think that any private proprietor should have the power to stop the development of any place, and take

whatever small benefit there is to be had and keep it in its own small shell. The Government, townships, or the local boards should have the power after paying a fair price to sell or take away any property which is not managed in a manner to benefit the public and the inhabitants of the place. It is a, great pity that some large railway or strong, Intelligent company wouldn't buy the place. The Mr Madocks who built the embankment was a man of enterprise, and really his memory and history should be commemorated in the town by a handsome monument. Mr David Williams also did a great deal to encourage the trade here by the interest he took in Portmadoc for a time. Our very plucky and enterprising friend and townsman, Mr S. P. Owen, bought the fine barque Haab, which was stranded on Harlech sands and have through the ingenuity and perseverance of himself and Mr Richard Jones, shipbuilder, managed to bring her to Portmadoc in safety, and now requires repairs, which means money, and very likely about £2,000 will have to be spent upon it; and I am extremely sorry that these repairs cannot be done in Portmadoc. The harbour master cannot allow the vessel to come to the only place where there would be sufficient water for it, and that place is Rotten Tare he is afraid of a vessel of 870 tons register coming up so far, as he thinks it will stop the working of the whole harbour above it, and he may be right in this matter but every one that take an interest in such matters will cry "shame" when they know that there is no accommodation to make such repairs in the place and the risk and expense of taking such a vessel to Holyhead, Liverpool, or Cardiff is great, while Portmadoc will lose the benefit of the money required to be spent. We have many gentlemen in the district from Barmouth to Pwllheli who are large shipowners, and if there were proper accommodation at Portmadoc they would be glad to bring their ships here for repairs. The labour and materials are cheap, and they would be convenient for their superintendence. I sincerely hope that the most influential and interested gentlemen that own the properties and have large stakes in this port and neighbourhood will awaken themselves to their interests before our trade will be diverted to other channels where there is a more liberal and intelligent progress going on.

### **Denbighshire Free Press 20th June 1884**

The Haab "-The Norwegian barque Haab, which was towed from Harlech Sands to Borth a short time ago, was subsequently towed to the ballast quay at Portmadoc, where she has undergone changes in the way of repairs. As however, there is no graving-dock here, the vessel must be taken to another port in order that she may be thoroughly renovated. On Monday last Messrs S. P. Owen and Richard Jones, the owners: left here for Holyhead, to secure a convenient dock, and we understand that the vessel will be towed thither about Tuesday next

**The Cambrian News and Merionethshire Standard 27th June 1884**

THE HAAB.—A short time ago, the success that attended the efforts of two enterprising gentlemen to get this large vessel off the Harlech beach was reported. It has been recently lying alongside the ballast wharf, and a large number availed themselves of the opportunity to inspect it. On Tuesday morning last she was towed by s.s. Rebecca and the tug boat Wave of Life, and proceeded to Holyhead to complete her repairs. A large number of spectators had gathered on the hills near Borth to witness her departure, and it presented an imposing sight. Messrs S. P. Owen and Richard Jones have been congratulated on all sides on the success of their undertaking, and all are glad that their enterprise has been rewarded.

**THE LIFE-BOAT JOURNAL. AUGUST 1, 1884**

PORTMADOC, CARNARVONSHIRE. — At 8 A.M. on the 24th January, a vessel having been observed on the S. side of the bar during a strong W.N.W. wind, the John Ashbury Life-boat put off, and with some difficulty got alongside the vessel, which proved to be the barque Haab, of Moss, Norway, bound from Liverpool to Valparaiso with a cargo of coal. She had been thoroughly disabled by the gale, and had stranded about two miles S. of the Black Buoy. The master and 5 of the crew got into the Lifeboat, and were put ashore. The remainder of the crew, however, refused to leave the vessel, which subsequently drove in-shore, so that on the weather moderating they were able to land in a pilot-boat.

**North British Daily Mail Monday 25 January 1886**

Lloyd's agent at New York cable:, January 23, that the Noel, while leaving New York for Alicante. fouled the Haab, and both are damaged.

**South Wales Daily News 11th July 1891**

NEWPORT

IMPORTS—July 10. Sapelo, Haab, 1661 pieces pitch pine timber, 489 pieces pitch pine deals, order Harrington

**Lloyd's List - Monday 24 December 1894**

HAAB.—Mauritius, Nov. 23.—Norwegian barque Haab, Moulmein for Cadiz (timber), put in. Nov. 18. for medical assistance, and left Nov. 19.

**Glasgow Herald - Tuesday 08 January 1895**

PASSED FOREIGN SIGNAL STATIONS. Waikato (s), from London for New Zealand, passed the Cape of Good Hope, Jan. 4. Trocas (a), from Sunderland, passed Pera, Jan. 6. Courtfield (s), St Andrews (s), and Goldasbro (s)- al] passed Perim, Jan. 6. Ancyra, from Manila for Boston; Rhyber, from Bassin for the Channel; Burgemeister Jonk- beer Cornen, from Pekalongan for the Azores; Hugo Mrolenaar, from Batavia for Rotterdam- Dona Evelina, from Menado for Cadiz Cosmos (? Cosmo), from Rangoon fur the Channel; **Haab, from Moulinein for Cadiz;** and Ivy, from Hong Kong for New York-all arrived at or passed St Helena (by telegram dated Teneriffe, Jan. 7).

**Glasgow Herald - Monday 29 July 1895**

ARRIVALS AT FOREIGN PORTS.

Haab, from Ship Island at Honfleur (by telegraph).

