

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

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



Similar Fully Rigged Ship

Report compiled by:

Graeme Perks

Report Title:

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*Ireland of Liverpool***

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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 Ireland was built as a fully rigged ship in Quebec in 1870 by Julian and Labbee, it was sailed to Liverpool and sold to John Owen of Humphrey Owen and Son. Ireland sailed to Rangoon, returning with a cargo of rice, the cargo shifted in a gale in the English Channel and the crew abandoned her, being taken off by passing vessels. Several attempts were made to salvage the Ireland before the Abersoch Lifeboat and the SS Rebecca towed her into St Tudwal’s Roads to anchor. The Ireland is converted to a barque, continuing voyages to India and Burma until a recession when she started sailing to the guano Islands in Peru via Buenos Ayres. The pacific war between Chile and Peru led to her returning to the Far East before voyages to British North America.

In 1887 after leaving St John, N B the Ireland encountered thick fog in the Bay of Fundy and ran ashore, becoming a total wreck. A BOT enquiry into Ireland’s loss criticised the master but did not suspend his licence.

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2.4 Contributors

MADU

2.5 Abbreviations

BNA	British Newspaper Archives
BOT	Board of Trade
LR	Lloyds Register of shipping
MADU	Malvern Archaeological Diving Unit
MNL	Mercantile Navy List
NAS	Nautical Archaeology Society
NAW	National Archives of Wales
N B	New Brunswick
NPRN	National Primary Resource Number
OS	Ordnance Survey
RNLI	Royal National Lifeboat Institution
SMG	Shipping and Mercantile Gazette
WNL	Welsh Newspapers on Line

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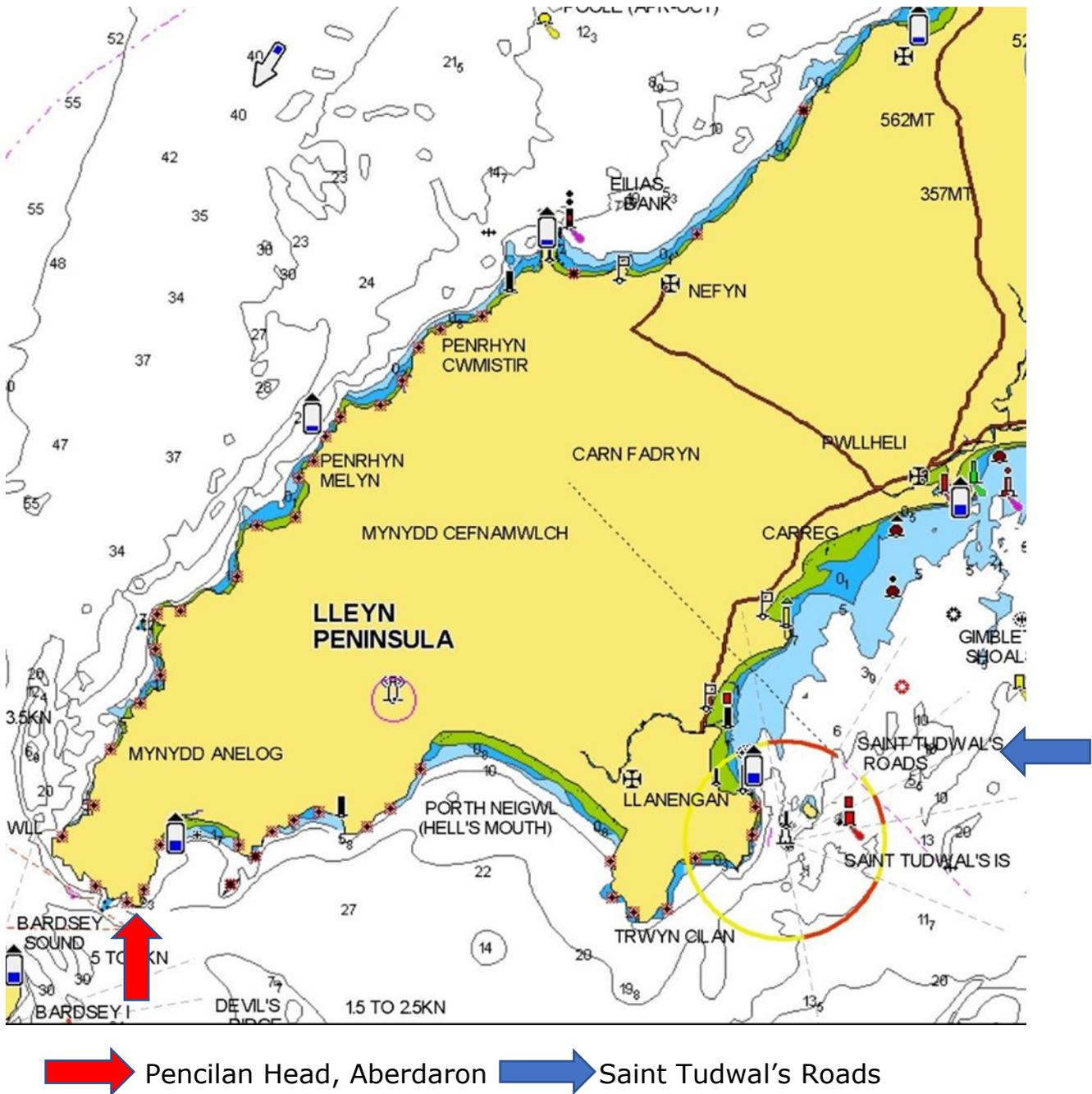
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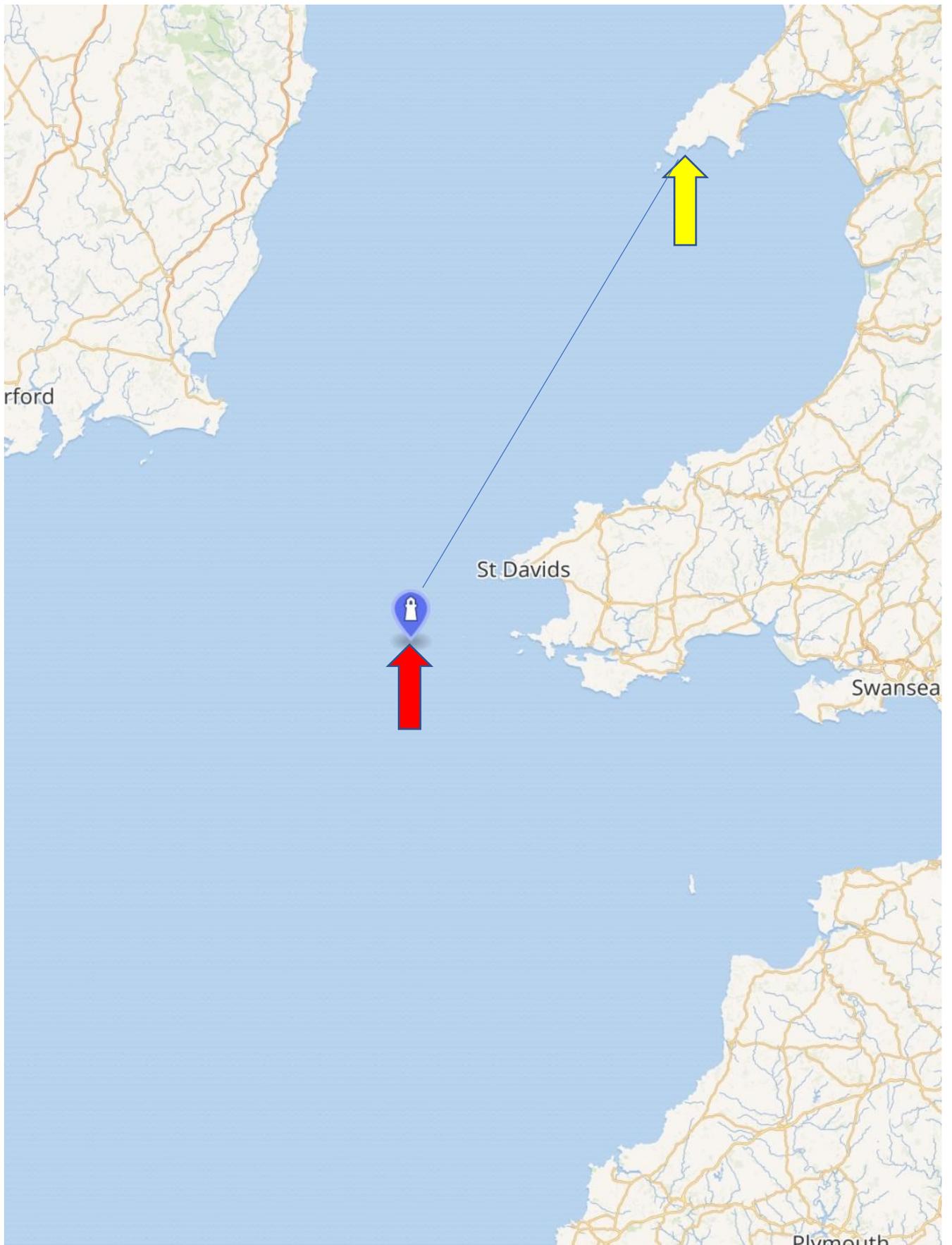
3.0 Introduction

1. I selected Ireland to research because she was a barque reported abandoned and I wanted to see how much information I could find about her and to find out what happened to her and I wanted 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 1872.
5. To discover the cause of the event in 1872 and if the vessel survived, the cause of its eventual loss.
6. The events that happened after the incident in 1872 and up to and after its loss if it survived.
7. If there were any previous research of the vessel for the 1872 incident and its story.
8. If there was a wreck site for Ireland 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 Ireland

4.0 Background

When I started this project it was reported that the barque Ireland was abandoned on 5th January 1872 at Pencilan Head, Abersoch, off St Tudwals Island and her home port was Caernarvon.





 The Smalls to  Pencilan head, Aberdaron, where Ireland drifted after being abandoned to sink.



➡ St John, New Brunswick



Bay Of Fundy and Brier Island (Bryer)



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 correcting 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 "Ireland" looking for details of her dimensions, master, builders and owners from 1872 with a match. I then searched yearly until 1888.

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

I searched the Crewlist Project for " Ireland" looking for her official number and links to MNL, appropriation book, crew lists, owner and master with a match. I followed the links for crew lists and found matches including the Board of Trade (BOT) enquiry into her loss in the Bay of Fundy.

I searched The British Newspaper Archives (BNA) for "Ship Ireland", "Ireland Humphries", "Ireland Humphreys", "Ireland Hughes", "Ireland Griffiths" "Barque Ireland" and "Ireland Thomas " looking for sailings, arrivals, a launch, owners, builders, mishaps and any details of her loss and found a number of matches. I also searched "Ireland Bassein" when the return to Liverpool in 1872 from Bassein did not appear searching "Ireland Hughes", and found a match. I also searched "Ireland Bombay" in Lloyds and SMG 1880 when I could not find a record of her arrival or sailing from Bombay and found matches. I searched "Ireland Liverpool" and "Ireland St John" for 1886 to 1887 and found some matches in 1887. The newspapers are not available on line for 1886 which gave details of Irelands voyages. I searched John Lane, the first recorded owner of Ireland with no matches.

I searched Welsh newspapers on line (WNL) for "Ireland" looking for sailings, arrivals, a launch, owners, builders and any details of her loss and found matches. I searched for "John Owen" with so many matches it was also most impossible to trace him, then "Owen Ty Coch" with many matches and after finding his company's name in his obituary in 1903 "Humphrey Owen and son" which produced matches. . I searched "Owen Thomas" the last master of the Ireland looking for details of his life but was unable to identify him from thousands of matches.

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

I searched wreckeu site for "Ireland" looking for any details of the wreck with a match concerning her loss in 1886.

I searched Google for "Humphrey Owen and son" and found matches including papers in archives of the business and the family of Humphrey Owen. I also searched "Julian Labbee" with no matches, "shipbuilding Quebec" and found a dissertation mentioning Labbee. I searched John Lane, the first recorded owner of Ireland with no matches

6.0 Results

Vessel	Name/s	Ireland	
	Type	Fully rigged ship converted to a barque	
		Cargo	
Built	Date	1870	
		Launched July 1870	
	Builder	Julian and Labbee	
		Quebec	
Construction	Materials	Wood	
	Decks	One	
	Bulkheads	None	
Propulsion	Type	Sail	
	Details	Square rigged, then on conversion to barque, mizzen mast fore & aft rigged	
Engine	Details	N/A	
	Boilers		
Drive	Type		
	Number		
Dimensions	Length	180 ft	0 ins
	Beam	35 ft	0 ins
	Draught	22 ft	0 ins
Tonnage	Gross	1004	
	Net	975	
Owner	First	John Lane	
		Quebec	
	Last	John Owen	
		Caernarvon	
	Others		
Registry	Port	Quebec, Liverpool	
	Flag	British	
	Number	59970	
History	Routes	Quebec to London	
		London to Bombay and Rangoon, Liverpool to Guano Islands, Peru	
	Cargo	Rice, cotton, timber, coal, guano	
Final Voyage	From	Rangoon 28 th August 1871	
	To	Liverpool	
	Captain	H Humphries	
	Crew	17	
	Passengers	None	
	Cargo	Rice and Cotton	
Wrecking	Date	1st January 1872	
	Location	15 miles N N W of the Smalls	
	Cause	Load shifted in gale	
	Loss of life	None	
	Outcome	Abandoned and salvaged, towed to Liverpool	
Final Voyage	From	St John N. B., 26 th September 1887	
	To	Caernarvon	
	Captain	Owen Thomas	

	Crew	17
	Passengers	None
	Cargo	Timber & deals
Wrecking	Date	30 th September 1887
	Location	On or near Bryer Island, Bay of Fundy
	Cause	Poor Navigation in Fog
	Loss of life	None
	Outcome	Condemned -Total loss – broken up

Shipping and Mercantile Gazette - Friday 18 November 1870

SHIPS FOR SALE

AT LIVERPOOL

THE Ship IRELAND, 1,004 tons register; built Quebec Julien and Labbee; launched last July; classed A nine years at Lloyd's, and 3-3 for nine years French Veritas. Dimensions per register :—Length. 190 feet; breadth, 35 feet; depth, 22 feet. Discharging in Canada Dock.

For particulars apply to HENRY SHARPLES and Co..
5. Chapel-street, Liverpool.

Liverpool Mercury - Saturday 18 March 1871

The Ireland, hence for Bombay, was left at nine a.m. on the 16th instant off the Middle Mouse by the tug Warrior. Wind N.E., fresh gale-.

