

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



A similar Schooner or Koff

Report compiled by:
Graeme Perks

Report Title:

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*Immanuel***

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Date:

October 2021

Report Ref:

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1.0 Abstract

The “www Research Project” is about, discovering by on line research details of ships, on the MADU data base of wrecks of North Wales, the circumstances of their loss, details of the owners and crew, the cargo carried and their history.

The Immanuel was described as a Hanoverian schooner or koff sailing from Hanover and the Baltic, to the Mediterranean and Eastern England and Scotland. In January 1863 the Immanuel returning from Africa to Liverpool with a cargo of Nuts and cotton struck, after a navigational error, Sarn Badrig (St Patricks Causeway) in North Wales and Sank. The master, his wife and the crew of the Immanuel took to the vessel's boat and after a night at sea were rescued by the fishing smack Star of the East.

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2.4 Contributors

MADU

2.5 Abbreviations

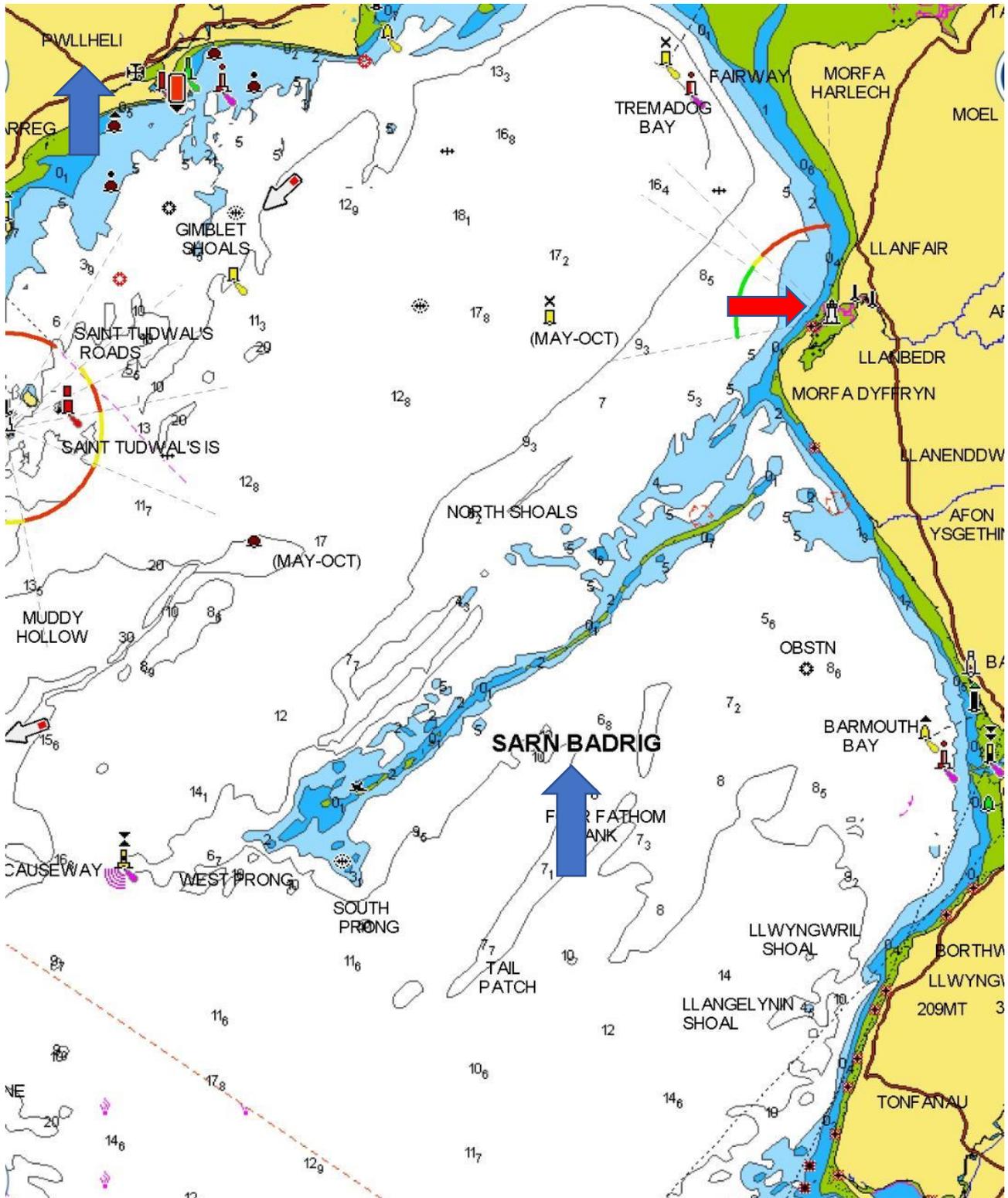
LR	Lloyds Register of shipping
BNA	British Newspaper Archives
FSM	Shipwrecked Fishermen and Mariners Benevolent Society
MADU	Malvern Archaeological Diving Unit
MNL	Mercantile Navy List
NAS	Nautical Archaeology Society
NAW	National Archives of Wales
NPRN	National Primary Resource Number
OS	Ordnance Survey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