**The Scotsman - Wednesday 23 June 1897**

PITCH PINE TIMBER

Now Landing , ex " Haab , from Mobile

A Magnificent Shipment of HEWN and SAWN LOGS

PARK . DOBSON , & CO . Leith ,

18<sup>th</sup> June 1897

**Lloyd's List - Friday 15 October 1897**

Christiania, Oct. 11.—The barque Haab, of this port, from Leith for Cape Town, with coals, has been abandoned on fire. The crew landed at Dessen Island in their boats. A steamer has left Cape Town to search for the vessel and to take off the crew.

## ShipHistorie.net

Flagg (flag):	NOR	Havn(port):	Moss
Byggeår (year built):	1877/03	Bnr (Sno).:	
Bygger (yard):	Vogt & Holst's Yard (S. Berentsen), Moss.		
Eier (owner):	R. M. Peterson m. fl., Moss.		
Disponent (manager):	R. M. Peterson, Moss.		
Klasse (Class).:	DnV A1-1L		

1877 Built as barque HAAB by Vogt & Holst's Yard (S. Berentsen), Moss for R. M. Peterson et. al., Moss.

1884 Sold to Martin Pedersen et. al., Mandal.

1892 Sold for NOK 41.000 to O. Gjertsen et. al., Åsgårdstrand.

1897 Abandoned on fire 03/10 at Dassen Island, north of Cape Town, South Africa whilst on a voyage from Leith, Scotland to Table Bay, South Africa with coal.

### CAPTAINS:

1877 - 1881: JMNerdrum

1881 - 1883: A.Kruse

1883 - 1884: Joh.Nerdrum

1884 - 1887: Johan Sørensen Walle

1887 - 1888: A.Andresen

1888 - 1891: Petrus Lauritz Møller

1891 - 1893: Peder Lange

1893 - 1897: E. Jacobsen

**Owners:**

R. M. Peterson 1877-84

M. Pedersen 1884-92

O. Gjertsen 1892-97

**Crew**

Simon Severin Larsen carpenter 7/9/1882 to 13/9/1883 Norwegian

**Lloyds Casualty List 1<sup>st</sup> October to 31 December 1897**

25 Haab 797, Norway, Wooden Barque, Leith to Table Bay, abandoned on fire off Dassen Island prior to 8<sup>th</sup> October.

**Norwegian Sailors records**

Sjøfartsannotasjonsrulle (youngster roll)

Sjøfartshovedrulle (main roll)

Styrmansrulle (mates)

Kapteinsrulle (captains)

As Norway had compulsory enlistment, all sailors were naturally interesting subjects for service in the Navy. The government needed to keep records of all sailors, so that they could be drafted for service in case of war. The "War Ministry" (Krigsdepartementet) divided the country in to enlistment districts (DISTRIKT). At first there were 7 districts, but from 1859 this was reduced to 6, in each district there would be District Registrar. The districts were divided in several circuits (KRETS), and in each circuit there would be a registrar clerk keeping records of the sailors. This arrangement lasted till 1911. These records are most often found catalogued under the Military records. After 1911 a new kind of record were kept, called "Sjømannsregister", which was a civilian office of registration and mustering. It was organized under the "Department for Trade and Shipping" (Departementet for Handel og Skipsfart). From 1911 there were 6 districts. The registers have now become our most valuable source for finding information about Norwegian sailors.

**The pre 1911 records:**

It was quite common for Norwegian sailors to start their career by going out to sea at the age of 15 - 16. These youngsters who were selected for the Navy would be registered in special records called the Sjøfartsannotasjonsruller" (Annotasjons-Rulle). When becoming (halvbefaren) "ordinary seaman", after one

year in foreign waters, or at the age of 22, they would be transferred to the "Sjøfartshovedrulle". During their career as sailors people were often drafted several times to serve in the Navy.

In Norway all males were called for the military board when they were 16. They were then enlisted, and remained enlisted till the age of 50. When they reached the age of 36 they could request to be relieved if they were no longer sailors. There were also a few other reasons for for which they could ask to be relieved:

They had bought an estate in one of the towns, and were over the age of 28  
They were under the age of 28 but had inherited an estate from your parents  
They had been drafted for service in the Navy more than 8 times and was not longer sailor

They had become an invalid

After reaching the age of 50 they were transferred to the reserve, and was not drafted for service

The records from the period from 1704 and until about 1860 are of a different character than the later rolls, and content varies much. For many areas you will not find any records from that period, but from 1860 most areas are covered. The records are most detailed between 1860 and 1911.

The "Annotiasjonsrulle" was where the young men would be listed after they had been inspected by the military board. Those who were sailors then received a temporary "Patent". Also sailors who had sailed in foreign waters for at least 1 year after they reached the age of 15 would be listed. Sailors who did for some reason not get a temporary patent would be listed in this record, but only till they reached the age of 22. When a sailor achieved the rank of "ordinary sailor" he would receive his "Patent" and be transferred to the "Hovedrulle"

The "Sjøfartshovedrulle" is a most valuable record, as there was noted information about the personal history and career of the sailors. You will find name, residence, date of birth (and death), date of sailors patent issue, dates of advancement in rank as from "ordinary sailor" to "able seaman" (fuldbefaren or matros), to "mate" to "1st mate" etc.) Note that when someone advanced from seaman to mate, they would often be transferred to a new record specially for mates, called "Styrmansrulle". There are also special records for Captains called "Kapteinsrulle" or "Skipperulle". In many cases Captains and Mates were listed in the same roll "Skipper og Styrmansrulle"

The records contain information about the sailor's engagements, destinations, name of ships, length of each journey and so on. To say it simply - in these records one will find a detailed description of the persons career as a sailor and merchant marine officer. You will also find notes about sailors that abandoned

(jumped ship) their ships in foreign ports, and about deaths. Sometimes one will find that a sailor is noted as leaving on a ship bound for a foreign port, then there will be no notice for several years, before the ship returns to the home port again. In such cases it is possible to reconstruct the voyage by checking the maritime intelligence column in the local newspapers. Telegrams and rumours about the whereabouts of the ships were printed regularly.