Public Ledger and Daily Advertiser - Tuesday 10 October 1871

Cotton has experienced a decline, shortly after issue of our last report, and our to-day's quotation is rs 70 per 100 viss, equal to 5 1-5d per lb free on board. Exports during August are, 16,274 viss per Ireland to Liverpool,

RANGOON - SHIPS CLEARED SINCE JULY 27
Aug. 29—Ireland, for Liverpool, rice.

Shipping and Mercantile Gazette - Wednesday 03 January 1872

CARDIFF – Jan. 3 (By Telegraph) : The brig Altair, from Prince Edward Island, arrived here, reports having on Monday last fallen in with the ship Ireland from Rangoon, which vessel had eight feet of water in her hold; took 10 of the crew off, and left a steamer in company, the captain of which promised to look after the remainder of the crew.

[Another account] – The brig Altair, arrived here from Prince Edward Island, reports rescuing 10 men from the ship Ireland, off the Smalls Monday evening

last. The Ireland was of and for Liverpool, from Rangoon, very leaky, a steamer stood by to render further assistance, by rescuing the captain and the remainder of the crew; the Altair consequently proceeded for Cardiff and has landed the 10 men here.

Lloyd's List - Friday 05 January 1872

BRISTOL, 3rd Jan. —The Ireland (ship), of Liverpool, with rice, with eight feet water in her hold, was boarded yesterday, ten miles off the Smalls, by the Briton (s), arrived here from Wexford, which saved from her two chronometers; no tidings of crew. [See Cardiff paragraph, in yesterday's List, relating to the Ireland, from Rangoon to Liverpool, and Liverpool paragraph in this day's List.] ,

4th Jan. —The master of the Briton (s) states that no one was found on board the Ireland. [See general paragraphs : report of the Cormorant (s).]

Shipping and Mercantile Gazette - Saturday 06 January 1872

PWLLHELI—Jan. 5: At 11 AM. a full-rigged ship came to anchor off the western point of the Causeway, with loss of foremast and main topmast, and ensign flying. No communication from her yet. 4 p.m. —SW, dirty. [See reports by Telegraph from "Pwllheli."]

PWLLHELI —Jan. (By Telegraph): The Ireland ship, of Liverpool, has been towed to St. Tudwall's Roads safe, by the Rebecca (s), with loss of foremast, bowsprit, &c. See Cardiff in S. & M. G. of Jan. 4.]

PWLLHELI —Jan. 6 (By Telegraph) : The ship Ireland, from Rangoon, was found drifting when boarded by the Abersoch lifeboat, and taken in tow the Rebecca (s). Two men were found on board.—See "Cardiff" IN S M & G. Jan. 4.

Preston Herald - Saturday 06 January 1872

THE IRELAND" ABANDONED.

A despatch from the Underwriters Rooms, says that the ship Ireland, bound from Rangoon to Liverpool, has fallen in with by the Altair, from Prince Edward Island which took off ten men, and landed them at Cardiff. The Ireland at the time had foremast gone and eight feet water in the hold. A steamer was by her to render further assistance to the captain and remainder of the crew. A later account says she was afterwards abandoned, being on her beam ends, and was again boarded the 2nd inst. from a Bristol steamer, 10 miles N.N.W. the Smalls.

Shipping and Mercantile Gazette - Saturday 06 January 1872

Ireland. —Report of James Nelson, A. B., of the ship Ireland, of Quebec, 1,005 tons, from Rangoon for Liverpool, (rice);—Left Rangoon about Aug. 23, weather

fine, wind a stiff breeze :-Proceeded with fair winds and favourable weather, but the ship being rather cranky, we could not put much sail on her. The platform to keep the cargo off her bottom would tend to make her cranky. When off the Cape Good Hope it blew very heavily for nearly four weeks. We lay under close-reefed topsails. During one of the gales we tried to keep her to the wind, and, in endeavouring to haul the jib down, the Second Mate attending the sheet, a heavy sea took the ship and washed the hands off the topgallant forecandle to the main deck, but the Second Mate was washed over board and was lost. We did all could to save him, but it was of no avail; this was between 12 (midnight) and 4 A.M. Ship and cargo were in good trim and we proceeded. On Jan.1, between 4 and 5 p.m., weather clear, wind S.W., Having moderated from a gale to a light wind, ship, when about 15 miles the S.W. the Smalls, I and nine other hands left her in the longboat, and proceeded on board the brig Altar, which had answered our signal of distress on the 31st ult. in a gale from S.W. At midnight her cargo shifted, and she lay over on the portside, bulwarks being under water, and Crew could not walk the deck. We brought the vessel to but she would not right. We eased her of the mizen topsail, and fore topsail blew away. After trying every means to righten her without effect, it was then decided between the Captain, Carpenter and other hands to cut the foremast away to try and save the ship, which was done, and she eased a little but would not righten. It was by the Captain's permission we went in the longboat, all hands were about to leave, the Captain asking us who would volunteer to return from the brig to take the other men off. When on our way to the brig we sighted a steamer, a rocket having been put up from our ship, I suppose the steamer must have seen it, for she put up rocket and bore down towards our ship. Just as we got on the brig, the steamer came alongside us. The Captain of the steamer and the Captain of the brig then consulted, and the steamer went off to our ship. I saw her close to the wreck. The Captain of the brig squared away for the Bristol Channel, and landed us in Cardiff on the 3rd inst., at 11 o'clock. We tried the pumps before we cut the mast away. There was not much water in her then. After cut mast away the Carpenter sounded through her weather pump, and reported 7 feet water in her. I do not think it possible that the Steamer could have towed her in. The immediate cause of the shifting of the cargo was that shipped several heavy seas in succession, and the weight of water on her deck brought her down. The remainder the Crew have doubt been saved by the steamer.

Lloyd's List - Monday 08 January 1872

PWLLHELI, 5th Jan. —At 11 a.m. a full-rigged ship came to anchor off the Western point of the Causeway, with loss of foremast and main topmast and ensign flying. [See below.]

6th Jan. —The Ireland (ship), of Liverpool, has been towed to St. Tudwall's roads safe, by the Rebecca (s), with loss of foremast, bowsprit, &c. [Later.] —The Ireland, from Rangoon, was found drifting when boarded by the Abersoch lifeboat, and taken in tow by the Rebecca (s) ; two men were found on board. [See Bristol, Liverpool and general paragraphs in List of 5th Jan.]

LIVERPOOL Jan.6th , 11.50 a m.—The Ireland, from Rangoon to this port, which was abandoned off the Smalls, 1st Jan., is reported towed into St. Tudwall's roads, by a Port Madoc steamer and lifeboat. [See Pwllheli paragraphs]

Lloyd's List - Tuesday 09 January 1872

ADERDARON, 6th Jan. disabled ship was seen, off this place, yesterday, with signal of distress on the spanker gaff; her foremast was gone the deck, and sails blown away ; most likely she was the Ireland (ship), abandoned, 1st Jan., ten miles NNW of the Smalls. [See Pwllheli paragraph in List of yesterday.]

CARNARVON, 8th Jan. A Liverpool tug has gone to St. Tudwall's roads to tow to Liverpool the Ireland, from Rangoon. [See Pwllheli and Liverpool paragraphs in List of yesterday.]

Ulster Examiner and Northern Star - Wednesday 10 January 1872

GALLANT RESCUE OF A SHIPWRECKED CREW BY THE SS. "CORMORANT."

The following are details of the gallant services rendered by the commander and crew of the Cork Steamship Company's ss. Cormorant, in rescuing seven men from a disabled and sinking wreck, in the Channel on Tuesday last, under circumstances of unusual peril The Cormorant, under the command of Captain Croft, left Cork for Newport on Monday morning, and experienced rough weather almost immediately after leaving port. About half-past six o'clock p.m., about 18 miles N.W. of the Smalls, he observed a vessel burning blue lights and throwing up rockets. Took in all sail at once, and steamed down on the vessel that was signalling. She proved to be the ship Ireland, of and for Liverpool, Captain Humphreys from Rangoon, with cotton and rice. Captain Croft observed that she was without her foremast and maintop sail yards, and was rolling heavily, broadside to the sea, which was then very considerable, while it blew a gale of wind. Captain Croft spoke her, and in reply to his inquiry, Captain Humphrey said they wanted to leave the ship, she was making water. There was then six feet of water in the hold. Captain Croft, seeing that any attempt to get the crew out of the ship, in such a sea, and with such a gale blowing, would be attended with great danger, offered to lay by her far the night, but Capt. Humphreys answered that he feared she would go down before morning. About eight o'clock the wind moderated, and Captain Croft proposed to take the ship in tow, but her master replied that he could not tow her far before she would go down. Besides, he said, he had no rope to give the Cormorant. Capt. Croft said he had a hawser which he would pass aboard the ship if she would float a line to him, but the captain replied that he had no line to send him. Finding there was no means of rendering other assistance. the commander of the Cormorant then launched his lifeboat about nine o'clock, and it was manned by the chief officer and three men, who, with most heroic intrepidity, undertook the perilous task of taking the crew off the wreck. There was still a very angry sea running, though the wind had become less violent, and the wreck was rolling so heavily that her rail went under water

at every lurch. It will, therefore, be seen that to approach the vessel so labouring, in such a sea was attended with the utmost risk, and could only have been achieved by great skill and courage. The lifeboat could not bring up alongside the vessel, or it would inevitably have been swamped, and it had therefore to be rowed stern on, and yet kept at a safe distant., though near enough to permit the crew of the wreck to leap into the boat from the ship's side. With labour scarcely to be appreciated, and by the exercise of the coolest judgment and discretion, this was accomplished but it took two hours to get the seven men out of the ship. These proved to be the captain, chief officer, carpenter, and four seamen. Her crew had consisted of seventeen hands all told, but the other ten had been taken off previously by a brig, and were subsequently landed at Holyhead. Only half the lifeboat's danger, our enterprise, however, was accomplished when the seven men were in her. She had now to return to the steamer and put them aboard—a task fully as difficult as that which had just been performed, for the Cormorant also rolled much in the heavy sea. By great care and labour, however, the seven men were landed, one by one, aboard the steamer, and then her crew had to be taken in after the same fashion. It was one o'clock, a.m., before the last man was in safety, and he was be rely out of the lifeboat when she broke adrift and was lost, the crew being too exhausted by their almost super, human exertions and the severity of the weather, to admit of their hooking on the boat before they left her. The chief officer's hands were so cramped and powerless from grasping the oar, with the sea breaking over them, that he could not extend the fingers for a considerable time. The Cormorant lay by the disabled , ship till daylight on Tuesday morning, and as it then came on to blow very bard from S.W., and the steamer might run short of coals if she lay by her longer, Capt. Croft was obliged to abandon the Ireland and proceed on his passage to Newport, where he arrived at 9 p.m. , and landed the rescued men The Ireland, it appears, was from Rangoon and had as cargo 1,500 tons of rice and 20 bales of cotton, so that she would have proved a valuable prize for any steamer that could have towed her to port. She was a new ship, built in Quebec, and this was her first voyage. She experienced very severe , weather—a succession of gales—all the way from the Western Islands, and her cargo shifted repeatedly. ' This occurred last about ten o'clock on Monday morning, and it was found necessary then to cut away the foremast in order to ease the ship. All the sails but two had been blown away. Before any assistance came to her Captain Humphrey thought of taking to the ship's boats, and two were lowered for the purpose, but were instantly stove. It appears that after the Cormorant had left her, one of the Bristol steamers fell in with the Ireland, and boarded her, saving the ship's chronometers, but could not take her in tow without risk of running short of coals. After leaving Newport on Thursday afternoon, Captain Croft run up S. George's Channel, in the track she was likely to be found in, as far as Bardsey Island, but did not again fall in with her, and as no account of her being picked up has been received, it is presumed she went to t the bottom with her valuable cargo.

Shipping and Mercantile Gazette - Thursday 11 January 1872

ABERDARON—Jan. 10; Blowing moderate gale from E. Passed, 9 A.M.—The ship Ireland, in tow, for Liverpool.—[See Pwllheli G. of yesterday.] Several vessels are off Bardsey Island.

LIVERPOOL—Jan. 10: The Ireland, Humphreys, from Rangoon, was towed here from St. Tudwell's Roads the tug Cruizer.

Gore's Liverpool General Advertiser - Thursday 18 January 1872

CARGOS REPORTED
EAST INDIES

Ireland 973 of Liverpool (Cole & Jones) S Hughes from Rangoon with 16,760 bags of rice for J Heap and Sons 195 bales cotton order – Albert Dock
Reported Jan. 11

North Wales Chronicle - Saturday 13 January 1872

PORTMADOC.

SENSATION.-IRELAND TAKEN BY THE REBECCA AND ALL THE FENIANS 'TRANSPORTED TO ST. TUDWELL'S ISLAND.-A wag went round the town of Portmadoc and stated that Ireland had been taken by the steamer Rebecca, plying between Portmadoc and Liverpool, and all the Fenians taken and transported to the island of Tudwell's. It turned out that there was some foundation for the wagism, though not in the sense represented by the wag. It turned out to be true that the Rebecca had come across a full-rigged ship Ireland, the property of John Owen, Esq., Tycoch, Carnarvon, drifting towards the western point of St. Patrick's Causeway with only two Irishmen on board, which it safely towed into St. Tudwell's Roads. It appeared that on the previous Tuesday the crew of the Ireland had taken to their boats, and, rescued by the Waterford steamer; they stated that there were eight feet of water in the hold, but when discovered by the Rebecca it had only two feet of water. It appears that the vessel had encountered some rough weather in the Channel, and that a brig, whose name we have not ascertained, endeavoured to tug it to a place of safety, but failed owing to its tackle giving way. Then the Waterford boat came across it; but owing to the breakage breaking away, it abandoned it and went for better tackle; (but by the time it returned, the vessel had so far drifted that it could not find it. Another steamer came I across it, and put two men, who were Irishmen, on board; but the weather becoming very bad, they also I had to abandon the Ireland, leaving the two Irishmen on board ; and the Rebecca, which was the third steam vessel which came across the Ireland, found these men on board. The ship was loaded with rice and cotton from Rangoon for Liverpool. We understand that there were 15,000 tons of rice on board, from the quoted price of rice per ton at Liverpool, viz., about £13 per ton, we presume the value of the freight, independent of the cotton, of which there was but a small

quantity on board, was about £190,000. We understand that Mr J Owen has already signed a bond for £5000 for the owners of the Rebecca, and for the men on board ; but as the latter were not satisfied with these terms, we understand the matter is to be reported to the Court of Admiralty. The vessel was a good one, this being either her first or second voyage since Mr Owen has purchased it, and it appears to be the common opinion that the captain had no sufficient reason to abandon the ship. Another correspondent writes :-" About three o'clock, p.m., on the 5th instant, information reached Abersoch that a large ship with foremast gone, and flying a signal of distress, was seen about eight miles south ward of Pencilan. The lifeboat was immediately launched, and succeeded in reaching the vessel about 6 pin., and with the assistance of the s. s. 'Rebecca,' of Portmadoc, brought ship safely to an anchor in St. Tudwells Roads about 4 a.m, on the 6th. She proved to be the ship Ireland, of Liverpool, owned in Carnarvon, from Rangoon to Liverpool, with a valuable cargo of rice and cotton. It seems that part of her crew had abandoned her on the 1st of January, and landed at Newport, Mon. The captain and the rest of the crew left her the following day, and were landed at Cardiff. When boarded by the lifeboat two men I were found on board belonging to a steamer that had taken her in tow two days previously, but who had refused to go back to their own vessel. All the warps belonging to the S.S. Rebecca had parted while towing, and she was compelled to go to get others from vessels that were at anchor in the Roads. As this was one of the most deserving cases that has ever occurred in this neighbourhood, we sincerely hope that the. crews of the Rebecca and the Lifeboat will be very well paid for their exertions, as the night was very wild, with a fearful storm of thunder and lightning, and a very heavy sea. We are very sorry to say that the local funds of the Abersoch and Porthdinllaen Lifeboat are very low, and any subscriptions would be most thankfully received by the hon. sec.