3.0 Introduction

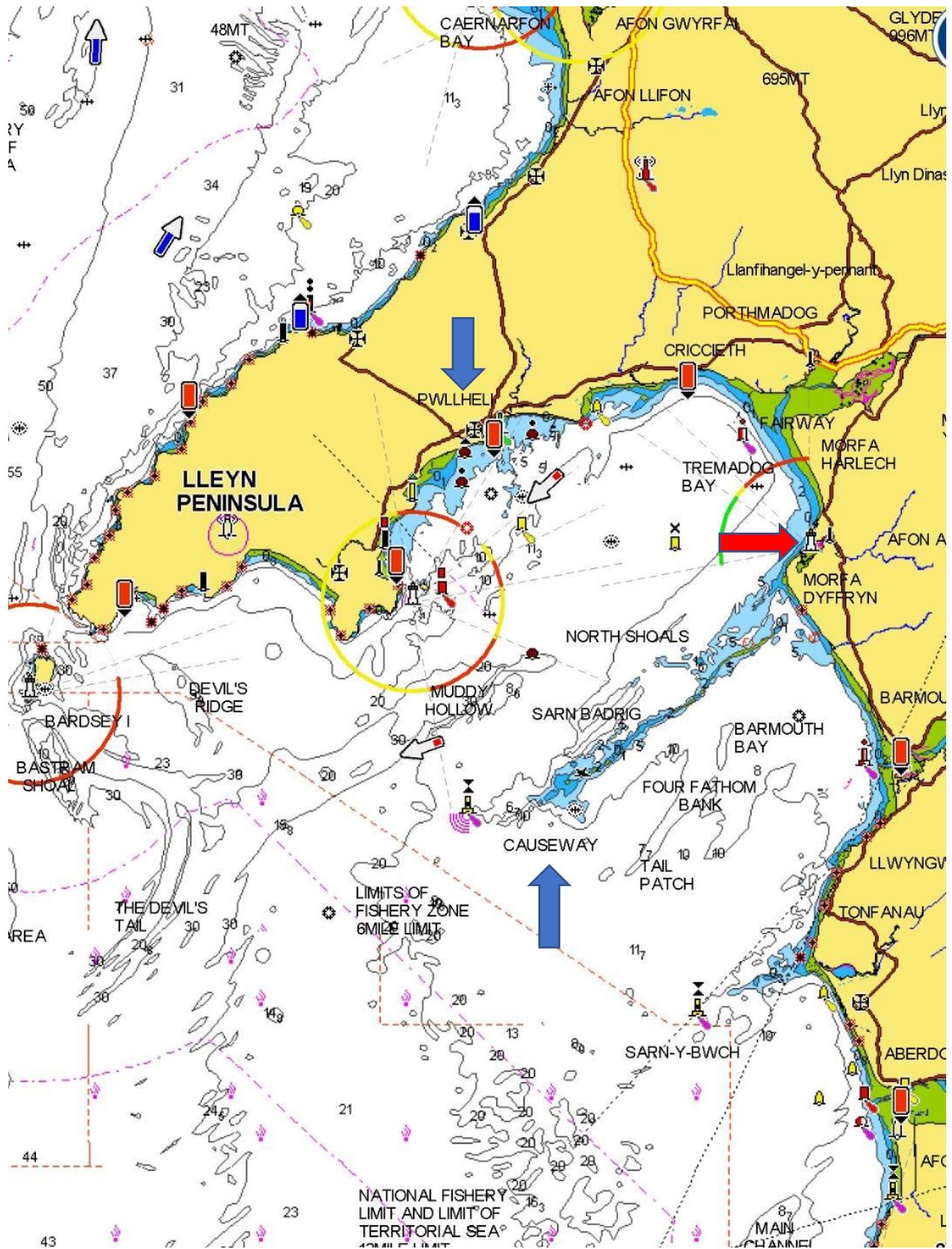
1. I selected Immanuel to research because it was listed as unknown and wished to identify her and see how much information I could find about her. I also wanted to find out what happened and to discover:
2. The dimensions of the vessel, Who the builder was and when she was built and any other information available about her.
3. Information concerning the voyages, cargo's, any events affecting the vessel, details of its masters, crew and owners.
4. To find out the sequency of events leading up to the loss of the vessel, whenever that was and the event in 1863.
5. To discover the cause of the event in 1863 and if the vessel survived, the cause of its eventual loss.
6. The events that happened after the incident in 1863 and up to and after its loss if it survived.
7. If there were any previous research of the vessel for the 1863 incident and its story.
8. If there was a wreck site for Immanuel and if it had been identified, dived and recorded.
9. If any salvage of the vessel and its cargo had been carried out
10. If any previous reports had been produced for the Immanuel.

4.0 Background

When I started this report I knew an unknown schooner on 2nd January 1863 had struck the Causeway in Cardiganshire and sank in deep water. It had involved 47 bales of cotton.