## **Shipbuilder**

It had its predecessor in a modest reparation yard by N. W. Grønn in 1860. In 1870 it was taken over by the twins Johan and Jørgen Hermann Vogt, and in 1871 their yard had built its first vessel; a schooner. It was bought by the limited company Moss Værft in 1889. The company was dissolved in 1927 because of an economic depression, but re-founded the same year as Moss Værft & Dokk.<sup>[1]</sup> The company was closed down in 1986 .

## **R. M. PETERSON of Moss**

It traces its roots to a company founded in 1801 by Danish-born merchant Momme Peterson (1771–1835). Originally a small general store with various groceries and manufactured goods, he later opened a spinning mill. In 1828 the company took the name M. Peterson & Son. Peterson also expanded to trade with timber, and from 1848, the building and owning of ships. In 1875 it bought Moss Jernverk which had had a good location.

Having combined timber and shipping, in 1883 the company left the shipping business under the leadership of Theodor Peterson, grandson of the founder. Instead, the company ventured in production of cellulose sulphate with the opening of the factory Moss Cellulosefabrik. From 1898, paper was also produced.

## **Mr McILQUHAM, Aberwstwyth**

### **The Aberystwith Observer 30th May 1885**

TO MINE AND QUARRY OWNERS & MANAGERS MINE and QUARRY PLANT-  
Consisting of Water-wheels, Engines ani Boilers, Dressing Machines, Pumps,

Plungers, Crushers, Drawing Machines, Tra.me, Rods, Rails, Bellows, Anvils, Vices, Chains, &c., &c., on SALE. Also Wanted to Purchase Same for Cash. Estimates given for either New or Second-hand Machinery and arranged for on commission. Wanted Wrought Scrap, Condemned Hemp and Wire Ropes, Metal, &c.

McILQUHAM, BROKER, ABERYSTWYTH.

**The Cambrian News and Merionethshire Standard 4th January 1884**

SACKS!

SACKS!!

SACKS!!

TARPAULINS, OIL SHEETS, &C., &C.

McILQUHAM, ABERYSTWYTH.

**The Aberystwith Observer 26th April 1884**

SECOND-HAND WATER-WHEELS,

PUMPS (all sizes), 12in. Plunger, Pump and other Iron Rods, Rails, Bellows, Anvils., and a quantity of Mining Materials.

McILQUHAM, ABERYSTWYTH.

**Previous salvage Porthmadog**

**The Cambrian News and Merionethshire Standard 26th February 1875**

SALVAGE.—About a week ago we reported the wreck of the brig Osen, of London, with a cargo of about 400 tons of sugar, from Bahia, on the bar at the entrance to the Portmadoc Harbour. The vessel sunk, and was under water when the tide was in. Our enterprising townsman, Mr David Roberts, New Shop, and some others, bought the sugar, and re-sold it to be converted into molasses. Afterwards a number of gentlemen formed themselves into a company,

consisting of Captain E. Griffith, Messrs Wm. Prichard. D. Roberts, Richard Jones, shipbuilder, Borth, and others, to raise the vessel, which is about 280 tons register. Mr Richard Jones, with about twenty men, worked hard at it for some days, stopping some seams, which were about two inches in breadth, and with about half a dozen pumps. When the tide was out they succeeded in nearly emptying it of water, but as the tide rose the water in the hold again rise. However, by persevering in stopping the leakages inside and outside, and using the pumps, they got her to float, and on Tuesday night the steamer Rebecca proceeded to the spot and brought the Osen safe to the harbour at Borth, where she is now safely anchored. A great quantity of the sugar still remains in her. It is announced that the salvage to these gentlemen will be about £600.

## 7.0 Analysis

The difficulty in re floating Haab and the reason she "so far up the beach" was probably that she was driven aground on a spring tide, with the effect of the storm in lowering atmospheric pressure and raising the level of the tide as well the wind which was blowing directly onto the beach. The master and five crew were taken off by lifeboat but the remainder later had to take to the rigging to survive as the sea was washing over the vessel. A Storm force 10 has 9 metre waves and wind speed up to 55 knots, I have chosen conservative figures, the master called it a hurricane. The British Isles record is 925.6mbar, recorded at Ochertyre, near Crieff in Perthshire, on 26 January 1884, so probably the same storm that Haab experienced and may be a hurricane.

The average barometric pressure for the United Kingdom varies between 1016mb along the south coast of the U.K. to 1011mb in the north of Scotland. A difference from the average of 1mb can cause a difference in height of about 1cm. This storm would have raised the tidal height by up to 90 cm above the predicted usual height without the effect of the large waves and wind blowing directly onto the beach. This explains the difficulty re floating Haab.

The Mingu a barque of 952 tons, 166 feet in length foundered in the same storm in the same area with the loss of 23 lives including the masters wife and five children. So the master of the Haab made the correct decision driving his vessel onto the beach to save the crew.

There must have been some agreement between Lloyds register and Norsk Veritas in about 1893 because the Haab appears in LR in 1893-4 certified by Norsk Veritas registered in Horten, Norway and again in 1896-7, and 1897-8. There is no record in the MNL so it was not registered as a British vessel after its salvage and repair in 1884. I later found on a Norwegian site that in 1884 it had been sold to another Norwegian owner in Horten, Oslo Fjord, see appendix D. It continued sailing long distances around the world but not always via Britain until 1897 when after sailing from Leith with a cargo of coal it caught fire and was abandoned north of Cape Town, South Africa see appendix E, page 44.