Belfast Telegraph - Thursday 18 January 1872

TWO COURAGEOUS SEAMEN.

By arrival Greenock of the steamer Egret, from Antwerp, we learn that on the 3rd January they fell in with the ship Ireland, of Liverpool, abandoned, about twenty miles northeast of the Smalls. The vessel was bound from Rangoon for Liverpool, with a cargo of cotton and rice. Her hull seemed in good condition, but there were three holes in the water-ways on deck, evidently made with an auger. The carpenter the Egret, who had accompanied the mate and five men on board, had the holes plugged up, and the Egret took the vessel in tow. The weather was very heavy, and the mate, seeing probability of the vessel being lost, returned to the steamer, leaving on board the ship the carpenter and a seaman, who determined to remain in her. The steamer lay-to during the night, but next morning the ship could not be seen. The Ireland, however, with her crew of two, has been towed safely into St Tudwell Bay, on the Welsh coast, and the men have arrived in Liverpool. Their task may be imagined when it is stated that the vessel is of about 1000 tons.

Lloyd's List - Monday 22 January 1872

ABERDARAN, 19th Jan. The longboat of the ship Ireland was picked up at Porthnigwl beach. [See paragraph in List of 9th Jan.]

Derry Journal – Monday 22 January 1872**STRANGE FORTUNES OF AN ABANDONED SHIP**

The screw steamer Egret, Cork, which arrived at the Tail of the Bank on Tuesday morning with cargo of sugar from Antwerp, reports that on the 3rd inst., while on the voyage from Glasgow Antwerp, and 20 miles N.E. of the Smalls, a ship, seemingly in abandoned state, was sighted. The lifeboat was lowered, the mate and six the crew of the Egret hoarded the vessel, which was found to be the ship Ireland, of Liverpool, which had been a passage from Rangoon to that port with a cargo cotton and rice. No person was on board; and it was found that several holes had bored in the water-ways deck with auger. The foremast, main topmast, and maintops all yards had been carried away, and all the sails were flying about in ribbons with exception of the spanker, which was set. The Egret got out hawser and took the vessel tow, but it parted, and second hawser was tried, but it also gave way. The sea was running very high, and the mate and four the men who had boarded the Ireland refused to stay on board. As they were returning to the Egret, the boat, after being nearly swamped, was stove in against the steamer's side. The carpenter and another seaman volunteered to stay board the Ireland, and the Egret hove to for the night; but next morning seeing no trace of the vessel she proceeded on voyage. The Ireland, however, was picked up by a Liverpool tug. and towed into St Tudwall Bay, Wales. The two men who remained board have arrived in Liverpool all well.- —Glasgow Paper.

Shipping and Mercantile Gazette - Friday 26 January 1872

ADERDARON - 2 logs Of timber and the longboat of the ship Ireland have been sold by auction the Deputy Receiver Wreck

Lloyd's List - Friday 08 March 1872

ROYAL NATIONAL LIFE BOAT INSTITUTION. On Thursday, a meeting of this Institution was held at its house, John street, Adelphi; Thomas Chapman, Ksq., F.R.S., V.P., in the Chair.

The thanks of the Institution inscribed on vellum were voted to Captain Croft, master of the S.S. Cormorant, of Cork, £3, to Mr. J. H. Miller, his chief officer, and £2 each to three other men, in consideration of the services of the four last named persons in putting off from the steamer in one of its boats during a heavy sea, on the 1st January, and saving seven of the crew the ship Ireland, of Liverpool.

Shields Daily Gazette - Friday 26 April 1872

LARGE AWARDS FOR SALVAGE. At the High Court of Admiralty, yesterday, Sir B. J. Phillimore awarded the large sum £4,500 for salvage services rendered to the Liverpool ship Ireland in January last. The vessel was abandoned without sufficient cause, and the men, who went board from two steamers, the Cormorant and the Egret, found that large holes were bored in her deck in order that water might in the hold more quickly. It was explained that this was done with perfectly honest intention, namely, as it was considered impossible to save the vessel, to sink her, so that she might be out of the way of other ships, the crew, when they left her, believing that she could not float much longer. With the assistance of others, the vessel was saved, and the £4,500 for this service was apportioned follows 'The steamer Cormorant, £300 the steamer Egret, £500 ; the steamer Rebecca, £2,000 ; two men, named Durgan and Monighan, £1,000 ; lifeboat crew, £590; and five skippers, £200.

LIFEBOAT MAGAZINE ARCHIVE Date: November 1873 Volume: 08 Issue: 90

On the afternoon of the 5th January, information reached this place that a large ship, with her foremast gone, was in distress 'in Cardigan Bay, about eight miles to the southward of Pencilan. The wind was blowing very strong at the time, with terrific showers and squalls, and a very heavy sea was running. Nevertheless, the Abersoch Life-boat Mabel Louisa was most promptly got out and launched, and in about three hours she succeeded in reaching the vessel, which proved to be the ship Ireland, of Liverpool, 975 tons, bound to that port with a valuable cargo of rice and cotton. It afterwards appeared that on New Year's Day she had been abandoned by the Master and crew, all of whom were landed at Cardiff and Newport. At that time the weather was very bad, and she was said to be in a most perilous condition, the cargo having shifted, and there being a quantity of water in her hold. The vessel afterwards drifted along at the mercy of the wind and waves; and, on the weather moderating somewhat, two or three steamers took hold of her at different times, and tried hard to tow her into harbour, but failed to accomplish their object. Six men belonging to one of them — the Egret— managed to board the ship, but four out of the six abandoned her again at the command of their captain. The two others remained on board until she drifted into Cardigan Bay, when she was seen by the steamship Rebecca, of Portmadoc, which endeavoured to tow her from her dangerous position. By that time she was fast driving, broadside on, towards the rocks off St. Tudwall Island, called the Half Tide Rocks, which were only about two or three miles under her lee. The moment the hawser became tight, however, it snapped, although it was a nearly new 6 or 7-inch Manilla rope. There was no other hawser available, and, as the weather would not allow the ship to be boarded from the steamer, a gale of wind still blowing from the S.S.W., she could only remain by her for some time, until the Abersoch Life-boat was seen approaching, when the steamer took the boat in tow to the ship; and, after a long time, some of the crew of the Lifeboat succeeded, though with considerable danger and difficulty, in getting on board

the Ireland, the wind by that time having shifted to the N.W., although it blew with unabated violence. Another tow rope was then got to the steamer, but it quickly parted, and the Rebecca then proceeded to St. Tudwall Roads, where some vessels were lying at anchor; and from them she procured two fresh hawsers, one of which was then attached to the Ireland, by means of which she was towed as far as the Roads; but before she could be brought to an anchor that hawser also parted. With the fourth one, however, she was eventually got to a place of safety. Meanwhile those of the Lifeboat crew who had boarded the ship, and others who were transferred to her from the Rebecca, had put things in order on board and set some sail; and with their help the vessel was safely anchored at 6 o'clock on the morning of the 6th Jan. She was ultimately towed to Liverpool by a steam-tug employed by the owners, after the water had been pumped out of her. It is hardly necessary to, add that the crews of the steamer and the Life-boat, and those who had gone to her from the Rebecca, encountered considerable risk, besides which they underwent very great exertion and fatigue; but, fortunately, their bravery and perseverance were rewarded by their saving from total loss a vessel and cargo which were admitted to be worth over £12,000.

Indian Statesman - Friday 05 July 1872

ARRIVAL AND DEPARTURE BY SEA.

THE ship Ireland, 995 tons, Captain H Hughes arrived from Liverpool, March 20th. with a cargo of 1459 tons of coals belonging to the G. I. P. Railway. The vessel is consigned to Moses. Owen and Okell.

Indian Statesman - Friday 26 July 1872

ARRIVAL AND DEPARTURES BY SEA;

The ship Ireland. 975 tons, Captain Henry Hughes, will sail to-day in ballast for Bassein.

Shipping and Mercantile Gazette - Friday 03 January 1873

LIVERPOOL—Jan. 2 : The Watkins, of Caernarvon, from Huelva, which , arrived here Dec. 26, had been in collision off Birkenhead that day with the Ireland barque, and had starboard quarter damaged and mainsail split, &c.

Lloyd's List - Wednesday 10 February 1875

SPEAKINGS

NKVH (Cavaliere Sguardelli, of Newport), 31st Dec., 3S 31 W,

(NEW Wabeno), same day,

NHGK (Frederica, of Yarmouth), 31st Jan., 60 miles SW Scilly,

by the IRELAND, Hughes, at Liverpool.

Manchester Courier and Lancashire General Advertiser - Monday 03 April 1876

THE LONDON FREIGHT MARKET.

(George Ofor and Co's Circular.)

London, 27, Leadenhall-street, April 1, 1876.

There rather more doing in chartering business, although the shipping interest continues to suffer; the depression which has characterised the freight market for some months. Early last month the agents for Messrs. Dreyfus Brothers recommenced chartering for guano from Peru 67s. 6d. United Kingdom, 70s. Continent with July for arrival, later ships being offered 2s, 6d. reduction. Although many shipowners are rather shy at accepting these freights, owing to great delay loading— which is not compensated for by the rate demurrage paid— yet, the existing dearth employment, the revival of chartering for this service is satisfactory. At Lobos de Tierra and Independencia Bay ships are now loading within their days, but the reports from Pabellon Pica, Punta Lobos, and Huanillos continue to very unsatisfactory.

North British Agriculturist - Wednesday 02 August 1876

ENORMOUS GUANO DEPOSITS IN PERU.

Towards the close of last year a good deal of excitement was caused in this country in consequence of an alleged failure in the Peruvian guano deposits, and the consequent inability of the Peruvian Government to redeem the loan raised some time ago on the strength of its guano islands. A number of merchants connected with Peru determined to send out efficient surveyors from this country

to inquire into and report upon the guano deposits, and it will be seen from the following summary of this report that the deposits of guano are almost inexhaustible. Speaking of Huanillos, which is 22 miles south of Pabellon de Pica, and 15 from the river Loa, they say the bed now being worked is completely free of either sand or caliche. The daily shipments averaged 400 tons of good guano, and the amount in this bed is estimated at 250,000 tons, which can be shipped without further expense. There are 260 men employed. Adjoining the bed named is another extending over a mile and a half, solid the thickness of guano 23 feet, the quality very good, and the quantity estimated at 1,500,000 tons; it could take, however, about £30,000 to clear the bed, and erect a suitable mole for shipment, and when this would be completed 1000 tons a day could be easily shipped, as the anchorage is good and the vessels rarely drag. At Punta de Lobos, which is 16 miles north of Manillas, the quantity of guano is estimated at 600,000 tons, all being pretty well clean of sand, stones, and caliche. There were 630 men employed, and the average daily shipments were 700 tons. The shipment of guano here is, however, much more difficult than at Huanillos, the bags having to be slipped from a wire rope down onto the launches. At Pabellon de Pica, which is six miles to the northward of the last port, it was difficult to estimate the quantity of guano, but it was probably not less than 800,000 or 900,000 tons, and although the daily shipments at present were 500 tons, in a short time they will be 600, as improvements for shipping the articles were being made. There were 1000 men employed. The vessels at all the above three deposit, anchor and load with perfect security at a distance of a quarter of a mile from the shore. Patache, which is seven miles to the northward of Pabellon de Pica, was not opened for shipment when the report was despatched, but the daily shipments would probably be from 200 to 300 tons, the quantity of guano found being very considerable in depth and extent. It was estimated that at all these ports the Government of Peru is today paying 11,000 soles demurrage daily, and that the guano costa the Government 12 soles per ton when it is shipped on board. When the report left there were 78 vessels at Huanillos, 104 at Punta de Lobos, 86 at Pabellon de Pica, and 30 or 40 were expected to reach Patache when the shipping of guano commenced at that place. It will be seen from the above that for some years at least the agriculturists of this country need not run short of this one of the most invaluable of the exports of Peru.

Public Ledger and Daily Advertiser - Thursday 04 January 1877

From the Pacific the principal chartering last year was for the guano trade, engagements of tonnage being made Messrs. Dreyfus Brothers, March, April and May at 67s 6d for U. K., 70s Continent, and in the latter month for the Mediterranean port at 70s to 72s 6d, for Barbados and Vincent at 60s, for the

Antilles at 80 francs, and for Mauritius at 75 francs. During June all chartering for this trade ceased, but in the following month the new agency commenced operations at 66s U.K., 67s 6d Continent, upon a slightly modified form charter, the principal alteration being in the amount of commissions, which were reduced from 7 ½ per cent to 2 ½ per cent, but without any return commission to the chartering brokers, who have generally undertaken the business for nominal fee of half per cent. In September chartering ceased, and was renewed for short time in October, when a further amount of tonnage was secured at the same rate. The only chartering at present is for Mauritius 55s to 57s 6d according to date for loading, these charters covering the full commission of per cent.

Owing to the generally depressed state of business, the value of shipping did not improve and building declined at the chief centres.

Shipping and Mercantile Gazette - Friday 05 January 1877

Report of the Ireland, Griffiths, from Huanillos, in London.

Dec. 14,3 P.M., lat 31 20 N, long. 37 35 W, passed the wreck of ship waterlogged, with name on the quarter, "Adam Gould." She had a jury mast aft, with white flag on it; no person board; ship painted white outside.

Signalled:— HGJM (Gauntlet), from London, steering south, Nov. 14, 25 10 S, long. 28 W.

NCVK (Italian ship), steering south, Nov. 28, Lat. 1 N, long. 28 W

SKLN (Italian ship), steering south, Nov. 28, lat 1 20 N long. 28 W.