Sarn Badrig (St Patricks Causeway) &  Mochras Harbour



Sarn Badrig, Pwllheli and Llyn Penninsular

 Mochras Harbour

5.0 Research Methodology

I used a Microsoft Pixel laptop with access to my home internet running windows 10 operating system. I also used my Apple I pad for research when I was away from the laptop. The new internet provider has now connected my home by a fibre connection so it is very much faster. The 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 "Immanuel " looking for details of her dimensions, master, builders and owners from 1863 with no match. The only Emmanuel was a brig built in Copenhagen in 1835.

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

I searched The British Newspaper Archives (BNA) for "Causeway" in 1863, "Immanuel", "Immanuel Drevers", "Immanuel Drewers", "Hanoverian Immanuel", "Schooner Immanuel", "Koff Immanuel", "Immanuel Reckmann" and "Immanuel Rickman" looking for sailings, arrivals, a launch, owners, builders, mishaps and any details of her loss and found a number of matches. I also searched "Immanuel Hamburg " and "Immanuel ". I also searched all the above using the spelling "Emmanuel" when I found it was being mis-spelt in reports and found matches.

I searched " Robert Collinson " and " Claus Drevers " to find any information concerning them with no matches.

I searched "Immanuel Liverpool" looking if she had visited Liverpool before 1863 with no matches.

I searched Welsh newspapers on line for "Causeway" in 1863 and found a match, "Immanuel" looking for sailings, arrivals, a launch, owners, builders and any details of her loss and found matches.

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

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

I searched google for "Immanuel of Hanover", "Schooner Immanuel" and "Hanoverian Immanuel" with no matches.

6.0 Results

Vessel	Name/s	Immanuel		
	Type	Schooner/ Koff		
		Cargo		
Built	Date	Unknown		
	Builder	Unknown		
Construction	Materials	Wood		
	Decks	One		
	Bulkheads	None		
Propulsion	Type	Sail		
	Details			
Engine	Details	N/A		
	Boilers			
Drive	Type			
	Number			
Dimensions	Length	unknown ft	ins	
	Beam	ft	ins	
	Draught	ft	ins	
Tonnage	Gross	70 tons		
	Net			
Owner	First	Unknown		
	Last	Unknown		
	Others			
Registry	Port	Hanover		
	Flag	Hanoverian		
	Number			
History	Routes	Hanover to England, Italy and Africa		
	Cargo	Nuts , bales cotton, coal, wheat, fruit		
Final Voyage	From	Lagos		
	To	Liverpool		
	Captain	Claus Drevers		
	Crew	5		
	Passengers	Captains wife		
	Cargo	Nuts and 47 bales cotton		
Wrecking	Date	2 nd January 1863		
	Location	Sarn Badrig (St Patricks Causeway), Caernarvonshire		
	Cause	Navigation error, mistaking lights		
	Loss of life	None		
	Outcome	Sank and broke up		

Hull Advertiser and Exchange Gazette - Friday 28 November 1845

BELGIAN PORTS. On the 5th of September the ports of Belgium were thrown open for the admission, duty free, of wheat, rye, barley, buckwheat, maize, beans, peas, oats, pearl barley, potato flour, vermicelli, macaroni, potatoes, and rice. Shortly afterwards the Belgian Chambers gave the government the power of opening them for every description of food. The following statement of the quantities of those articles of food imported into Antwerp since the opening of the ports, accompanied with list of the places from which supplies have been received, shows how the opening of the ports has worked there, and will give a very good idea of how similar measure would have worked in this country, especially if it had been adopted the same prompt manner in which it was adopted in Belgium and Holland. The 4th September, the before the opening of the ports, the only cargo grain of any description which arrived at Odessa was a cargo of Linseed brought by the Norwegian barque Augusta. On the 5th the first day on which the ports were opened, the English ship Soho brought 1,035 bags rice from London.

On the 6th. the English ship Pink brought 100 sacks of rice, 150 quarters of linseed, and 12 sacks of wheat, from London.

On the 8th, the English ship Monarch brought 3000 quarters of wheat from London.

On the 9th. the Norwegian ship Gothernburg brought 17,390 poods of linseed from Taganrog, the Black Sea.

On the 10th, the English vessel Andrew Wilson arrived from London with a cargo of wheat, the Hoffnung Oldenburg smack, from Hamburg, with ditto; the Hanoverian koff Immanuel from Hamburg, with ditto; and the English galliot Wave, from London, with a cargo of coffee and rice.

On the 11th, the Hanoverian ship Hannah Catherina arrived from Grieswold with 2655 ½ sheffles of barley.

Morning Chronicle - Saturday 21 March 1857

Put into Cowes-The Hanoverian schooner Immanuel from Messina for St. Petersburg.

Lloyd's List - Tuesday 06 January 1863

PWLLHELI, 3rd Jan. The IMMANUEL (Hanoverian schnr.), Drevers, from Lagos to Liverpool, with nuts and 47 bales of cotton, struck on St. Patrick's Causeway yesterday and sunk crew saved.