On voyages from South Wales the grade or type of coal carried is not recorded but the locations it was carried to suggests that it was intended for bunkering for steam ships.

It was not however a collier, it regularly carried timber along with guano, sulphates, rye, wheat, flour and horses.

The final report of the loss of the Haab states she is from Christiana so her port of registry must have changed to Christiana prior to 1897, although the LR entries do not reflect this change.

The British Newspaper Archives produced most of the records of mishaps, sailings and arrivals for Haab, even a call for medical assistance at Mauritius on route from Moulmein to Cadiz, with the Welsh Newspapers on line producing the remainder when she visited Wales. An incident involving Haab outside the UK is unlikely to be reported in British or Welsh newspapers.

It might be possible with a greater knowledge of Norway and Norwegian to discover more about her owners, masters and crew, but I have reached the limit with Google.

## 8.0 Conclusions & Recommendations

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

The accounts of the persons who bought the salvage of the Haab when it was on the beach at Harlech vary but as can be seen from an earlier salvage in 1875 in the same area involving some of the same individuals, a syndicate was put together to spread cost and risk.

There is no wreck site known for the Haab which probably burnt down to the waterline and out from the hold before she sank off South Africa.

The web site that always appears selling its services is Ancestry, but I am a bit sceptical about all it offers to do in the context of ships, without full details of individuals.

The research has taught me how much is available to discover of the history of this Norwegian vessel, more than I expected, even Norwegian sites on line I could translate using the Google service. The lack of Lloyds list being available on line in the mid 1880's and being scarce in the 1890's reduced the detail available. In Norway, the seamen mustered on/off at the local seamen's offices. They were closed down in 1988, and they sent their records to the National State Archives. There are eight Regional State Archives in Norway and in order to find a seaman before the war, you need to know where he was domiciled at that time.

The research has answered more of my questions than I was expecting, but details of the crew, owners and builders are not available on line. A researcher able to read Norwegian in Norway may be able to find further details, speaking Norwegian is not a problem as everybody seems to speak English.

## 9.0 References

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

<http://census.nationalarchives.ie/>

<https://www.crewlist.org.uk/>

<https://digitaltmuseum.org/>

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

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

<https://newspapers.library.wales/>

<http://www.norwayheritage.com/>

<https://www.sjohistorie.>

<https://www.skipshistorie.net/>

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

Appendices:

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

H.-HAÏ		LLOYD'S REGISTER.					NAVIRES A VOILES.					1894-95												
1	2	3	4	5	6	7			8			9			10	11	12	13			14	15	16	
						Détails de la Classification.			Construit.			Armateurs.						Dimensions d'après la Douane. Superstructures, &c.						Port d'Armement.
Numero Officiel.	Nom du Navire. Matricule, Grément, etc.	Tonnage Officiel.	Capitaine. Ex-nom, s'il y a lieu.	Total. Sous le Pont. Net.	Cote.	Part de Visite.	Cote.	Par qui.	Où.	Armateurs.	Longueur.	Largeur.	Creux.	Pavillon.	Crew sur Quille.	Autres Registres de la marine.	Franchises au profit du navire. s'of. p.c.	Longueur.	Largeur.	Creux.	Pavillon.	Franchises au profit du navire. s'of. p.c.	Autres Registres de la marine.	
																								Visites Périodiques.
30	H. & J. Blendermann	498	Wood	1879	J.M. Bayleak Son	P. Jefferson	Samuel E. Birdsall	145'6"	34'0"	16'3"	New York	United States												
31	Haab	866	Wood	1877	G. Bertensen	Moss	O. Gjertsen	183'6"	37'4"	19'2"	Horten	Norwegian												NV
32	Haabet	431	Wood	1851	.....	Newcastle	C.E. Nielsen	117'5"	29'1"	18'5"	Brevig	Norwegian												N
33	.....	415	Wood	1883	.....	Finland	Actieselskabet "Roderjet Haabet" (W. Klein)	110'5"	29'3"	18'2"	Fredrikshald	Norwegian												N
34	.....	400	Wood	1881	Jørgen Tellefsen	Grimstad	Jørgen Tellefsen	134'6"	29'6"	15'1"	Grimstad	Norwegian												N
35	.....	357	Wood	1865	.....	Drammen	J.B. Olsen	110'0"	29'5"	16'2"	Drammen	Norwegian												N
36	.....	333	Wood	1856	.....	Tønsberg	A.E. Olsen	109'3"	29'8"	15'8"	Tønsberg	Norwegian												N
37	.....	309	Wood	1817	.....	Tønsberg	K. Gull	94'8"	29'2"	17'7"	Holmestrød	Norwegian												N
38	.....	301	Wood	1867	E. Rasmussen	Porsgrund	M. Mørck	118'8"	27'2"	14'5"	Fredrikstad	Norwegian												N
39	.....	240	Wood	1876	T.E. Andersen	Svendborg	O.E. Olsen	113'8"	28'1"	12'0"	Nykjøbg, Sjild	Danish												V
40	.....	206	Wood	1848	.....	Bordeaux	E. & H. Hansen	94'6"	25'5"	13'4"	Porsgrund	Norwegian												N
41	.....	166	Wood	1890	J.O. Christensen	Marstal	H.C. Christensen Enke	103'0"	21'6"	10'8"	Marstal	Danish												V
42	.....	121	Wood	1866	E.G. vande Werf & Zoon	Wildervank	N.C. Bach (C. Christensen)	83'8"	21'4"	12'1"	Aalborg	Danish												
43	Haabets Anker	315	Wood	1847	.....	Tønsberg	L. Schübeler	91'6"	27'5"	17'3"	Fredrikstad	Norwegian												
44	Haakon Haakonsen	644	Wood	1873	E. Harum	Stavanger	S. Salvesen	158'5"	33'4"	18'8"	Tvedestrød	Norwegian												N
45	Haave	461	Wood	1889	.....	Arendal	H. Aalholm	135'3"	30'0"	14'3"	Arendal	Norwegian												N
46	Habana	885	Wood	1868	J. Vieta	Bianca	Balcalls y Sobrino	139'4"	31'7"	20'1"	Barcelona	Spanish												V
47	Habitant	1699	Wood	1885	Sheffield & Wickwire	Cornwallis	Sheffield & Wickwire (Melbourne Shipping Co. Ltd.)	325'0"	42'7"	24'0"	Widdowson, Kent	British												V
48	Haab	310	Wood	1858	.....	Sandefjord	G. Eliassen	107'1"	27'1"	16'3"	Sandefjord	Norwegian												N