BBLM (Uranus), from Hamburg, steering sooth, N0v.28, lat. 1 20 N, long. 28 W

BFCS (Anna Bertbo, of Hamburg), steering south, Nov. 28 lat.1 30 N long. 28 W.

(Italian ship), from Genoa for Akyab 30 days, Nov.28, lat. 1 38 N, long. 28 25 W.

Liverpool Daily Post - Tuesday 17 April 1877

TUG REPORTS

Ireland, for Callao, was left off Bardsey the 15th inst.

Shipping and Mercantile Gazette - Thursday 06 June 1878

THE GAZETTE. LONDON, THURSDAY, JUNE 6, 1878. We have had letters addressed to asking for information respecting the supply of ballast by Corporations and Harbour Authorities, and whether, in the event of a vessel capsizing from insufficient stiffening, and such being proved, it would subject her Owner or the Master to the penalties of the Statute for sending or taking vessel to sea in unseaworthy state. ship may strong in her hull and perfect in her equipment, but if she will not remain upright, or a slight breeze of wind will blow her over, in consequence of not having weight enough her hold to stiffen her, there must danger to human life if she sent out of port. It has been stated by Correspondents whose communications have published, that the quantities of ballast ordered and paid for have occasionally not been put on board, and, therefore, certain amount of insecurity must exist where a Master labours under the impression that his ship is properly ballasted, and it turns out not to so. The ship Ireland received warrant from the Trinity Ballast-office at Ratcliffe for 600 tons, which was sent by the following lighters—No. 41, 60 tons: No. 52, 60 tons; No. 11, 60 tons; No. 48, 60 tons: No. 48 (second load) 40 tons; Nos. 2,3, and 22, 60 tons each; and No. 12, two loads of 60 tons. This made up the 600 tons ordered, and, so far the Ballast-office was concerned, it is presumed the lighters conveyed the quantities invoiced. On the arrival of the vessel in the Mersey the gravel was sold to the Corporation, and it was weighed on their account the machine of the Lancashire and Yorkshire Railway Company. The certificate issued by the Goods Department, Great Howard-street, Liverpool, is as follows: The total weight of gravel passed over our machine was 481 tons 17 cwt. 2qrs., and contained 133 loads. This shows short delivery of more than 118 tons. The water alone in the ballast could not account for this deficiency. There would some slight waste in shovelling the gravel, and moderate percentage of water would remain in the lighters, but the losses from such sources should not be equal to or exceed one-fifth of the total amount alleged to have been supplied. Either the lighters are untrustworthy as regards the amount they carry when submerged to their load line, or water is too abundantly mixed with the ballast. Six hundred tons of wet ballast would, of course, weigh more than dry, quantity for quantity; but one-fifth is too large margin for moisture. When ballast has been in the hold of ship a few days the water finds its way down to the limbers, and is pumped up. A ship that was deemed seaworthy with 600 tons on board would more or less dangerous with only 481 tons. In recent case, lighter going alongside the ship, the Master requested to have the sides the craft marked, as felt certain that, from the presence water, the quantity of ballast mentioned in the Supply Note was not in her. The Lightermen declined to accede to this request, and went away, leaving the ship eight days before another load was furnished. The gravel brought by the next lighter was weighed in the hold and found to be thirteen tons

short, or a delivery of forty-seven tons instead sixty. The Owner, it may be surmised, declined to pay for the quantity alleged to have been short delivered, and, therefore, the question may have to be settled by a Court of Law, and the decision, it said, will govern other cases. Mr. Chambers, of the Ballast-office, states that the lighters are marked in order that Masters of vessels may secure their proper quantity of gravel, and that the Captain or the Mate should be in a position to check the draught on delivery. In the delivery note sent with the ballast it expressly stated, writes Mr. Chambers.

Shipping and Mercantile Gazette - Thursday 12 June 1879

CALLAO, &c. [The platforms at the Southern Guano Deposits had been destroyed, Apr 17, the Chilian fleet]

The War of the Pacific also known as the Saltpetre War and by multiple other names, was a war between Chile and a Bolivian–Peruvian alliance from 1879 to 1884. Fought over Chilean claims on coastal Bolivian territory in the Atacama Desert, the war ended with a Chilean victory, which gained for the country a significant amount of resource rich territory from Peru and Bolivia. The Chilean Army took Bolivia's nitrate-rich coastal region, and Peru was defeated by the Chilean Navy. Chile and Peru signed the Treaty of Ancón on October 20, 1883.

Shipping and Mercantile Gazette - Thursday 07 October 1880

Moulmein, Aug. 31.-The following engagements have been reported ; £2 17s 6d Ireland, 975, teak to Europe, Oct. shipment.

Sunderland Daily Echo and Shipping Gazette - Friday 13 May 1881

"ECHO" SPECIAL REPORTS.

The barque Ireland, Capt. Griffiths, left the South Dock this afternoon for Singapore.

Shipping and Mercantile Gazette - Tuesday 25 October 1881

Singapore, Sept. 22.-Freights are firm at a small advance, and, owing to a scarcity of sailing volatile, rates both for London and Liverpool have an upward tendency. For Liverpool the barque Ireland has been taken up under home charter to load at Singapore, and, having taken a little outside cargo at 45s, is now fully engaged.

Newcastle Courant - Friday 09 February 1883

LOSS OF A NORWEGIAN BARQUE.

The ship Ireland of Liverpool, Captain Griffiths, arrived at Falmouth on Monday afternoon, and landed the master and crew of the Norwegian barque Mandal, from St John's for Dublin, with deals, which vessel was abandoned off the Western Islands in a waterlogged condition, after a terrific gale on January 27th. For nine days the vessel was waterlogged before the crew were rescued.

Greenock Telegraph and Clyde Shipping Gazette - Friday 16 February 1883

RESCUE OF SHIPWRECKED CREW BY GREENOCK-BOUND VESSEL.

The barque Ireland, at present discharging a cargo of timber at the Albert Harbour, while on the passage to this port from Moulmein, rescued the crew the Norwegian barque Mandal, of Mandal. The men—11 in number—were landed at Falmouth. The Ireland, which is in the command of Captain Griffiths, has arrived Greenock in excellent order, passage occupied 129 days.

Greenock Telegraph and Clyde Shipping Gazette - Tuesday 06 March 1883

THE BARQUE IRELAND;

The barque, which recently arrived from Moulmein, and discharged cargo of timber the Albert Harbour, is about leave for Liverpool to be re-classed. The paddle-tug Beaune has arrived to tow her round to that port.

Times of India - Saturday 01 September 1883

The barque Ireland 970 tons, Commander R Roberts, arrived in Harbour yesterday from Liverpool, 15th May, with a cargo of 1485 tons of coal. The vessel is consigned to the captain.

Times of India - Saturday 27 December 1884

The barque Ireland, 973 tons, Commander R Roberts, will sail today for Moulmein in ballast.

London Evening Standard - Wednesday 16 September 1885

WRECKS AND CASUALTIES

Ireland (barque), which sailed from Queenstown for Belfast has put back with loss of truss of lower main topsail.

Northern Whig - Monday 21 September 1885

SHIPPING INTELLIGENCE.

[Specially compiled for this paper.]

ARRIVED AT THIS PORT ON THE 19TH INSTANT (Belfast)

The barque Ireland, Roberts, from Moulmein with teakwood—Harland & Wolff, consignees- G Heyn & Sons, agents.

Liverpool Daily Post - Monday 11 July 1887

TUG REPORTS.

The tug Knight of St George reports having towed out the Ireland hence for St John N.B. and having left her at 9.0 pm on the 9th inst., off the Ormes Head.

Lloyd's List - Friday 16 September 1887

IRELAND.—St. John, N. B., Sept. 4.—Captain Thomas, of the British barque Ireland, from Liverpool, reports:— Encountered heavy gales, and on the 21st the wind blew with hurricane force, and the main topsail was carried away.

Belfast Weekly News - Saturday 17 September 1887

TEMPESTUOUS WEATHER IN THE ATLANTIC.

A Queenstown correspondent, telegraphing on Wednesday, says— Dispatches of the 4th inst. from St. John's, N. B. per Guion steamer, which arrived at Queenstown today, state all vessels arriving from across the Atlantic report unusually tempestuous weather. The barque Magrum, from London, encountered a hurricane on the 26th ult., which carried away a number of sails and compelled her to run for hours under bare poles. The barque Ireland, from Liverpool, also met with severe weather and lost her sails. George Marrow, thirty years, of Liverpool, died of fits on the passage, and buried at sea.

Lloyd's List - Friday 28 September 1887

IRELAND.—St. John, N. B., Sept. 14.—Brig Etta Whittemore has been thoroughly repaired at Yarmouth (N.S.), and sailed on the 11th for Westport, to load a cargo of timber ex wrecked barque Ireland, for United Kingdom.

Aberdeen Press and Journal - Tuesday 04 October 1887

CASUALTIES. (From Lloyd's—Monday.). A cablegram from Yarmouth, N.S., reports that the British barque Ireland, from St John's for Carnarvon, with deals, ashore on Briar Island ; has ten feet of water in hold ; refused assistance ; been surveyed and condemned.

Lloyd's List - Wednesday 19 October 1887

IRELAND.—St. John (N. 8.), Oct. 3.—British barque Ireland, hence for Caernarvon (before reported), went ashore, Sept. 27. Pond Cove, Brier Island.

Lloyd's List - Tuesday 25 October 1887

IRELAND.—Yarmouth, N.S., Oct. 10.—The barque Ireland, of Liverpool, from St, John (N. B.) for Caernarvon, with birch timber and deals, which went ashore on the NW part of Briar Island, Sept. 30, during a dense fog, had a St. John pilot on board at the time. She lies with a heavy list off shore, her rudder is gone, and the tide ebbs and flows in her. Lloyd's agent engaged a tug and arrived at the wreck on the morning of Oct. 4. A survey had been held, and had condemned her, as she had settled down on the port side, opposite the poop, and had broken. Materials were being stripped off and taken to Westport. At high water the vessel floated from aft well forward to foremast, and next spring tide (Oct. 16) efforts will be made to float her and tow her to Westport in order to save the cargo. If unsuccessful, owing to the strong tides and her situation exposed to Westerly winds, it will be an expensive matter to save the cargo.

Lloyd's List - Tuesday 01 November 1887

IRELAND.—St. John, N. S., Oct. 17.—The deal portion of cargo of British barque Ireland, hence for Caernarvon, ashore at Brier Island, has been discharged. Two tugs from Yarmouth are now at Brier Island for the purpose of making an effort to tow her off. If they succeed she will be towed to Westport and beached, and the remainder of her cargo of birch be discharged. The vessel is said to have changed her position since she went ashore. Her bottom is also said to be badly damaged.

Lloyd's List - Friday 04 November 1887

IRELAND.—Halifax, Oct. 25.—Advices from Westport state that barque Ireland, before reported ashore at Brier Island, had broken up and that her cargo is strewn on the shore. Salvors are trying to save as much as possible.

Lloyd's List - Tuesday 22 November 1887

IRELAND.—Yarmouth, N.S., Nov. 7.—The hull and materials of the barque Ireland have been sold by auction. The cargo will be sold when the salvage is completed; the greater part of it will not be recovered.

Lloyd's List - Tuesday 06 December 1887

IRELAND.—St. John, N. B., Nov. 22.—The cargo, timber and deals, of barque Ireland, wrecked at Brier Island. has been sold.

Manchester Courier and Lancashire General Advertiser - Wednesday 14 December 1887

THE WRECK OF THE BARQUE IRELAND. The Allan Line royal mail steamer Sardinian, which has arrived at Liverpool from Canada, landed several of the crew of the Welsh barque Ireland, which was wrecked in the Bay of Funday. The men, on arrival Liverpool, were received by the local branch the Shipwrecked Mariners' Society. The Ireland, a barque of 973 tons register, was bound from St. John, N. B., to Carnarvon, with cargo of timber, but got ashore on Briar Island in the Bay of Funday. The vessel was so seriously damaged that she was condemned by the surveyors. There was no loss of life by the disaster. The Ireland belonged to Mr. John Owen, Carnarvon. She was a wooden vessel, built at Quebec in 1870.

Liverpool Mercury - Saturday 21 January 1888

THE LOSS OF THE BARQUE IRELAND.

A Board of Trade enquiry into the loss of the Welsh barque Ireland, off Bryer Island in the Bay of Fundy, on the 30th September last was commenced at St. George's Hall, Liverpool yesterday afternoon, before Mr. Raffles, stipendiary magistrate, and Captains Castle and French, nautical assessors. Mr. Paxton appeared on behalf of the Board of Trade, Mr Dickinson represented the owners, and Mr. Thornely the master. Mr Paxton, in his opening statement said that this was an inquiry into the circumstance attending the stranding of the barque Ireland. The Ireland a wooden barque, built at Quebec in 1870. Her registered tonnage was 973.14, and she was owned by Mr. J. Owen, of Carnarvon. who was her managing owner. and was commanded by Mr. Owen Thomas. The vessel left the port of St, Johns, New Brunswick, for Carnarvon, on the 26th of September last at six am, with a crew of 17 hands all told and a St Johns pilot on board. She had a full cargo of timber and also a deck cargo. and her draught on leaving was 19ft. 9in. forward and 19ft. 5in aft, so that the vessel was four inches by the head. It was the intention of the master to put the pilot on the shore off Bryer Island, a little southward of Long Island. At ten o'clock that night the Lepreau light bore N.W, and was distant about six miles and after that no other light or

landmark was seen, as a thick fog came on and lasted such time until the vessel stranded. With regards to the pilotage, no doubt, the master was quite justified in employing the services of a pilot and relying upon the pilot's local knowledge. At the same time, that would not take from him the responsibility of the navigation, and he would be bound to interfere if the pilot was running her into any danger.-Mr. Raffles: Still, it does make a difference.-Mr Paxton: Of course it would be useless to have a Pilot unless You deferred to his judgment. Continuing, he said the first question for the court was whether under the circumstances it was a prudent to go on beating down the Bay of Fundy in a dense fog. However, they went on, and the master states no regular courses were steered, as the wind was dead against them varying from W.S,W. to S.W., and was very light, the courses being altered from time to time, according to the direction of the currents and change of wind. That was a kind of navigation which requires a considerable amount of care. The log was occasionally hove, but no record was kept of the soundings, On the 29th of September, at midnight, the chief officer took charge, the master and, pilot both being on deck. At this time there as still a dense fog and shortly after the master appears to have left the deck, and to have given orders to the chief officer to report to him when he heard the fog whistle on Bryer Island. At 2.30 a. m. on the 30th. The chief officer heard the fog whistle, or which he took to be a fog whistle, from the direction of about S. of the ship-in fact almost ahead. He immediately called the master, who coming from below took soundings, and found the vessel was in 89 fathoms of water. By referring to the chart, the master might have seen that 89 fathoms could be found within five or six miles of the shore, and certainly would not indicate that it was safe to let the vessel proceed on her course. They stood in the course they were in under all plain sail, and no further sounding appeared to have been taken, which is one of the points the court will have to consider- whether when a vessel is standing in towards the shore in a dense fog, and a fog signal was heard the captain was justified in going on. The master appears to have had some notion of putting the pilot ashore off Bryer Island, but he (Mr. Paxton) did not know in what way he expected to do so, or the distance from the shore he intended to go. At 3.30 the master ordered the ship to be tacked, and whilst she was in stays heading about S.S.W. she struck and remained fast on what was afterwards discovered to be a ledge of rocks to the N.W. of Bryer Island close to the shore. On it being found that she was ashore the yards were backed and the fore sail and aft sails were taken in, which had the effect of bringing her head round to E. by S. A steam anchor was taken out, and the rope attached to it taken to the winch and hove "taut," but they were unable to heave the vessel off. At five o'clock the next morning the wind had shifted and carried the ship further on the rocks. Afterwards the ship broke up, and on the 2nd of October the captain and crew abandoned her, but managing, however, to save some of the cargo and gear. She was subsequently surveyed and condemned. The facts of

the case appeared to be simple, and the question before the court was whether the ship was lost owing to reckless navigation, or whether the captain, under this circumstances of the case, may entirely be accused, and was only guilty of an error of judgement.