The North Wales Chronicle and Advertiser for the Principality 10th January 1863

PWLLHELI. SHIPWRECK ON SARN BADRIG.—Another shipwreck occurred on this dangerous Causeway on Friday night last, which resulted in the total loss of the vessel, but with the rescue of the entire crew. On Saturday morning, about 8 o'clock, the fishing smack Star of the East, of Fleetwood, Captain James Cowell, was anchored in Mochras harbour, on the Merionethshire side of the bay. Presently he saw a boat in the distance, and thinking they might be strangers he proceeded towards them. In the boat he found the captain, his wife, and five men and boys, forming the crew of the vessel which had foundered the night before on the western end of St. Patrick's Causeway. From the statement of the Capt in it appeared that it was an Hanoverian schooner, bound from Lagos to Liverpool, with a cargo of nuts and 47 bales of cotton. The wind was blowing strongly from the north-west, and the captain mistaking the lights, the ship struck heavily on the Causeway, and then bounded back. It was again dashed against the stones, when the crew leaped into the boat, and they had barely done so when the schooner sank in deep water. The crew not knowing the coast, had to remain out in the open boat all night, and when picked up next morning they were quite benumbed, and almost exhausted. Capt. Cowell behaved most kindly towards them, and took them at once to Pwllheli, where every attention' was paid to them which their sad condition demanded. Is it not possible to erect a lighthouse at the end of this dangerous Causeway, as scarcely one year passes by without there being a shipwreck ?

The Atlas - Saturday 17 January 1863

The captain of a Fleetwood fishing smack, while lying the other day at the entrance of Mochras harbour, near Pwllheli, observed a boat on her oars outside. The wind bring fresh from the south-west, he immediately made for her and

picked up her crew. They proved to be the master (Claus Dreves), his wife, and five of the crew of a Hanoverian schooner, the Immanuel, laden with nuts and cotton, from Lagos for Liverpool. The schooner had struck on the west end of St. Patrick's Causeway, and had immediately gone down, and the captain and crew had been all night at sea in the boat, and were quite exhausted.

Lloyd's List - Friday 30 January 1863

Reports from the Receivers under the Merchant Shipping Act of 1854.

Caernarvon, 28th Jan. Relating to parts of the bows, side, and other wreckage of the IMMANUEL, of Hanover, found on the beach near Mochras 27th Jan. [22,697]

The North Wales Chronicle and Advertiser for the Principality 31st January 1863

HARLECH. WRECK.—Early on Monday the 26th inst., the inhabitants of Llanfair descried a part of a ship with her masts floating towards the promontory between Llanfair and Harlech; and about 9 a.m., she got amongst huge rough stones close to the shore, and was soon smashed to pieces from the violence of the wind and storm raging at the time. On approaching her, it was discovered that she was part of the Emmanuel, recently wrecked on St. Patrick's Causeway, whose crew were safely landed at Pwllheli, and reported in this paper. The forepart of her hull is distinguishable at times outside the breakers, and should it blow from the south, doubtless it will be thrown on this shore. The beach was strewn with fragments of timber, ill adapted for any other purpose than fuel, and looked upon as waif; consequently, they were quickly secured and carried off by the wreckers. It was very evident from the condition of the timber, that she must have been of olden date, and scarcely fit for sea. We have not heard that any of her cargo has been washed ashore.

The North Wales Chronicle and Advertiser for the Principality 14th February 1863

PWLLHELI We are much pleased to announce, that Mr. Robert B. Jones, accountant, of this town, has lately succeeded in obtaining from The Royal National Life Boat Institution, a reward of four pounds to Capt. James Cowell, and two of the crew of the fishing boat Star of the East, of Fleetwood, for the gallant and admirable services rendered by them in rescuing the lives of the master and

his wife, and crew of the Hanoverian schooner Immanuel, wrecked on the western point of St. Patrick's Causeway, in Cardigan Bay, and bringing them safe to this creek

Soulby's Ulverston Advertiser and General Intelligencer - Thursday 12 February 1863

HEROISM REWARDED The Royal National Life-Boat Institution have forwarded to J. A. Turner, Esq., the hon. secretary of the Fleetwood Branch of the Association, the sum of £4 awarded by them to the captain and crew of the smack Star of the East, in consideration of their very laudable conduct in rescuing the crew of the Hanoverian schooner Immanuel from a watery grave, in Cardigan Bay, on the night of the 2nd inst. The vessel had sunk, and the captain, his wife, and a crew of five men were picked up by the Star of the East during the darkness of the night and severe inclemency of the weather. The smack is a small vessel, and belongs to Fleetwood ; at the time she was engaged in the herring fishery on the Welsh coast. The money was paid to the men on Saturday last, as follows, viz to the captain, James Cowell, £2, and to the two men,—Robert Collinson and Thomas Thornton,— £1. each.

Liverpool Daily Post - Monday 02 March 1863

LIVERPOOL SHIPWRECK AND HUMANE SOCIETY. At the monthly meeting of this society, held on Saturday.

The following letter was read, and also enclosed memorial which it refers, stating that the Immanuel was on voyage from Lagos to Liverpool, when she was lost on the Sarn Bodig, Carnarvon Bay ; the crew escaped in their boat and were picked the fishing smack, which landed them Pwllheli. The crew of the smack were awarded £1 each. –

Queens Terrace Fleetwood, Feb. 25, 1863.