Haab a wooden barque of 866 tons, 773 net – 839 gross built in 1877 by G. Bertensen at Moss, owner O. Gjertsen, 183 feet 6 inches long, 37 feet 4 inches breadth, 19 feet 2 inches depth, registered in Horten, Norway, master E. Jacobsen 1882 to 1892, yellow metal 9/95, 1 deck 2 tiers of beams, Q 64t H 30t and accredited by Norse veritas.

In 1896 the weights change to 861 tons, 773net – 797 gross, Q61t H27t

In 1897 Haab is stamped abandoned 10/97 no other changes

## Appendix B – The Timeline for the *Haab*

### 1877

- May 16 1877 Christiana sailed Haab, Nerdrum for Liverpool
- June 29 1877 Liverpool cleared out for Bathurst NB, Haab, Nerdrum
- October 11 1877 In Mersey inbound from Bathurst NB, Haab, Nerdrum,  
- Brodersen, Vaughan & Co
- October 12 1877 Liverpool arrived Haab 863, Nerdrum from Bathurst NB
- October 19 1877 Liverpool docked, Canada Half tide, Haab 863, Nerdrum from  
- Bathurst NB, Brodersen, Vaughan & Co
- December 10 1877 Liverpool sailed Haab, Nerdrum for New Orleans
- December 12 1877 Birkinhead East float, put back Haab, Nerdrum
- December 21 1877 Birkinhead East float, docked Haab, Nerdrum

### 1878

- January 2 1878 Frederikstadt arrived Haab, Nerdrum from Liverpool
- March 13 1878 Frederikstadt cleared Haab, Nerdrum for Melbourne
- July 16 1878 Melbourne arrived Haab, Nerdrum from Frederikstadt
- September 13 1878 Melbourne sailed Haab, Nerdrum for Calcutta
- November w/e 28 1878 Calcutta, Saugor arrived Haab, J H Nerdrum from  
- Melbourne

### 1879

- May 10 1879 Melbourne sailed Haab, Nerdrum for Callao
- July 9 1879 Callao arrived Haab, Nerdrum from Melbourne
- August 23 1879 Callao sailed Haab, Nerdrum for Iquique and Hampton Roads

### 1880

- January 27 1880 New York arrived Haab, Nerdrum from Iquiqui
- April 1 1880 New York sailed Haab, Nerdrum for Hamburg
- May 5 1880 Cuxhaven arrived Haab, Nerdrum from New York

May 6 1880 Hamburg arrived Haab, Nerdrum from New York

July 23 1880 Pillau sailed Haab, Nerdrum for New York

July 28 1880 Dragor took pilots Haab, Nerdrum from Pillau for New York

July 29 1880 Elsinore in the sound Haab, Nerdrum from Pillau for New York

October 31 1880 New York sailed Haab for Rotterdam

November 25 1880 Haab, Nerdrum from New York for Rotterdam – Rye , Ashore  
- Littlestones assisted into Dover 5 feet water in hold

November 30 1880 Brouwhaven arrived Haab, Nerdrum from New York

December 6 1880 Helvoet arrived Haab, Nerdrum from Brouwhaven

## **1881**

March 30 1881 Rotterdam cleared Haab for Quebec

May 12 1881 Quebec arrived Haab, Nerdrum from Rotterdam

May 19 1881 Montreal arrived Haab, Nerdrum from Rotterdam

June 16 1881 Montreal sailed Haab, Nerdrum for Liverpool

June 20 1881 Quebec arrived Haab, Nerdrum from Montreal for Liverpool

July 15 1881 Liverpool arrived Haab, Nerdrum from Montreal

August 17 1881 Dover passed east Haab of Moss, Liverpool for Cronstadt

August 21 1881 Elsinore passed from North Sea, Haab of Moss

October 3 1881 Dragor took pilots Haab, Nerdrum from Cronstadt for Sharpness

October 12 1881 Sharpness arrived Haab, Nerdrum from Cronstadt

October 22 1881 Sharpness sailed Haab, Nerdrum for Cardiff – empty

October 24 1881 Cardiff arrived Haab, Nerdrum from Sharpness

November 11 1881 Cardiff cleared Haab for Iquique

December 3 1881 Cardiff sailed Haab, Nerdrum for Iquique

December 31 1881 Spoken to at 4S 32W Haab, Nerdrum for Iquique from Cardiff

**1882**

March 1 1882 Iquique arrived Haab, Nerdrum from Cardiff

March 31 1882 Iquique Haab loading for United Kingdom or continent

May 9 1882 Iquique sailed Haab, Norwegian Barque for UK

August 16 1882 Falmouth arrived Haab, Nerdrum from Iquique – nitrate

September 15 1882 Dunkirk sailed Haab, Nerdrum for Penarth

September 23 1882 Penarth arrived Haab from Dunkirk

October 12 1882 Penarth sailed Haab, Nerdrum for Montevideo

December 4 1882 Montevideo arrived Haab, Kruse from Cardiff

**1883**

January 19 1883 Montevideo sailed Haab, Kruse for Valparaiso

March 10 1883 Valparaiso arrived Haab, Kruse from Montevideo

March 23 1883 Iquique arrived Haab from Valparaiso

April 21 1883 Iquique sailed Haab for England

May 30 1883 FR Haab 865, nitrate Iquique orders for UK 45s, Continent 50s

August 10 1883 Deal anchored from North for West, Haab, Kruse from Iquique  
- for Dunkirk