Owen Thomas, the master, was then called, and corroborated the statement of Mr. Paxton. He also stated that after the vessel went ashore he despatched a boat to a neighbouring town with instructions to telegraph for a tug, but the tug did not arrive until too late. – William Owen , the first officer ; John Reece, the second officer; and William Griffiths, carpenter, also gave corroborative evidence.- John Owen , the managing owner said that the vessel was insured at the time for £2000 and her freight being insured for £1000, and her disbursements for £300.-Judgment will be delivered in the magistrates' room, today, at two o'clock.

(No. 3461.)

"IRELAND."

The Merchant Shipping Acts, 1854 to 1876.

IN the matter of a formal Investigation held at St. George's Hall, Liverpool, on the 20th and 21st days of January 1888, before THOS. STAMFORD RAFFLES, Esquire, Stipendiary Magistrate, assisted by Captains CASTLE and FRENCH, Nautical Assessors, into the circumstances attending the stranding of the British sailing ship "IRELAND," of Liverpool, on or near Bryer Island, Bay of Fundy, on 30th September last.

Report of Court.

The Court, having carefully inquired into the circumstances attending the above-mentioned shipping casualty, finds, for the reasons stated in the annex hereto, that the said ship was stranded owing to the master's standing on in a dense fog too long towards the land, and she subsequently became a total wreck. The Court acquitted the master of default.

Dated this 21st day of January 1888.

(Signed) T. S. RAFFLES, Judge.

We concur in the above report.

(Signed) JOHN S. CASTLE, } Assessors.
A. P. FRENCH, }*Annex to the Report.*

This was an inquiry into the stranding and subsequent loss of the British sailing ship "Ireland," of Liverpool, on or near Bryer Island, Bay of Fundy, on or about the 30th day of September last.

Mr. Paxton appeared for the Board of Trade, and Mr. Thorneley for the master. Mr. George Dickinson watched the case for the owners.

The "Ireland" was a barque of 973-14 tons, registered at Liverpool, and owned by Mr. John Owen, of Carnarvon, who managed her, and some others. She was commanded by Owen Thomas, who holds a certificate of competency, No. 95,031, dated in September 1880, and she had a crew of 17 hands all told. She left St. John's, N.B., having loaded a full cargo of birch and deals, at 6 a.m. of the 26th September last, drawing 19 ft. 9 in. forward, and 19 ft. 5 in. aft. She had on board a pilot named Sproule, whom she had engaged to take her further than the limits of compulsory pilotage, and she was proposing to land him at Bryer Island. She was bound to Carnarvon. She coasted down to Point Les-reau, the weather being then fine and clear, with a moderate breeze from W.S.W. At 10 p.m. the light on the point was six miles distant, N.W., and the master took the bearing as a point of departure. At 11 p.m. a thick fog set in, so that they could only see a few feet before them. The master consulted with the pilot as to going on, and he advised him to do so, as there was no anchorage to be found there. Accordingly for three days, the 27th, 28th, and 29th, they were beating down the bay, the fog still continuing. At midnight on the 29th the chief officer came on watch, and the master made out, as he thought, his position by dead reckoning, and marked it on his chart, and left the deck in charge of his mate at 2.30 a.m. Before going down he took soundings, getting 89 fathoms. Shortly after 3 a.m. the chief officer hearing, as he thought, the fog horn on Bryer Island, called up the master as he had been told to do, who came out immediately and ordered

the ship to be tacked. The master heard the fog horn, bearing about S.S.W., and he said that as she was coming round she struck on a ledge of rocks to the N.W. of Bryer Island. The master backed the fore and main yards, and then tried to get her off with a stream anchor, but she remained fast. At 5 a.m. the wind changed, and drove her higher up on the reef. She was afterwards surveyed and condemned, the vessel becoming eventually a total wreck. The master did what he could to get assistance, but it came too late.

Upon the close of the evidence Mr. Paxton put in the following questions:—

1. Was the master justified in proceeding after the fog set in on the night of the 26th September?
 2. Did the master make every reasonable effort to ascertain the position of the vessel at midnight on the 29th September?
 3. Were the courses set and steered thereafter safe and proper ones?
 4. When was the fog signal on Bryer Island heard and reported to the master?
 5. Did he immediately put the ship about? If not, was he justified after that time in continuing to stand in towards the land?
 6. Did he take soundings with sufficient care and frequency?
 7. After the vessel struck were all reasonable efforts made to get her off?
 8. What was the cause of the stranding and subsequent loss of the vessel?
 9. Was the master in default in regard to any of the above matters?
- And he stated that in the opinion of the Board of Trade the certificate of the master should be dealt with.

Mr. Thorneley addressed the Court for the master.

The Court gave judgment as follows:—

1. The master was quite right in going on, as there was no safe anchorage he could make for after the fog came on.
- 2 and 6. The master had to ascertain his position under the circumstances by dead reckoning and the use of the lead, and seeing that on whichever tack he put his vessel he would be standing in towards danger, he should have carefully carried out a constant chain of soundings.
3. Seeing that he was beating down the bay he had no alternative but to keep his ship by the wind, and the course would be constantly changing.
4. The fog-signal was heard and reported to the master.
5. The master put his ship round, but the Court is inclined to think he did not do this as promptly as he might have done. No doubt the master thought he was further from danger than he was from the sound of the fog-horn, but his position being so uncertain he should have at once put her about on the opposite tack.
7. Efforts were made to get the ship off when she struck, but he might have carried a bower anchor out and jettisoned the deck cargo to lighten her.
8. The cause of the stranding of this vessel was in the master's standing on in a dense fog too long towards the land.
9. The master is not altogether free from blame, but the Court was disposed to look upon his errors as mainly errors of judgment, and did not therefore deal with his certificate.

(Signed) T. S. RAFFLES, Judge.

We concur.

(Signed) JOHN S. CASTLE, } Assessors.
A. P. FRENCH, }

Liverpool, 21st January 1888.

Ferdinand Labbee

Many carpenters entered the trade by following in their fathers' footsteps. The Labbé family is a good example of the role of the family in the reproduction of the trade. This family had a long history as ship carpenters, and two of its members, Louis and Pierre-Gabriel, became significant shipbuilders in the 1850s-60s. Jacques Labbé was born in 1779 and by 1818 was one of only 148 carpenters who worked in the slowly expanding shipbuilding industry. He had eight children including Charles, born in 1814, who worked with him in the shipyards. Charles eventually married and had four children, the oldest of which he named after himself. By 1851, Charles Jr. was only 14 but was carrying on the family tradition working with his father at Jean-Élie Gingras' shipyard on the Saint-Charles.⁹¹

Quebec City's Ship Carpenters, 1840 to 1893:

Working Class Self-Organization on the Waterfront

By Jean-Philip Mathieu

Labbee gave evidence to a House of Commons committee in 1868 enquiring into the British North American ship building industry as a ship builder. He stated that the Lloyds classification system disadvantaged them in generally allowing only 7 years A1 for a new vessel produced in British North American

John Owen 1821-1903 of Ty Coch near Caernarvon

North Wales Chronicle - Tuesday 03 August 1841

Humphrey Owen and Son,

TIMBER MERCHANTS

CAERNARVON

HAVE just landed on the quay at Caernarvon, adjoining the Patent slip, per the Hindoo from North America, a cargo of pine and birch timber of the best quality, Plank, masts and round spars for vessels & c.; and per the Swallow from Memel, a cargo of prime Baltic timber consisting of Pine, Oak, Planks, a very large lot of staves, round spars and masts for vessels, cart wheel spokes, turnels & c., all of which they will dispose of at reasonable terms.

North Wales Chronicle - Tuesday 28 September 1847

The hull of the ill-fated schooner Vine, wrecked on Carnarvon bar, has been sold to Messrs. Humphrey Owen and Sons for £42. It has been a most disastrous business, the owners not being insured.



FOR

NEW YORK.

DIRECT.

THE FINE FAST SAILING BARQUE

HINDOO,

OF CARNARVON,
BURTHEN ABOUT 600 TONS,

The sole Property of Mr. H. Owen, Rhyddiog, Anglesey.

RICHARD HUGHES, COMMANDER,
Will be ready to Sail from this Port, on or about the

MIDDLE OF MARCH NEXT,

WITH A BALLAST OF SLATES.

Emigrants will find this conveyance most convenient for embarking for the United States, the Vessel being properly fitted out for the accommodation of Passengers.

For Freight and Passage, and further particulars, an early application is requested to be made to the Commander on Board, or to

Carnarvon, JOHN OWEN,
1st Feb. 1843. HIGH STREET.

JAMES REES, PRINTER, HIGH STREET, CARNARVON.

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Fig. 1

John Owen was the son of Humphrey Owen who in 1843 built the schooner Napoleon, 69 tons in Caernarfon. John Owen was one of six owners of the vessel when she was built.

Humphrey Owen and Son was the business name, and they were involved in transporting mainly Welsh emigrants to the USA in several different vessels including the Hindoo.

He became a High Sheriff of Caernarfonshire for 1882 and his son Edward H Owen was involved in politics as a conservative town councillor, he became a justice of the peace and Lieutenant of the Royal naval Artillery volunteers in Caernarfon. John Owen also attended meetings for the Conservative party MP.

In March 1880 a 41 foot long steam launch built in 1877 by "the best builder" on the Clyde was advertised for sale in the North Wales Express with Edw H Owen Ty Coch given as the person to apply to for price and particulars.

An Owen J, Ty Coch Carnarvon was listed in an advert in 1883 for fine wines by Max Greger Limited as the agent for Caernarvon.

He appears to have also been a farmer as a butcher was advertising meat from bullocks raised by him in May 1884 and had been thanked for donating a sack of celery and other vegetables to the Caernarvon soup kitchen over a period of time. In 1888 he was thanked for donating a case of oranges to the workhouse inmates at Caernarvon. In 1879 he advertised for a coachman with knowledge of stock and agriculture. In 1881 for a married man conversant with the general management of land and livestock, house and garden provided. In 1888 for a coachman and groom for several coaches and a pair of horses, married man preferred, house provided.

In December 1889 190 acres of land at Graianog were purchased on behalf of John Owen, Ty Coch for £38,000, also Cefn Graianog 228 acres for £3,350 and Henbant 64 acres for £1,545.

He was involved in the English Presbyterian Church Caernarvon as a committee member and in making a number of donations. He also made various charitable donations either in his name, his wife's or son and daughters.

He was listed as a member of the Caernarvon Harbour trust in 1878

An advertisement for a clerk for the Gan'rafon slate quarry near Rhyd Ddu gave application address as Edward Owen Ty Coch (Rhyd Ddu is near Snowdon adjacent to Caernarvon), so may have been owned by John Owen.

Caernarvon & Denbigh Herald - Saturday 19 June 1852

VULCAN FOUNDRY, CARNARVON.

H. OWEN and SONS,

BEG to return the Public their most Grateful Thanks for the numerous orders they have received since they succeeded Messrs. Davies. They have lately put up a Steam Engine, and made several Improvements to their Machinery and Building, by which they are enabled to facilitate work, and compete both as regards workmanship and price with any establishment in the Principality, and by strict attention and perseverance, they hope to be favoured with a continuance of the kind patronage, hitherto so liberally bestowed upon them. They are always on hand an ASSORTMENT AGRICULTURAL MACHINERY.

Caernarvon & Denbigh Herald - Saturday 29 January 1859

WRECK OF THE AURORE ON CARNARVON BAR.

This vessel still remains fast on the north bank of the bar. She was purchased by auction, last week, by Messrs. Humphrey Owen and Son, timber merchants and shipowner. of this town, for the small sum of £100; the price being, of course, greatly affected by, the dangerous position in which she then lay. The weather has however since moderated and we are glad to hear that hopes are entertained that she may be floated off. At low water she is perfectly dry, a circumstance which admitted of the cargo (rum) being carted over the sands to Abermenal, where they were re- shipped under bond for Liverpool.

The North Wales Express 11th March 1881

TO BUILDERS AND CONTRACTORS.

A Villa Residence to be built in St. David's Road, Carnarvon. CONTRACTORS are invited to tender for building the above Villa. Plans and Specifications to be seen at Mrs. Owen, Ty Coch, Castle- street, Carnarvon. Tenders to be endorsed Villa Estimate, and addressed to the Architect on or before the 15th inst. The lowest or any tender will not necessarily be accepted.

OWEN MORRIS ROBERTS, Architect, Portmadoc. March 5th, 1881.

The North Wales Chronicle and Advertiser for the Principality 19th November 1892

CARNARVON COUNTY COURT.-At the Carnarvon County Court on Wednesday,

In the action brought by Messrs Humphrey Owen and Son, timber merchants, Carnarvon, against S. J. Bibby, Palace-street, Carnarvon, for £1 15s 6d, for goods sold and delivered, and in which judgment was given for the plaintiffs (for whom Mr H. Henwood appeared), Mr J. T. Roberts threw up his brief, because the defendant persisted in cross-examining a witness.

The Welsh Coast Pioneer and Review for North Cambria 25th September 1903

Mr. John Owen, Ty Coch.