Gentlemen, —I have received the enclosed memorial of the captain the late Hanoverian schooner Immanuel, certified by the Crown authorities of Hanover, and would most respectfully beg behalf of James Cowell, Robert Collinson, and Thomas Thornton, the crew of the smack Star of the East, of this port, to bring their praiseworthy act of saving the crew the Immanuel from a watery grave under your notice. Should the case come within the scope of your friends and you be pleased award the men a small sum, it will be gratefully received, and

shall have great pleasure in handing it them.—I have the honour to be,
gentlemen, your very obedient servant,

H. WALKER, Collector of Customs. "To the Shipwreck and Humane Society,
Liverpool".

Barrow Herald and Furness Advertiser - Saturday 28 March 1863

THE "STAR OF THE EAST."—Mr. Walker, collector of customs at this port, has received £6 from the Hanoverian Government, to be given to the crew of the fishing smack, Star of the East, for rescuing the crew of the Hanoverian schooner Immanuel in Cardigan Bay, in January last. This will make £13 received from various sources by these men for their gallant conduct on that occasion.

List of the Rewards for Saving Life from Wrecks, Voted By the Royal National Life-Boat Institution

Date: April 1864 Volume: 05 Issue: 52

Jan. 2.—The master of the smack Star of the East, of Fleetwood, and 2 other men, rescued 7 men from a boat belonging to the schooner Immanuel, of Hanover, which, during a strong gale of wind, was wrecked on St. Patrick's Causeway, Cardigan Bay.—Reward, £4

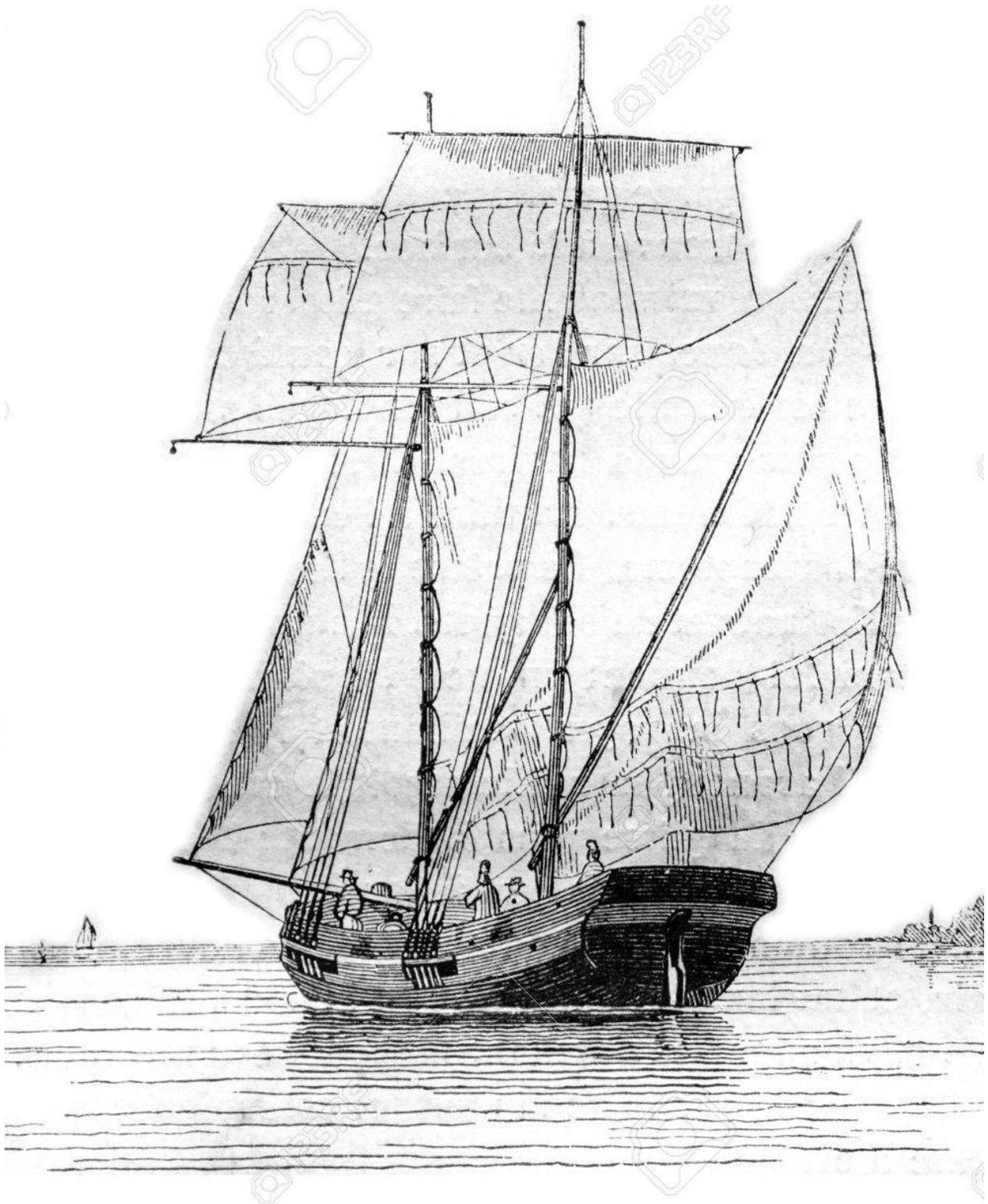


Fig. 1

A Koff under sail



123RF Koff current broad reach, seen by hip portside, vintage engraved illustration. Magasin Pittoresque 1842.