August 11 1883 Deal sailed Haab for Dunkirk

August 17 1883 Dunkirk arrived Haab, Kruse from Iquique

September 6 1883 Dunkirk sailed Haab, Kruse for Christiana

September 14 1883 Christiana arrived Haab, Kruse from Dunkirk

December 10 1883 Liverpool arrived Haab, Nerdrum from Dram

**1884**

January 18 1884 Liverpool sailed Haab, Nerdrum for Valparaiso

January 18 1884 Liverpool off Point Lynas Haab for Valparaiso

January 23 1884 Ashore Haab, Nerdrum Harlech Beach

March 28 1884 Ashore near Mocras Point, Haab floated and towed to Potmadoc

June 23 1884 Portmadoc sailed Haab, Williams for Holyhead

June 25 1884 Holyhead docked Haab

August 22 1884 Holyhead sailed Haab for Liverpool

**1885/6** no shipping newspapers on line

January 23 1886 Haab in New York, damaged by vessel leaving.

**1887**

February 11 1887 Marseilles sailed Haab, Walle for Guayaquil

February 28 1887 Tarragona arrived Haab, Walle from Marseilles

March 20 1887 Malaga arrived Haab, Walle from Tarragona

May 1 1887 Spoken to at 4S 29W Haab

**1888**

June 9 1888 Falmouth arrived Haab, Jacobson from Pabellon de Pica – guano

June 27 1888 Royal Victoria dock, London Haab 870, Jacobson from Chile

July 6 1888 Royal Victoria dock, Haab 870, Jacobson loading for Buenos Ayres

July 19 1888 Royal Victoria dock, Haab 870, Jacobson loading for Buenos Ayres

July 19 1888 London customs house sailed Haab for Buenos Ayres with cargo

July 19 1888 Gravesend sailed Haab for Buenos Ayres

October 26 1888 Buenos Ayres sailed Haab, Moller for Cardiff

December 28 1888 Cardiff arrived Haab, from Buenos Ayres - ballast

December 28 1888 Cardiff entered outwards Haab 870, Moller for Buenos Ayres

**1889**

January 1 1889 Cardiff loading Haab, Moller for Buenos Ayres  
January 16 1889 Cardiff cleared Haab for Buenos Ayres – 1220 coal  
January 18 1889 Cardiff sailed Haab, Moller for Buenos Ayres  
March 14 1889 Buenos Ayres arrived Haab, Moller from Cardiff  
May 7 1889 Buenos Ayres cleared Haab, Moller for Cardiff  
May 8 1889 Buenos Ayres sailed Haab, Moller for Cardiff  
June 7 1889 Montevideo sailed Haab, Moller for Buenos Ayres  
July 10 1889 Newport arrived Haab, from Buenos Ayres – ballast  
July 10 1889 Newport entered outwards Haab 870, Moller for Buenos Ayres  
July 22 1889 Newport loading Haab, Moller for Buenos Ayres  
August 7 1889 Newport, Mon cleared Haab for Buenos Ayres – 1230 coal  
October 7 1889 Buenos Ayres arrived Haab, Moller from Newport  
November 22 1889 Buenos Ayres cleared Haab, Moller for Port Royal

**1890**

February 25 1890 Port Royal sailed Haab  
March 17 1890 Greenock arrived Haab, Moller from Port Royal - timber  
April 11 1890 Greenock sailed Haab, Moller for Quebec - ballast  
July 16 1890 Gravesend arrived Haab from Quebec

**1891**

July 6 1891 Queenstown arrived Haab – timber for orders  
July 8 1891 Queenstown sailed Haab for Newport  
July 10 1891 Newport arrived Haab from Sapelo - Timber

July 29 1891 Newport entered outwards Haab 870, Lange for Bahia

August 15 1891 Newport cleared Haab for Bahia – 1250 coal

August 21 1891 Newport sailed Haab, Lange for Bahia

## **1892**

April 14 1892 London customs house entered Haab, Lange from Pensacola

December 1 1892 Christiana cleared Haab, Jacobsen for Africa

## **1893**

March 15 1893 Algoa Bay arrived Haab, Jacobsen from Christiana

April 1 1893 Algoa Bay sailed Haab, Jacobsen for East London

May 6 1893 East London sailed Haab, Jacobsen for Rangoon

June w/e 26 1889 Rangoon arrived Haab, Jacobsen from East London

July 21 1893 Rangoon sailed Haab, Jacobsen for London

October 9 1893 St Helena arrived Haab, Jacobsen from Rangoon

November 30 1893 Falmouth sailed Haab, Jacobsen for London

December 4 1893 Gravesend arrived Haab from Rangoon to south west India  
- dock

December 4 1893 London customs house entered Haab, Lange from Rangoon

December 9 1893 West India dock Haab 839, Jacobsen from Rangoon

December 30 1893 West India dock Haab 839, Jacobsen from Rangoon

## **1894**

January 4 1894 West India dock Haab 839, Jacobsen from Rangoon

January 6 1894 London customs house cleared Haab, Jacobsen for Gothenburg

January 12 1894 Hirtshals passed for east Haab (of Horten)

February 19 1894 Gothenburg cleared Haab, Jacobsen for Algoa Bay

June 30 1894 Algoa Bay sailed Haab, Jacobsen for Rangoon

September 26 1894 Moulmein sailed Haab for Cadiz

October 27 1894 Spoken to at 2S 92E Haab(Norway) sailed for Europe 26/9

November 18 1894 Mauritius put in for medical assistance Haab (norwegian  
- barque) Moulmein for Cadiz – Timber

November 19 1894 Mauritius sailed Haab for Cadiz

December 19 1894 St Helena sailed Haab for Cadiz

### **1895**

PASSED FOREIGN SIGNAL STATIONS. Haab, from Moulmein for Cadiz; arrived at or passed St Helena (by telegram dated Teneriffe, Jan. 7).