Carnarvon has sustained another serious loss by the death of Mr John Owen, Ty Coch, who, as member -of a firm of shipowners and timber merchants, was for more than half a century one of the largest employers in North Wales. He died on Saturday night at the age of 82. He was a justice of the peace .for the county and borough of Carnarvon, and for 61 years a member of the Carnarvon Harbour Trust. In 1840 he became a member of the Town Council, and after a short interval was re-elected in 1850, holding his seat continuously for forty years. In 1883 he was a high sheriff of the county. His connection with the British and Foreign Bible Society was a very long one. For thirty years he was a deacon of Moriah Calvinistic Methodist Church. In politics he was a Conservative, but he never took very active part in political matters. To the country at large Mr Owen was best known, on account of his extensive commercial connections. Even before the days of the Cunard Company, Messrs Humphrey Owen and Son carried on passenger traffic with Boston, each of their vessels being fitted up with cabin accommodation for three or four hundred persons. During the Chartist movement, about 400 Chartist emigrants sailed in the firm's boat from Milford Haven to America at one time. Over a period of many years the firm owned some twenty sailing vessels, and also did a trade in Penrhyn slates with America, which, however, they had to abandon in consequence of the repressive tariff which was imposed. The Ty Coch family have always enjoyed the esteem of the townspeople, among whom Mr Owen did a vast amount of good by stealth. He leaves two daughters and a son, Mr E. H. Owen, who is a well-known antiquary.

The funeral took place at Llanfairisgaer, on Wednesday morning, and was of a private character.

The Vulcan Foundry, Caernarfon owned by Humphrey Owen and Son from 1852 was converted to produce 13 and 18 pound artillery shells in 1915 for the war effort, managed by the local armaments board.

Cefnmawr and Rhuddgaer and Plas Penrhyn papers held by the Anglesey Archives reference WDD/200

Estate papers relating to the Rhuddgaer and Plas Penrhyn estate, 1823 - 1955, including plans, accounts and sale catalogues. papers relating to the Cefn Mawr estate, 1877 - 1947, Bodwrog estate, 1784 - 1895 and Quirt estate, 1881 - 1919. sale catalogues, 1858 - 1935. family papers, 1790 - 1970, including accounts and correspondence. legal papers, 1818 - 1881. papers relating to Malltraeth Marsh, 1821 - 1939. papers of the Glanrafon Slate Quarries, 1878 - 1891. and photographs, [mid 19th cent.] - 1932. The archive also includes papers relating to ships and shipping, 1868 - 1906, especially the shipping papers of W. H. Owen of Plas Penrhyn, 1825 - 1896. These papers include letters to the family from Welsh and often Anglesey sea captains reflecting life on board merchant ships during the Victorian period.

Humphrey Owen (1788-1865) of Rhuddgaer, Anglesey's, second son, William Humphrey Owen (1825-1896), a sea captain, was resident in Plas Penrhyn. W.H. Owen was who was the owner or part owner of a number of Liverpool-based ships in the world trade, particularly guano to South America. Plas Penrhyn passed to his nephew, Humphrey Owen (b. 1871). Humphrey's third son, Thomas Owen (b. 1827) inherited Rhuddgaer, and married Mary Jane Gordon, daughter of John Gordon Jones of Bodwrog. Humphrey Owen of Rhuddgaer's brother was Hugh Owen (1795-1878), of Quirt, in the parish of Llangeinwen, Anglesey. His eldest daughter, Ann Wynn, married Richard Hughes of Cefn Mawr, Llangaffo. Their son, Richard Lloyd Hughes married his cousin, Margaret Ellen Owen, daughter of Thomas Owen (b. 1827) of Rhuddgaer. W. H. Owen

Arrangement

into the following: Llangaffo papers; Rhuddgaer and Plas Penrhyn, Llangeinwen, papers; miscellaneous printed works; and miscellaneous photographs (listed in vol. 1); miscellaneous family papers; miscellaneous accounts, bills, and receipts; lawyers' accounts; papers re. estate management, including rents, dealings with tenants, valuations, taxation, farm improvements, papers re. Malltraeth Marsh;

papers re. proposals to prospect for coal in Malltraeth Marsh; Tan Terfyn boundary dispute; papers re. Glanrafon slate quarries; papers re. building of Anglesey-Caernarfon Direct Railway; sale catalogues and related documents; papers re. ships and shipping; miscellaneous printed documents; photographs; and Bodwrog papers (listed in vol 2); family papers; general papers not concerning the estates; books and other printed material; and papers of Lt-Col T.W.L. Hughes (listed in vol. 3); miscellaneous family papers; papers re. Rhuddgaer embankment; insurance policies for Plas Penrhyn and Rhuddgaer estate; religious works; family photographs; photographs with mainly Anglesey interest; and miscellaneous items (listed in vol. 4.); Cefn Mawr estate; papers re. Quirt; letters of condolence, in memoriam cards and testamentary papers; papers re. Fleet surgeon Lloyd Thomas; papers re. the plays of H.O. Hughes; papers re. Roman coffin and coins found at Rhuddgaer, and cinerary urns at Plas Penrhyn; papers re. the poet William Watson; papers re. Richard Lloyd Hughes; papers re. Margaret Ellen Hughes; papers re. Jane Mary Hughes; papers re. Ann Dora Hughes; photographs; and miscellaneous (listed in vol. 5); Rhuddgaer and Plas Penrhyn papers; Cefn Mawr papers; and miscellaneous (listed in vol.6); daily journals; letters; and miscellaneous (listed in vol. 7); and shipping papers of W. H. Owen of Plas Penrhyn (1825-1896) (listed in vol. 8).

Humphrey Owen & Son, ship brokers papers held by Gwynedd Archives, Caernarfon Record Office reference XM 804

charter parties, memoranda for charters, misc letters and papers from 1860-1893

Humphrey Owen and Sons, Ironmongers, Caernarfon held by Gwynedd Archives, Caernarfon Record Office reference GB 219 XM13417 1852 1853 an invoice

GWYNEDD COUNCIL archives reference X/Dorothea/2067

MISCELLANEOUS BILLS ETC. of Dorothea Quarry: 1. Specification of Timber from Humphrey Owen and Son, timber merchants, brass and iron founders etc., Bank Quay, Caernarfon, with engraved letterhead showing Owen's premises, 1905. 2. Specification of timber from Humphrey Owen, timber merchants, brass and iron foundres, Bank Quay, Caernarfon, with an engraved letter head of Humphrey Owen's works - the Vulcan Foundry and Engineering Works, 1912

Crew Lists Held in the Maritime History Archive

Official No: 59970 Ireland

1870: F2

1872: E1

1873: E1

1877: E2

1878: E2

1880: E2

1881: E2

1882: E2

1883: E2

1886: K2

1887: E2

1884 is held in the national archives reference BT 99/1418

1885 may be held by the National Maritime Museum

Only 1881 are available on line, see Appendix E

Henry Sharples & Co

Eton House and the land bounded by Crompton's, Green and Cinder Lanes came into Catholic hands. Henry Sharples, a timber merchant of Liverpool, divided the property with his cousin, Bishop James Sharples, the coadjutor to Bishop George Brown, Vicar Apostolic of the Lancashire District from 1840. Henry Sharples built the fine stone house, now St. Joseph's Home, to the west of Eton House, calling it 'Oswaldcroft,' and lived in it till 1874. The altar in honour of St. Joseph in the church is a memorial to him. The Bishops made Eton House their official residence, which came to be known as Bishop(s') Eton, the name retained to this day.

7.0 Analysis

The Ireland which arrived in Liverpool in October 1870 and put up for sale was still advertised for sale in January 1871. It was recorded sold on March 7 1871, in the Canadian registry Appendix F. Henry Sharples & Co who advertised the Ireland for sale on her arrival in Liverpool were Timber merchants in Liverpool who also dealt with the sale of new vessels built in Quebec and some older vessels.

The Ireland was produced in the end of the Quebec shipbuilding era when composite ships and then iron ships took over. British North America was unable to compete with British and American ship yards, with no domestic iron production or labour force with the necessary skills.. The plentiful wood was no longer an asset and the last wooden ship was produced in 1893.

The shipbuilders in Quebec left few traces, Julian and Labbee amongst them. The Labbee side of the partnership seems to have come from a family of ship's carpenters where the skills were passed down father to son. He also gave evidence to a House of Commons committee in 1868 concerning the decline of North American ship building.

In 1871 there was a report that Ireland had been towed out of Liverpool by a tug to start her voyage to India. This continued on some later voyages including arrival and departure at London where Ireland was towed past Dover, Deal into the river and probably to London.

The report in Gores Liverpool General Advertiser of 16th January 1872 reports the cargo of the Ireland after she was towed in without any mention of any damage sustained in transit. The water in the hold obviously did not reach the cargo which may have been due to the false floor mentioned in the deposition of James Nelson. The Ireland after being abandoned with holes drilled in her deck to assist her sinking survived and with some difficulty was towed to St Tudwall's Roads. The salvage awards made by the Admiralty court reflect the danger faced by the salvors and the lifeboat crew. The owner of the Ireland John Owen had already signed a bond for £5000 for the Rebecca for the salvage but the salvors wanted more, the court award in total was only £4500 including the lifeboat and the two sailors left on board from the previous salvage attempt. The chart showing The Smalls and Pencilan head, Aberdaron illustrates the distance the Ireland drifted, after the crew had abandoned her to sink, before being towed into St Tudwal's Roads. The description of the voyage before Ireland was abandoned, by James Nelson AB was a trial, it seems the cargo was not loaded correctly to trim the vessel as they were unable to set sails normally. Then when the load shifted they

were unable to right the vessel even after cutting the fore mast away. The use of the false floor to protect the cargo would have raised the weight in the hold, and without weight carried under the floor may have caused the sailing problems and led to the abandonment.

In 1872 LR shows the Ireland has been converted to a barque, which entails changing the rigging of the aft mast to a fore and aft rig see Fig. 6 and Fig. 7. A reason for the change is to reduce the size of the crew required to sail her, so reducing the operating costs, although Ireland carried the same number of crew when she was abandoned and when finally wrecked. A barque sails almost as well as a fully rigged ship on ocean voyages but can also sail more efficiently in coastal waters.

Public Ledger and Daily Advertiser of 04 January 1877 gives a precis of the state of business for 1876 which is depressed and probably led to Ireland engaging in the Guano trade which took about 3 months to load. The work force being mainly Chinese labourers used as slaves who were very badly treated.

A report in the North British Agriculturist on 02 August 1876 states that the Government of Peru is today paying 11,000 soles demurrage daily, a charge payable to the owner of a chartered ship on failure to load or discharge the ship within the time agreed. So it seems the Ireland in being delayed loading is being compensated but insufficient to cover the delay. The same report also illustrates the number of vessels loading guano and the men employed recovering it for loading.

The report in the Manchester Courier and Lancashire General Advertiser of 3rd April 1876 illustrates the problems at Huanillos where Ireland was loading at this time with long delays.

On 17th April 1879 the Chilian Navy destroyed the platforms at the Southern Guano Deposits where the Pabellon de Pica is located and where Ireland had sailed for March 4th. On May 8th the same year she is back in Callao probably due to this action and later sailed for the Lobos de Afurera in the North of Peru to load guano. Chile declared war on both Peru and Bolivia (April 5, 1879). Chile easily occupied the Bolivian coastal region (Antofagasta province) and then took the offensive against more powerful Peru. Naval victories at Iquique (May 21, 1879) and Angamos (Oct. 8, 1879) enabled Chile to control the sea approaches to Peru. The Chilian Navy also freed the Chinese slaves used to work on the guano deposits, some joined the Chilian army fighting the Peruvians.

In June 1878 in the SNG an article appeared concerning ballast where it was alleging that the weights supplied were short of the quantity ordered and paid for. The Ireland was quoted in the story which raised concerns that vessels were

sailing without the correct ballast and therefore in a unstable condition. The Ireland had been ballasted by Trinity House at Ratcliffe on the Thames. This may have been shipowners attempting to counter Plimsoll's attempts to regulate the loading of vessels by law and, or a complaint against Trinity House who operated the right to sell ballast under a charter of 1685 from King James second drafted by Samuel Pepys.

John Owen the owner of the Ireland traded under the name of his father's company Humphrey Owen and Son, and it was not until I found his obituary that I discovered this and confirmed the many news reports I had found in WNL. He was listed in 1843 on an advertisement for the Hindoo for emigrants to New York as the agent to contact for passage, it also carried a ballast of slates. The Hindoo registered to carry 300 passengers but as regulations changed only 150 were permitted to arrive on a vessel to New York. It is reported that the Hindoo was fined on one occasion 150 dollars a head for 90 passengers over the limit although almost all were children. The company regularly carried emigrants to New York often three voyages a year, with a ballast of slates to sell on arrival and returning with a cargo of timber, this seems an efficient enterprise. The steamships seemed to taken over this trade by 1861 and the company moved into other trade with John Owen taking over from his father. Later his son, E.H. Owen seems to have carried on the company.

John Owen was the managing owner for the Ireland which was insured for £2000, the cargo £1000 and £300 for disbursements. It carried a deck cargo of timber on its final voyage which would have restricted the crews ability to work the ship, climbing over the timber. The Plimsoll Act passed in 1876 regulating the loading of ships allowed the load lines to be painted anywhere on the ship and some owners painted them on funnels. It was 1890 before the Board of Trade applied the regulations as Plimsoll had intended. The Ireland had a draught listed by Lloyds at 22 feet and her final voyage she had a draught fore and aft less than 20 feet, so not apparently over weight. The master was criticised at the Board of Trade enquiry for failing to lighten the vessel by throwing the deck cargo overboard, this was later removed by tugs before the vessel broke up and the remaining cargo was lost.

The majority of the reports concerning the Ireland came from the BNA with the WNL providing the remainder. The WNL provided most of the information concerning John Owen and his company.

The paid for site Ancestry.com would probably reveal more information of the crew in 1881 and the master and officers in 1887, as it holds details of master's and mate qualifications awarded.

8.0 Conclusions & Recommendations

I have spent about 40 hours on this project, with about 95 % of the time spent on line. I was told to self-isolate after visiting a venue where a person who developed Covid had visited, so I under took another project.

A subscription to Ancestry.com would allow further research regarding the crew from 1881 and the officers from 1887. There is insufficient or no details of other crew members.

The project has answered most of my original questions, except in relation to the crew of the Ireland and the builders. The crew lists are not available on line except for 1881 and most builders in Quebec built a few vessels and then disappeared without trace. The cargo's carried were not always stated, but only guano came from guano islands so it needs no further investigation. The loads from Sunderland, Cardiff and probably Liverpool were coal.

The newspaper report of the Board of Trade enquiry into the loss of the Ireland illustrates the difference to the official report, where the legal points are laid out clearly and the judgements made. The facts are the same but the newspaper leaves many factors out of its report but mentions the people involved, but produces a precis without the points considered by the court in deciding whether the masters licence should be affected. In 1885 I found a newspaper report of a barque Ireland expected from New York with a cargo of petroleum and oils but the Ireland had arrived in Belfast a week before from the Far East so it could not be the same vessel. This Ireland was not a British vessel since only one was recorded of this name in the MNL. The report in Lloyd's List - Friday 28 September 1887 that the Brig Etta Whittemore has been thoroughly repaired at Yarmouth (N.S.), and sailed on the 11th for Westport, to load a cargo of timber ex wrecked barque Ireland. The only way this makes sense if the vessel had sailed then after the Ireland wrecked was engaged to carry its cargo, since every other report including the BOT enquiry gives the date Ireland was wrecked as about 28th to the 30th September.