Fig. 2 Map of the Kingdom of Hanover (until 1866)
 Putzger – Historischer Weltatlas, 89. Auflage, 1965

7.0 Analysis

The Immanuel fits the date of the wreck in the database, including the location and the 47 bales of cotton carried as cargo. It was described as a Hanoverian Schooner sometimes as a koff.

A Koff ,later sometime described as a schooner Koff was a vessel used in Germany, Belgium and Holland in the 18th and 19th centuries. A typical koff had one and a half masts with a gaff rigged main sail and spanker and one or two square sails in the main top. They started as flat bottomed craft able to navigate the shallow coastal waters but developed from this to make longer journeys.

In 1854 I found a Immanuel of Hanover 86 tons, master Oncken which could be the same vessel but as I followed its voyages I found it described as a ship, so not the same vessel.

The call for a lighthouse in a newspaper after the Immanuel was lost on the end of the causeway was never taken up. It is now marked by a west cardinal buoy with a sequence of nine white flashes at night to indicate the safe water is to the west.

The Immanuel as a Hanoverian vessel only appeared in British newspapers if its voyages were involving British ports. A search for newspapers from Hanover was unsuccessful, even if I was able to translate them. The lack of any details of the size and previous masters prevented identification of earlier voyages. The master Claus Drevers or Drewes appears to have joined Immanuel in about 1859. The master of Hanoverian Schooner Immanuel was Reckman or Rickman before that date. The Immanuel was also described as the Emmanuel on occasions, including different reports for the same arrival.

There are few details of cargo carried by Immanuel, but it probably included coal from the east coast of England and Scotland and fruit was listed as cargo from Messina to St Petersburg and probably timber products from there. Hemp was a major import from Russia and the Baltic to Britain in these times to make rope, although now restricted as its made from a variety of cannabis plant. The fibres used to make hemp rope are called "bast," the part of the plant that grows underneath the outer layer of bark and surrounds the inner stalk. The fibres are very strong and long, running the length of the plant. Multiple individual hemp fibres are braided or twisted together to form a hemp rope

The North Wales Chronicle and Advertiser for the Principality 31st January 1863 describes the wood of the Immanuel washed ashore "It was very evident from the condition of the timber, that she must have been of olden date, and scarcely

fit for sea." So the Hanoverian koff Immanuel recorded in 1845 as arriving in Antwerp may be the same vessel.

The Immanuel was washed ashore after sinking either as firewood or "the bows, side and other wreckage" found on the beach at Mochras. The cargo does not seem to have been salvaged.

The smack Star of the East who rescued the master, his wife and crew of the Immanuel after they had spent a night at sea rightly received several small sums of cash in reward.

The Immanuel did not appear in Lloyds Register as a Hanoverian vessel, it was some years later before foreign vessels frequently appeared.

The majority of the reports for the Immanuel came from BNA with the remainder concerning the loss came from WNL. The RNLi archive supplied the details of the reward awarded by the Society.

8.0 Conclusions & Recommendations

I have spent about 15 hours on this project with about 95% of that time spent on line. Although Immanuel/Emmanuel was not a popular name for British vessels it was in Europe, the vessels visiting Britain were mainly brigs or ships.

There is not a wreck site for the Immanuel with the broken up vessel being washed ashore and apparently some collected as fire wood. There is no record of the cargo being salvaged.

The information I was able to discover concerning the Immanuel was limited as it was a Hanoverian vessel, not registered on LR, but it was good to be able to identify her.

The story of the Immanuel is really limited to her wrecking and the rescue of the master, his wife and the crew. It appears the vessel sailed apart from this voyage to Africa, from what is now Northern Germany and Baltic to Italy and the east coast of England and Scotland.

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Appendices:

Appendix A – The Timeline for the *Immanuel*

1839

March 8 1839 Hull arrived Emanuel, Reckman from Hamburg

1840

August 1 1840 London customs house inwards Immanuel, Reckman from
Freyberg

1841

September 10 1841 Hamburg arrived Immanuel, Reckman from Harwich

September 20 1841 Hull arrived Emanuel, Reckman from Kohlbrandt

1843

August 15 1843 Gravesend arrived Immanuel, Rickman from Kohlbrandt

November 22 1843 Grangemouth sailed Immanuel, Rickman for Hamburg

1844

August 7 1844 Cuxhaven arrived Emanuel, Reckman from Harwich

1845

July 28 1845 Cuxhaven arrived Immanuel, Rickman from Burntisland

September 10 1845 Antwerp arrived Hanoverian Koff Immanuel from Hamburg

1846

July 13 1846 Hull arrived Emmanuel, Rickman from Wismar

November 12 1846 Stockton arrived Immanuel, Rickman from Antwerp

November 29 1846 Lynn Roads arrived Imanuel, Rickman from Amsterdam

November 29 1846 Lynn arrived Emanuel, Rickman from Amsterdam

1847

January 3 1847 Middlesbrough arrived Emanuel, Reckman from Antwerp

April 27 1847 Hamburg arrived Emanuel, Rickman from Stockton

June 3 1847 London customs house inwards Immanuel, Rickman from Husum

July 6 1847 Hull sailed Emanuel, Reckman for Hamburg

October 27 1847 Peterhead arrived Emmanuel, Reckmann

October 28 1847 Hull arrived Emanuel, Reckman from Griefswalde

November 13 1847 Grangemouth arrived Immanuel, Reckmann from Luhe

November 17 1847 Glasgow arrived Emmanuel, Rickmann from Crantz

November 26 1847 Cuxhaven arrived Emanuel, Reckman from Fraserburgh

1848

April 18 1848 Hamburg sailed Immanuel, Reckman for Leith

October 19 1848 Schleswig-Holstein Canal cleared Emanuel, Reckman from
· Greifswald for Hull

October 21 1848 Tonningen cleared outwards Emanuel, Reckman from
· Greifswald for Hull

November 24 1848 Hull arrived Immanuel, Reekman from Greifswald

December 10 1848 Hull sailed Immanuel, Reekman for Hamburg - goods

December 17 1848 Hamburg arrived Immanuel, Reckman from Hull

1849

March 24 1849 Shoreham arrived Immanuel, Rickman from Hamburg

July 19 1849 Hull arrived Immanuel, Rickman from Altona

August 10 1849 Brunshausen arrived Immanuel, Reckmann from Middlesbrough

August 15 1849 Altona sailed Emanuel, Reckman for Hull

September 8 1849 Grangemouth arrived Immanuel, Rickman from Hamburg

December 11 1849 Hartlepool arrived Emmanuel, Reckmann from Wells

December 16 1849 Hartlepool sailed Immanuel, Rickman for Hamburg

December 1849 Cuxhaven arrived Emanuel, Reckman from Stockton

1850

March 29 1850 Harwich arrived Emanuel, Reckman from London

June 18 1850 Altona arrived Immanuel, Reckmann from Clackmannan

1851

February 27 1851 Hull arrived Emmanuel, Reckman from Leipzig

March 28 1851 Hamburg arrived Emanuel, Reckman from Middlesbrough

May 4 1851 Agger Canal sailed Immanuel, Reckman from Skive

May 17 1851 Wisbeach, Sutton Bridge sailed Emanuel for Sunderland

May 23 1851 Agger Canal arrived Emanuel, Reckman from Wisbeach

August 24 1851 Brunshausen arrived Immanuel, Reckmann from Methil

1852

June 11 1852 London customs house inwards Immanuel, Rickman from Wilster

1853

August 28 1853 Cowes arrived Hamburg schooner Emmanuel, Reckmann from
Newcastle for Alicante

December 3 1853 Cuxhaven arrived Hamburg schooner Emmanuel

1854

February 1 1854 Hamburg arrived Immanuel, Reckmann from Licata

October 24 1854 London customs house inwards Immanuel 70, Rickman from
Stettin

1855

May 25 1855 Hull sailed Immanuel, Rickman for Eckernfiorde

1856

October 16 1856 Shields arrived Emmanuel from Hamburg

1857

March 19 1857 Cowes arrived Hanoverian schooner Immanuel, Peckman from
Messina for St Petersburg – Fruit

March 22 1857 Cowes sailed Immanuel, Peckman for St Petersburg – Fruit

1858

May 27 1858 Genoa arrived Immanuel, Rickman from Hamburg

1859

January 21 1859 Cuxhaven arrived Immanuele from Rieckmann from Messina

June 4 1859 Cuxhaven arrived Emmanuel from Hartlepool

December 16 1859 Cuxhaven arrived Emmanuel Drewes from Burntisland

1861

October 9 1861 Cuxhaven arrived Immanuel Drewes from Hartlepool

October 12 1861 Hamburg arrived Immanuel Drewes from Hartlepool

November 4 1861 Middlesbrough arrived Immanuel Drewes from Messina

December 10 1861 Falmouth arrived Immanuel from Middlesbrough for Messina

1862

March 19 1862 Gibraltar arrived Immanuel Drewes from Messina & cleared for
Hamburg

April 6 1862 Hamburg arrived Immanuel Drewes from Messina

June 13 1862 Deal passed Immanuel from Hamburg for Lagos

1863

January 2 1863 Sarn Badrig sunk Immanuel Drevers from Lagos for Liverpool

Appendix B Ports and Other Locations

The North Sea coast is often windy and fierce, and Agger Tange has experienced many smaller floods during storms. In 1825, a severe storm breached and created what became known as the **Agger Channel** (in Danish: Agger Kanal or Aggerkanalen), effectually merging the North Sea with the brackish Limfjord permanently. The channel gradually widened, but closed up again during the 1850s, again due to natural siltation. A similar breach occurred during a storm in 1862 at the nearby town of Thyborøn, south of Agger. This breach became known as the Thyborøn Channel, and to stop further erosion, both the Thyborøn Channel and the entire Agger Tange has later been fortified with coastal protection.