February 7 1895 Lisbon arrived Haab from Moulmein

March 8 1895 Tail of the Bank arrived Haab, Jacobsen from Moulmein for  
- Greenock - timber

March 26 1895 Greenock sailed Haab, Jacobsen for Pensacola – ballast

March 27 1895 Arrived Ship Island at Honfleur (by telegraph). Haab

### **1896**

July 6 1896 Rangoon arrived Haab, Jacobsen

August 3 1896 Rangoon cleared Haab, Jacobsen for the Channel for orders

October 3 1896 Spoken to at 34S 24E Haab, Jacobsen sailed 3/8 for Channel

October 20 1896 St Helena sailed Haab, Jacobsen for Channel

December 3 1896 Falmouth arrived Haab, Jacobson from Rangoon – teak wood

December 15 1896 Falmouth sailed Haab, Jacobsen for Greenock

December 21 1896 Greenock arrived Haab, Jacobsen from Rangoon

**1897**

January 14 1897 Greenock sailed Haab, Jacobsen for Mobile, USA – ballast

April 19 1897 Mobile not sailed Haab for Leith as previously reported

April 26 1897 Mobile sailed Haab for Leith

June 2 1897 Lizard passed east Haab from Mobile for Leith

June 8 1897 Dover passed Haab from Mobile for Leith

June 15 1897 St Abb's Head passed north Haab (baque) (of Horten) from Mobile  
- for Leith

June 16 1897 Leith arrived Haab, Jacobsen from Mobile – wood

July 18 1897 Leith sailed Haab, Jacobsen for Cape Town

July 26 1897 Dover arrived Haab, Jacobsen Leith for Table Bay

August 1 1897 The Lizard passed west Haab of Horten

October 8 1897 Cape Town Haab abandoned at sea, crew saved, landed Dassen  
- Island

Prior October 8 1897 Abandoned on fire off Dassen Island from Haab, Jacobsen  
- Leith to Table Bay – coal

## Appendix C

St. Croix Island is the largest of three islands in **Algoa Bay**, South Africa located within 8 kilometres of the Port of Ngqura.

**Bahia** Salvador is the capital of the Brazilian state of Bahia. It is the largest city proper in the Northeast Region

**Bathurst** is the seat of government of Gloucester County, New Brunswick, and is at the estuary of the Nepisiguit River.

**Birkenhead** is a town Merseyside, England; historically, until 1974, in Cheshire. It is on the Wirral Peninsula, along the south bank of the River Mersey, opposite the city of Liverpool.

**Brouwershaven** is a small city on the Grevelingen in the Dutch province of Zeeland.

**Callao** port for Lima, Peru

**Cronstadt** also spelled Kronshtadt, Kronstadt or Kronštádt is a Russian port city in Kronshtadtsky District of the federal city of Saint Petersburg

**Dassen Island** is an uninhabited South African island in the Atlantic Ocean. It is situated about 55 km north of Cape Town.

**Dragør** the main town in, Denmark at the exit from the Baltic to North Sea

**Drammen** is located west of the Oslofjord and is situated approximately 44 km South-west of Oslo.

The **Port of East London** is located approximately 950 km east of Cape Town and 460 km south of Durban on the eastern seaboard of South Africa.

Helsingør classically known in English as **Elsinore**, is a city in eastern Denmark, Overlooking the Øresund strait, the entrance to the Baltic

**Fredrikstad** is a city and municipality in Viken county, Norway.

**Guayaquil** is a port city in Ecuador, known as a gateway to Pacific beaches and the Galapagos Islands.

**Hampton Roads** is the name of a body of water that serves as a wide channel for the James, Nansemond and Elizabeth rivers between Old Point Comfort and Sewell's Point where the Chesapeake Bay flows into the Atlantic Ocean

**Hirtshals** is a seaport on the coast of Skagerrak on the island of Vendsyssel-Thy at the top of the Jutland peninsula in northern Denmark

**Honfleur**, in northern France's Normandy region. It's on the estuary where the Seine river meets the English Channel, opposite Le Havre.

**Horten** is a small city located on the western shore of the Oslofjord in Vestfold of Eastern Norway.

**Iquique** is a coastal city in northern Chile, to the west of the Atacama Desert. A prosperous saltpetre mining town in the 19th century.

**Mauritius**, an Indian Ocean island nation

**Moulmein**, now Mawlamyine, is the fourth largest city of Myanmar,(Burma) 300 km south east of Yangon and 70 km south of Thaton, at the mouth of Thanlwin River.

**Pabellón de Pica** is a town located 80 km south of Iquique in the Tarapacá Region , Chile It had its greatest importance during the Guano Era , during which natural fertilizer was extracted for export to Europe and the United States. Until the War of the Pacific it belonged to Peru , as part of the province of Iquique , being ceded to Chile in the Treaty of Ancón in 1883.