The Ireland's first voyage from Rangoon was certainly eventful and it went to some exotic destinations but without more detail that may be in the papers of Humphrey Owen and company held by Gwynedd Archives, Caernarfon Record Office a further publication is not warranted. It would also require more details of the crews and masters which are not available on line.

The only other report I found concerning the Ireland was in Wreckeu where the loss in 1887 is recorded, the return of the crew to the UK and a link to the Board of Trade enquiry report in the Plimsoll project.

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Jean-Philip Mathieu M.A. (History) Thesis, University of Ottawa 2010
Québec City's Ship Carpenters, 1840 to 1893: Working Class Self-Organization on
the Waterfront

Appendices:

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

6	Ino	K	Hargrave	57	60'5"	17'8"	7'9"	WSDen	1870	S. Lee	Lynn	Lyb. France	8	A
		I.B.						Henson	7mo.			(A.&C.P.)		6, 70
7	Island Lass	Sr	W. Morsh'd	184	102'2"	24'5"	12'9"	Fowly	1870	Rickard & C	Plymth	Foy. Baltic	8	A 1
		pt I.B.						Butson	5mo.			(A.&C.P.)		6, 70
8	Isabella	Bk	P. Mercier	393	146'8"	30'8"	13'0"	PE Isl.	1870	A. M' Millan	P. E. Isl'd	PEI. Livrp'l	8	A
		c.f. Salted						M' Millan	7mo.					7, 70
														Beams not Salted
9	Immanuel	G	HJ Wehle	52	65'0"	16'5"	6'5"	Thlwrijn	1863	H. J. Wehle	Arnis	Lth. Baltic	—	1 F
		I.B.												9, 70
														Drp. 70
10	Iona	Bk	WK'lgour	381	131'9"	27'5"	16'3"	Dunde	1870	Robertson	Dundee	Dun S Amer	12	A 1
		P. & Y.M. 70, c.f. Salted							8mo.			(A.&C.P.)		9, 70
														9 & 14 yrs. Mat. Tay Sh. Co.
11	Ireland	S	C. Kelly	1005	180'0"	35'0"	22'0"	Queb'c	1870	J. Lane	Quebec	Qbc. Livrp'l	9	A
		pt I.B. Salted						Julian	7mo.					7, 70
12	Ireland	Bg	T. Davies	278	115'5"	26'5"	14'9"	PE Isl.	1870	R.P. & Co.	Swansea	Sws. Medit.	7	A 1
		(ve) P. & Y.M. 71, pt I.B. Salted						Bolton	9mo.			(A.&C.P.)		1, 71
13	Ireland	Bk	D. Hughes	346	130'7"	26'8"	16'3"	Abryst	1871	Evans & Co.	Abrystwh	Abs. S Amer	12	A 1
		c.f.							1mo. pt			(A.&C.P.)		2, 71
														10 & 12 yrs. Mat. Evans
14	Ireland	Sew	J Langf'rd	227	122'0"	20'0"	10'6"	Bristol	1871	T. & Co.	Bristol	Brs. Cadiz	—	100 A
		(Iron) Cem. 71	MC. 71					Stothert	1mo.			(A.&C.P.)		3, 71
														4 Blk Hds
15	Ireland	Bn	E Harnd'n	209	109'3"	24'4"	12'9"	Rye	1870	Hood, Bros.	Rye	Rye. Winds	13	A
		pt I.B. Salted						Hood	11mo.			(A.&C.P.)		3, 71
16	Isabel	Bg	Mountain	187	102'6"	24'4"	12'5"	Stettin	1862	Gilbert	Guernsey	Jer. Coaster	—	A
		(late Orion) pt I.B.										(A.&C.P.)		Rest. Jer. 71—5
														len. 71
17	Ispahan	Sew	White	1225	250'5"	31'5"	23'6"	Renfw	1871	Gray & Co.	London	Cly. India	—	100 A
		(Iron) Cem. 71	MC. 71					Simons	3mo.			(A.&C.P.)		4, 71
														817 AP. 175H. 5 Blk Hds
18	Ina Lass	Sk	D. Morgan	33	55'7"	16'6"	7'0"	Nwq'y	1871	Morgan & C	Newquay	Ngy. Coast'r	12	A
		I.B.						Daniel	4mo.			(A.&C.P.)		5, 71
19	Iceland	Sew	Paulin	1474	251'6"	31'7"	16'6"	Gl'sgw	1871	Currie & Co.	Leith	Cly. Baltic	—	100 A
		(Iron) Cem. 71	MC. 71					Thoms'n	2mo.			(A.&C.P.)		5, 71
														Spar decked for passengers only. 5 Blk Hds

1870 Supplement - Ireland, fully rigged ship, built under special survey, with part iron bolts, built with salted wood in Quebec by Julian, in 1870 launched in July, 1005 tons, 180 feet long, 35 feet wide, 22 feet draught fully loaded, owner J. Lane, registered in Quebec sailing Quebec to London classified A for 9 years in Quebec in July 1870

1871 Yellow metal over felt fitted 1871, master Humphreys, amended to Hughes, tonnage now 975 ,W. F. & S 1871, damage repairs 1872, owner now J Owen, registered in Liverpool, sailing Liverpool to India, chains and anchors tested on public machine, new survey march 1872 in Liverpool classified A1 for 9 years

1872 vessel now a barque, official number 59970 added, no other changes

1873 No changes

1874 New yellow metal over felt 1875, net tonnage 975, gross tonnage 1005, tonnage under deck 922, new W.F. & S 1875, half time survey required, Liverpool 1875 date survey deleted. No other changes

1875 new survey April 1875 still A1, MKSJ international signal added no other changes

1876 master amended to Griffiths, new survey London February 1877, no other changes

1877 no changes, survey details not visible

1878 New yellow metal over felt 1878, no other changes, new survey Cardiff September 1878

1879 New survey Liverpool details not visible, continuing Liverpool 1879 for 3 years

1880 New yellow metal over felt April 1881, length amended to 180 feet, new survey Sunderland April 1881

1881 no changes

1882 no changes except classification stamped expired

1883 no changes except no classification shown

1884 no changes except no classification shown

1885 no changes

1886 Universal register no changes

1887 Universal register, master shown as Hughes 1875- 86 no other changes

1888 Marked Broken Up

Appendix B – The Timeline for the *Ireland*

1870

September 9 1870 Quebec sailed Ireland, Kelly for Liverpool

October 12 1870 Liverpool arrived Ireland, Kelly from Quebec

1871

February 16 1871 Liverpool entered out Ireland, Humphries for Bombay

February 27 1871 Liverpool Loading Ireland, Humphries for Bombay

March 9 1871 Liverpool cleared out Ireland, Humphries for Bombay

March 14 1871 Liverpool sailed Ireland, Humphries for Bombay

March 16 1871 Off Middle Mouse, Ireland for Bombay

July 11 1871 Bombay arrived Ireland, Humphries from Liverpool

July 29 1871 Bombay obtained port Clearance Ireland, Humphries for Rangoon

July 31 1871 Bombay sailed Ireland, Humphries for Rangoon

August 16 1871 Rangoon arrived Ireland, Humphries from Bombay

August 28 1871 Rangoon sailed Ireland, Humphries for Liverpool

November 17 1871 St Helena arrived Ireland, Humphries for Liverpool

1872

January 1 1872 Abandoned St Georges Channel - Ireland, Humphries from
Rangoon

January 5 1872 Recovered Barque Ireland and towed to St Tudwall's Roads

January 10 1872 Liverpool arrived off Ireland in tow from St Tudwall's Roads

January 10 1872 Liverpool arrived Ireland, Humphries from Rangoon

February 21 1872 Liverpool entered loading Ireland 975 for Bombay

March 2 1872 Liverpool entered outwards Ireland 975 for Bombay

March 20 1872 Liverpool sailed Ireland, Hughes for Bombay

May 2 1872 Spoken to Ireland ship for Bombay 43 days, lat. 9S long 29½ W

July 4 1872 Bombay arrived Ireland, Hughes from Liverpool – coal

July 25 1872 Bombay obtained port clearance Ireland, Hughes for Bassein

July 26 1872 Bombay sailed Ireland, Hughes for Bassein – ballast

August 11 1872 Bassein arrived Ireland, Hughes from Bombay

August 26 1872 Bassein sailed Ireland for Europe

December 25 1872 Liverpool arrived Ireland from Bassein

1873

January 24 1873 Liverpool entered outwards Ireland, Hughes for Bombay

January 30 1873 Liverpool entered for loading – Ireland 975, Hughes for Bombay

February 14 1873 Liverpool sailed Ireland, Hughes for Bombay

February 15 1873 Off South Stack Island, Hughes for Bombay

June 6 1873 Bombay arrived Ireland, Hughes from Liverpool

July 1 1873 Bombay sailed Ireland, Hughes for Cocanada

July 15 1873 Cocanada arrived Ireland, Hughes from Bombay

August 1 1873 Cocanada loading Ireland, Hughes for Liverpool

August 16 1873 Madras arrived Ireland, Hughes from Cocanada

September 11 1873 Madras sailed Ireland, Hughes for Liverpool

December 31 1873 Liverpool arrived Ireland from Madras

1874

January 23 1874 Liverpool entered outwards for Callao & Buenos Ayres,

January 27 1874 Liverpool loading Ireland, Hughes for Callao via Buenos Ayres,
· brokers Cole & Jones

February 27 1874 Liverpool cleared out Ireland, Hughes for Callao

March 2 1874 Liverpool sailed Ireland, Hughes for Callao via Buenos Ayres

March 7 1874 Spoken to barque Ireland 49N 11W

March 8 1874 Spoken to Ireland, Hughes for Buenos Ayres 50 5N 9W

May 1 1874 Buenos Ayres arrived Ireland, Hughes from Liverpool

July 10 1874 Buenos Ayres sailed Ireland, Hughes for Callao

August 20 1874 Callao arrived Ireland, Hughes from Buenos Ayres

August 25 1874 Callao sailed Ireland, Hughes for Macabi

August 28 1874 Macabi arrived Ireland, Hughes from Callao

September 6 1874 Macabi loading Ireland, Hughes

October 20 1874 Macabi loading Ireland, Hughes

December 10 1874 Spoken to Ireland, Hughes 35 44S 31 4W

1875

February 4 1875 Spoken to barque Ireland from Callao steering NE, the Smalls
· bearing NW by W

February 7 1875 Liverpool arrived Ireland, Hughes from Macabi (Callao)

March 15 1875 Liverpool entered outwards for Callao & Buenos Ayres,

March 22 1875 Liverpool loading Ireland 975, Hughes for Buenos Ayres & C
· brokers Cole & Jones

April 29 1875 Liverpool cleared out Ireland, Griffiths for Callao

April 29 1875 Liverpool sailed Ireland, Griffiths for Callao via Buenos Ayres

May 16 1875 Spoken to barque Ireland of Liverpool 42N 14W

July 14 1875 Buenos Ayres arrived Ireland, Griffiths from Liverpool

August 26 1875 Buenos Ayres sailed Ireland, Griffiths for Callao

October 17 1875 Callao arrived Ireland, Griffiths from Buenos Ayres

October 23 1875 Callao sailed Ireland, Griffiths for Pabellon de Pica

December 4 1875 Huanillos loading Ireland

1876

Previous May 28 1876 Huanillos loading Ireland

July 14 1876 Huanillos loading Ireland, Griffiths

August 14 1876 Huanillos loading Ireland

1877

January 3 1877 Gravesend arrived Ireland from Callao

February 10 1877 Victoria Dock, London lying Ireland 975 , Griffiths from Callao

February 27 1877 London customs house entered out Ireland, Hughes for
· Liverpool

March 12 1877 Liverpool arrived Ireland, Hughes from London

March 27 1877 Liverpool loading Ireland 975, Hughes for Buenos Ayres & C
· brokers Cole & Jones

April 12 1877 Liverpool cleared out Ireland, Hughes for Buenos Ayres and Callao

April 14 1877 Liverpool sailed Ireland, Hughes for Buenos Ayres and for Callao

April 15 1877 Off Bardsey left by tug Ireland for Callao

June 16 1877 Buenos Ayres arrived Ireland, Hughes from Liverpool

August 19 1877 Buenos Ayres sailed Ireland, Griffiths for Callao

October 11 1877 Callao arrived Ireland, Griffiths from Buenos Ayres

October 18 1877 Callao sailed Ireland, Hughes for Pabellon de Pica

November 5 1877 Pabellon de Pica loading Ireland, Griffiths

1878

February 13 1878 Pabellon de Pica loading Ireland, Griffiths

April 7 1878 Spoken to barque Ireland of Liverpool from Pabellon de Pica for
Queenstown lat. 2S long. 89W

July 3 1878 The Lizard passed east the barque Ireland of Liverpool for Falmouth

July 3 1878 Falmouth arrived Ireland, Griffiths from Pabellon – guano

July 10 1878 St Nazaire arrived Ireland, Griffiths from Pabellon de Pica

September 2 1878 St Nazaire sailed Ireland, Griffiths for Cardiff

September 7 1878 Cardiff arrived Ireland 975, Griffiths from St Nazaire - ballast

October 11 1878 Cardiff sailed Ireland, Griffiths for Callao

1879

March 4 1879 Callao sailed Ireland, Griffiths for Pabellon de Pica

May 8 1879 Callao in Port Ireland, Griffiths

July 4 1879 Callao sailed Ireland, Griffiths for Lobos de Afurera

Prior October 6 1879 Lobos de Afuera Islands sailed Ireland, Griffiths for Europe

1880

January 14 1880 Queenstown arrived Ireland, Hughes from Callao - guano

January 20 1880 Glasgow arrived Ireland 975, Hughes from Callao- guano

March 22 1880 Liverpool arrived Ireland, Hughes from Glasgow

April 28 1880 Liverpool sailed Ireland, Hughes for Bombay

August 10 1880 Bombay arrived Ireland, Hughes from Liverpool

September 5 1880 Bombay sailed Ireland, Hughes for Moulmein

September 24 1880 Moulmein arrived Ireland, Hughes from Bombay

November 11 1880 Moulmein sailed Ireland, Hughes for Channel

1881

January 1 1881 Passed St Helena Ireland, Hughes for Channel

March 24 1881 Sunderland arrived Ireland, Hughes from Moulmein
March 25 1881 Sunderland lying in South Dock Ireland, Hughes 975 tons
May 3 1881 Sunderland lying in South Dock Ireland, Hughes 975 tons
May 12 1881 Sunderland sailed Ireland, Hughes for Singapore
May 17 1881 Deal anchored Ireland, Hughes for Singapore
September 4 1881 Singapore arrived Ireland, Hughes from Sunderland
October 6 1881 Singapore cleared Ireland, Hughes for Liverpool
October 22 1881 Straits of Sunda passed MKSJ (Ireland), Griffiths Singapore
. for Liverpool
October 22 1881 Anjer passed Ireland, Griffiths for London