Altona is the westernmost urban borough of the German city state of Hamburg, on the right bank of the Elbe river. From 1640 to 1864 Altona was under the administration of the Danish monarchy.

Burntisland is a former royal burgh in Fife, Scotland, on the northern shore of the Firth of Forth.

Clackmannan is a small town set in the Central Lowlands of Scotland, situated within the Forth Valley. The early growth of the town was due in large part to the port which lay on the banks of the tidal stretch of the River Black Devon at its confluence with the River Forth. There are now no visible signs of the port and Clackmannan now sits over a mile inland from the river.

Cranz is a quarter in the Harburg borough of Hamburg, Germany. It is on the left bank of the Elbe river.

Eckernförde is a German town in Schleswig-Holstein, Kreis Rendsburg-Eckernförde, on the coast of the Baltic Sea approximately 30 km north-west of Kiel.

Fraserburgh is a town in Aberdeenshire, Scotland. It lies at the far northeast corner of Aberdeenshire, about 40 miles north of Aberdeen, and 17 miles north of Peterhead.

Greifswald, officially the Hanseatic City of Greifswald is a city in north eastern Germany in the Baltic. It is situated in the state of Mecklenburg-Vorpommern, 80 km from the Polish border.

Husum is a maritime town in the German state of Schleswig-Holstein, near Denmark. Offshore are the North Frisian Islands, including Sylt

Königsberg was the name for the historic Prussian city that is now Kaliningrad, Russia. It joined the Hanseatic League in 1340 and developed into an important port for the south-eastern Baltic region, trading goods throughout Prussia. The completion of a canal to Pillau in 1901 increased the trade of Russian grain in Königsberg, the city was also an important entrepôt for Scottish herring, in 1904 the export peaked at more than 322 thousand barrels.

Leer is a town in the district of Leer, the northwestern part of Lower Saxony, Germany. It is situated on the river Leda, a tributary of the river Ems, which empties into the North sea, near the border with the Netherlands.

Licata formerly also Alicata is a city and comune located on the south coast of Sicily, at the mouth of the Salso River about midway between Agrigento and Gela. It is a major seaport developed at the turn of the twentieth century, shipping sulphur, the refining of which has made Licata the largest European exporting centre, and asphalt, and at times shipping cheese.

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

Leipzig is located about 160 kilometres (99 mi) southwest of Berlin in the Leipzig Bay, which constitutes the southernmost part of the North German Plain, at the confluence of the White Elster River (progression: Saale→ Elbe→ North Sea) and two of its tributaries: the Pleiße and the Parthe.

Messina is a harbor city in northeast Sicily, separated from mainland Italy by the Strait of Messina.

Methil is an eastern coastal town in Scotland. Methil lies geographically between Largo Bay to the east and Wemyss Bay to the west. Previously an industrial maritime powerhouse of the region and once Scotland's greatest coal port.

Peterhead is a town in Aberdeenshire, Scotland it sits at the easternmost point in mainland Scotland.

Shoreham-by-Sea is a coastal town and port in West Sussex, England. The town is bordered to its north by the South Downs, to its west by the Adur Valley and to its south by the River Adur and Shoreham Beach on the English Channel.

Skive is a town in the Region Midtjylland at the base of Salling Peninsula, a part of the larger Jutland peninsula in northwest Denmark.

The Eider Canal (also called the **Schleswig-Holstein Canal**) was an artificial waterway in southern Denmark (later northern Germany) which connected the North Sea with the Baltic Sea by way of the rivers Eider and Levensau. Constructed between 1777 and 1784, the Eider Canal was built to create a path

for ships entering and exiting the Baltic that was shorter and less storm-prone than navigating around the Jutland peninsula. In the 1880s the canal was replaced by the enlarged Kiel Canal

Tonningen port is now tide-dependent and falls dry at low tide, located in North Frisia, Schleswig-Holstein, Northern Germany on the north Sea coast.

Warwerort, Büsum-Wesselburen in the district Dithmarschen in Schleswig-Holstein, Northern Germany. Warwerort's harbour became dysfunctional when the dike around the Speicherkoog (built between 1969 and 1978) to the southeast blocked its access to the North Sea. Warwerort is located along the north coast of the Meldorf Bight.

Weil am Rhein is a German town and commune. It is on the east bank of the River Rhine, and extends to the point at which the Swiss, French and German borders meet.

Wismar ,officially the Hanseatic City of Wismar. Wismar is located on the Bay of Wismar of the Baltic Sea, directly opposite the island of Poel, that separates the Bay of Wismar from the larger Bay of Mecklenburg. The city lies in the middle between the two larger port cities of Lübeck in the west, and Rostock.

Wilster is a town in Steinburg district in Schleswig-Holstein, Germany.



Fig. 3

Hemp stem showing fibres