**Pärnu** is a resort city in southwestern Estonia, overlooking Pärnu Bay.

**Penarth** approximately 4 miles southwest of Cardiff city centre on the north shore of the Severn Estuary at the southern end of Cardiff Bay.

**Pensacola** is the westernmost city in the Florida Panhandle, Florida

**Port Royal** is a village located at the mouth of Kingston Harbour, in south eastern Jamaica.

Cobh known from 1849 until 1920 as **Queenstown**, is a seaport town on the south coast of County Cork, Ireland.

Yangon also known as **Rangoon**, is the capital of the Yangon Region and the largest city of Myanmar (also known as Burma).

**Sapelo** Island is a barrier island located in McIntosh County, Georgia, USA

**Sharpness** in Gloucestershire, one of the most inland ports in Britain, on the River Severn , at a point where the tidal range, though less than at Avonmouth downstream (14 metres (46 ft) typical spring tide), is still large (10 metres (33 ft) typical spring).

**St. Helena** island, part of the British Overseas Territory also encompassing Ascension and Tristan da Cunha islands, is a remote volcanic outpost in the South Atlantic Ocean

**Table Bay** is a natural bay on the Atlantic Ocean overlooked by Cape Town and is at the northern end of the Cape Peninsula, which stretches south to the Cape of Good Hope.

**Tail of the Bank** is the name given to the anchorage in the upper Firth of Clyde immediately North of Greenock, between Inverclyde and Argyll and Bute. This area of the Firth gets its name from the deep water immediately to the west of the sandbank which marks the entrance to the navigable channel up the Estuary of the River Clyde.

**Tarragona** is a port city located in northeast Spain on the Costa Daurada by the Mediterranean Sea.

**Appendix D** Oslo Fjord showing Moss & Horten, etc



### Appendix E      Location Dassen Island

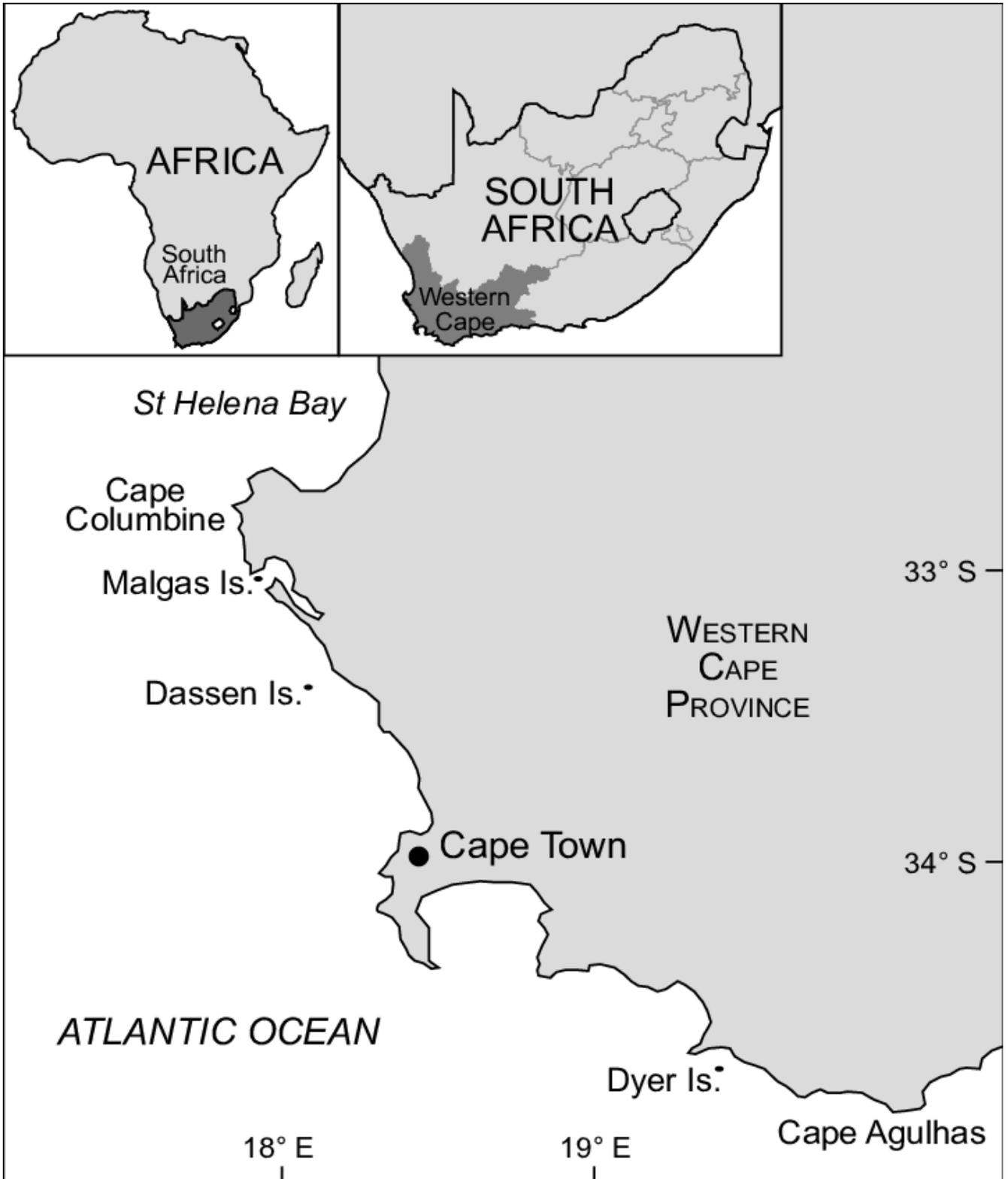




Fig. 1 Harlech Beach