1882

February 4 1882 Liverpool arrived Ireland, Griffiths from Singapore
February 15 1882 Liverpool loading Ireland 975, Griffiths for Bombay broker
. A D & H N Hughes
March 13 1882 Liverpool sailed Ireland, Griffiths for Bombay
June 26 1882 Bombay arrived Ireland, Griffiths from Liverpool
July 26 1882 Bombay sailed Ireland, Griffiths for Moulmein
August 13 1882 Moulmein arrived Ireland, Griffiths from Cape Town
September 23 1882 Moulmein sailed Ireland, Griffiths for Channel

1883

February 5 1883 Falmouth arrived Ireland, Griffiths from Moulmein – teak
February 8 1883 Falmouth sailed Ireland for Greenock
February 14 1883 Greenock arrived Ireland, Griffiths from Moulmein - teak
March 7 1883 Greenock sailed Ireland, Griffiths for Liverpool
April 21 1883 Liverpool loading Ireland 975, Hughes for Bombay broker
. A D & H N Hughes

May 12 1883 Liverpool sailed Ireland, Roberts for Bombay
 May 13 1883 Holyhead put in through stress of weather Ireland (bq)
 May 15 1883 Holyhead sailed Ireland, Roberts for Bombay
 August 31 1883 Bombay arrived Ireland, Roberts from Liverpool - coal
 September 24 1883 Bombay sailed Ireland, Roberts for Rangoon
 October 10 1883 Rangoon arrived Ireland, Roberts from Bombay
 December 14 1883 Rangoon cleared Ireland, Roberts for Channel
 December 15 1883 Rangoon sailed Ireland, Roberts for United Kingdom

1884

February 17 1884 St Helena passed Ireland, Roberts from Rangoon
 April 23 1884 Queenstown arrived Ireland 973, Roberts from Rangoon – teak
 . for orders
 May 1 1884 Dover passed east Ireland (bq) of Liverpool, Rangoon for London
 . in tow
 May 1 1884 Deal passed Ireland, Roberts from Rangoon
 . (in tow of the Australia tug)
 May 2 1884 Gravesend arrived Ireland, Roberts from Rangoon
 May 2 1884 West India dock lying Ireland 973, Roberts from Rangoon
 May 29 1884 Deal passed from the river Ireland, Roberts for west
 . (in tow of Zealandia tug)
 May 29 1884 Dungeness passed west Ireland, (bq) of Liverpool
 May 29 1884 St Catherine’s Point signalled off Ireland, (bq) of Liverpool
 . bound down
 May 31 1884 Prawle Point bound down Ireland, barque of Liverpool
 June 3 1884 Liverpool arrived Ireland, Roberts from London
 June 5 1884 Liverpool loading Ireland 973, Roberts for Bombay
 . brokers H N Hughes

June 23 1884 Liverpool sailed Ireland, Roberts for Bombay

November 18 1884 Bombay arrived Ireland, Roberts from Liverpool

December 27 1884 Bombay sailed Ireland, Roberts for Moulmein - ballast

1885

June 25 1885 Spoken to Ireland from Moulmein for Falmouth 21S 15E

September 14 1885 Queenstown put back damaged Ireland for Belfast

September 18 1885 Belfast arrived Ireland from Moulmein

October 10 1885 Belfast sailed barque Ireland, Roberts for St John's N B

November 4 1885 St John N B arrived Ireland barque, Roberts from Belfast

December 9 1885 Spoken to barque Ireland of Liverpool bound east 46N 44W

1886

No reports available on line

1887

July 9 1887 Liverpool sailed Ireland for St John N.B.

July 25 1887 Spoken to Ireland from Liverpool for St John Long. 84

September 3 1887 St John NB arrived Ireland, Thomas from Liverpool

September 26 1887 St John NB sailed Ireland for Carnarvon

September 30 1887 Bryer Island, Bay of Fundy stranded Ireland for Carnarvon

Appendix C Mercantile Navy List

Year	Ship Name	Location	Agent	Weight/Tons	Agent
53142	Iona, Wick	H.D.N.B	116	William Banks, Wick.	
28132	Ione, Colchester	P.V.F.K	69	Richard Blanchard, Walton-on-Naze, E	
14672	Ione, Southampton	L.P.D.C	67	Francis John Thynne, Haynes Park, Be	
62564	Ione, Sunderland	J.M.N.K	520	Francis Ritson, Sunderland.	
5417	Ionia, London	J.H.P.O	165	Messrs. Banner, 57, Gracechurch Street,	
58074	Ionian, Sunderland	H.M.C.N	374	Robert Wrightson, Sunderland.	
29066	Ionian, Wells	Q.D.C.R	187	Susan Dew, Salthouse, Norfolk.	
29689	Ionian Belle, Plymouth . . . . .	..	160	Richard Hill, Plymouth.
50603	Ionic, Gibraltar . . . . .	..	292	John F. Green, Hudson, New Jersey, U
51117	Iota, Swansea	H.K.P.D	551	H. J. Bath, Swansea.	
30095	Iperia, Malta	Q.J.K.G	220	Michele Apap, Valetta, Malta.	
41978	Iphigenia, Cardiff	T.G.V.L	825	George Davies, Cardiff, Glamorganshire	
24324	Ipswich, Hartlepool . . . . .	..	234	Matthew Wilkinson, Hartlepool.
52173	Ira, St. John, N.B. . . . .	..	34	Rufus Reed, Harvey, Albert co., N.B.
50220	Irazu, Guernsey	H.L.F.W	327	J. A. Le Lacheur, 4, Lime Street, Lond	
59970	Ireland, Quebec . . . . .	..	1005	John Lane, Quebec.
8350	Ira, Cork	K.B.S.P	132	John McCarthy, Main Street, Youghal.	
9939	Ira, Cowes	K.L.J.P	60	Henry Samuel King, Cornhill, London.	
49515	Ira, Dublin . . . . .	..	94	William Milpot, Arklow.
27147	Ira, Goole	P.Q.C.S	84	Thos. Milpot, Stainforth, near Doncaster.	
47	Ira, Liverpool	H.B.G.D	824	John Owen, Carnarvon.	
30115	Ira, Malta . . . . .	..	106	Guiseppa Baruana, Cospicua, Malta.
12620	Ira, Maryport	L.C.P.H	129	Augustus Fox, Maryport.	

1871 59970 Ireland registered in Quebec, 1005 tons owned by John Lane, Quebec

1872 Now registered in Liverpool, rigged as a ship, built in Quebec in 1870, 975 tons, owned by John Owen, Carnarvon

1873 not available on line

1874 no changes

1875 International code signal MKSJ added, no other changes

1876 address for John Owen now Ty-coch, Carnarvon

1877 not available on line

1878, 1879, 1880 no changes

1881 not available on line

1882 no changes

1883 Now rigged as a barque, no other changes

1884, 1885 no changes

1886 not available on line

1887, 1888 no changes

Ireland Liverpool, Sail, Broken up MNL (closures), 1888

1889 No entry

Appendix D Appropriation Book Entry

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Appropriation Books, Official Numbers 59951 - 60000 (59970)

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Notes

6	St Louis	52 Mm	28	
7	Mary Anna	73 Sails	9 Aug	
8	Gumvire	496 "	29	
9	Ireland	1020	31	
5997 0	Gwenessia	1004	6 Sept	
1	St Laurent	516	9	
2	Coutash	100	26	
3	to foregues Capt	992	"	
24/6/71 4	Solu Gerdes.	20	6 Oct	
5	Elmnia	131	"	
Restored to Registry 74 in 1871 6	Eloouore	679	13	
7	New Republic 2/11/72	580	4/70 29	
Sold to foreigners Oct 3/10/70 8	Alphonse	Restored to Registry at Montreal 11/1872	3 Nov 70	
9	William	131 Steamer	4/70 24	
5998 0	St. George	125 Sails	45/70 2 Dec 70	

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Appendix E Crew List 1881

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Eng. I
1st, 2d, AC, and M.

15 APR 81

AGREEMENT AND ACCOUNT OF CREW.
(FOREIGN-GOING SHIP.)

AGREEMENT No. 102316

EXECUTED IN TWENTY PAGES.

Engagement Fee ... £ 2 15 s
Discharging Fee ... £ 2 15 s

REGISTERED MANAGING OWNER:
Name: J. Owen, Address: Carnarvon

Name of Ship: Ireland, Official No.: 59970, Port of Registry: Lpool, Port No. and Date of Register: 1871, Registered Tonnage: Gross 1004, Net 975

No. of Seamen for whom accommodation is certified: 36

Distances in feet and inches between centre of Maximum load line and upper edge of line indicating the position of the First Deck above it: 4 ft 0 in, Second Deck above it: —

Day	Break	Meal	Tea	Wine	Beer	Port	Wine	Whisky	Other
Sunday	/	/	/	/	/	/	/	/	/
Monday	/	/	/	/	/	/	/	/	/
Tuesday	/	/	/	/	/	/	/	/	/
Wednesday	/	/	/	/	/	/	/	/	/
Thursday	/	/	/	/	/	/	/	/	/
Friday	/	/	/	/	/	/	/	/	/
Saturday	/	/	/	/	/	/	/	/	/

Scale of Provisions to be allowed and served out to the Crew during the Voyage, in addition to the daily issue of Lime and Lemon Juice and Sugar, or other antiscorbutics in any case required by Law.

The several Persons whose names are hereto subscribed and whose descriptions are contained on the other side or sides, and of whom are engaged as Sailors, hereby agree to serve on board the said Ship in the several capacities expressed against their respective Names, on a Voyage from Liverpool to Bombay & any ports & places in the Indian Pacific & Atlantic Ocean, China & Eastern Seas & Continent of Europe, calling for orders if required, & back to a final port of discharge in the United Kingdom, & not to exceed three years.

And the Crew agree to conduct themselves in an orderly, faithful, honest, and sober manner, and to be at all times diligent in their respective Duties, and to be obedient to the lawful Commands of the said Master, or of any Person who shall lawfully succeed him, and of their Superior Officers, in every thing relating to the said Ship and the Stores and Cargo thereof, whether on board, in boats, or on shore: in consideration of which Services to be duly performed, the said Master hereby agrees to pay to the said Crew as Wages the Sums against their Names respectively expressed, and to supply them with Provisions according to the above Scale: And it is hereby agreed, That any Embezzlement or wilful or negligent Destruction of any part of the Ship's Cargo or Stores shall be made good to the Owner out of the Wages of the Person guilty of the same: And if any Person enters himself as qualified for a duty which he proves incompetent to perform, his Wages shall be reduced in proportion to his incompetency: And it is also agreed, That the Regulations authorised by the Board of Trade, which are printed herein, and numbered 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, are adopted by the parties hereto, and shall be considered as embodied in this Agreement: And it is also agreed, That if any Member of the Crew considers himself to be aggrieved by any breach of the Agreement or otherwise, he shall represent the same to the Master or Officer in charge of the Ship in a quiet and orderly manner, who shall thereupon take such steps as the case may require: And it is also agreed, That the Crew shall consist of Mate, Surgeon, 1st Cook, 3 Seamen, & 2 Ord: No log allowed.

*The authority of the Owner or Agent for the allotments mentioned within is in my possession.

In Witness whereof the said parties have subscribed their Names on the other Side or Sides hereof on the days against their respective Signatures mentioned.

Signed by Hugh Griffith, Master, on the 26th day of April 1880

Date of Commencement of Voyage.	Port at which Voyage commenced.	Date of Termination of Voyage.	Port at which Voyage terminated.	Date of Delivery of Lists to Superintendent.	I hereby declare to the truth of the Entries in this Agreement and Account of Crew, &c.
28.4.80	Lpool	1881	Liverpool	25 March 1881	H. Griffith Master.

1 Here the Voyage is to be described, and the places named at which the Ship is to touch, or, if that cannot be done, the general nature and probable length of the Voyage is to be stated.
2 Here are to be inserted the numbers of any of the Regulations for preserving Discipline issued by the Board of Trade and printed on the last page hereof which the parties agree to adopt.
3 Here any other stipulations may be inserted to which the parties agree, and which are not contrary to Law.
N.B.—This Form must not be substituted. No leaves may be taken out of it, and none may be added or substituted. Care should be taken at the Time of Engagement that a sufficient large Form be used. If more men are engaged during the Voyage than the number for whom signatures are provided in this Form, an additional Form Eng. I should be obtained and used.

[Twenty Pages.]

Name of

PARTICULARS OF ENGAGEMENT.

Reference No.	SIGNATURES OF CREW.	Date of Birth.	Town or County where born.	If in the Reserve, No. of Commission or R.V.L.	Ship in which he last served.		Date and Place of joining this Ship.		In what Capacity engaged, and of Master, Mate, or Engineer, No. of his Certificate.	Time at which he is to be on board.
					State Name, and Official No. or Part she belonged to.	Year.	Date.	Place.		
1	<i>Hugh Griffith</i>	1847	Merioneth		<i>Lance</i>				oc 84622	7/10
2	<i>Robert Price</i>	1837	Cruciatth		<i>Popallak Lpl</i>	1880	24/4/80		Master No. 05399	28/4/80
3	<i>Evans Jones</i>	1837	Llanwrn		<i>Popallak Lpl</i>				2nd Mate No. 02526	do
4	<i>Sam Hughes</i>	1820	do		<i>Ireland Lpl</i>		27/4	do	Capt	do
5	<i>John Owen</i>	1850	Berrymth		<i>Everlast Lpl</i>			do	Capt	do
6	<i>Thomas Jones</i>	1844	Rengerth		<i>American</i>		24/4	do	all	do
7	<i>Arif + John + ...</i>	1853	Feilon		<i>Welford</i>			do	all	do
8	<i>Joseph + ...</i>	1857	Whitaker		<i>Loring</i>			do	all	do
9	<i>Albert + ...</i>	1849	Stegmuth		<i>Lance</i>			do	all	do
10	<i>Evans Jones</i>	1861	Keirn		<i>Electing</i>		27/4	do	MS	do
11	<i>Thomas Ygens</i>	1859	Norman		<i>St. ...</i>			do	MS	do
12	<i>William Foster</i>	1859	Dantzie		<i>Liver</i>			do	MS	do
13	<i>James Driser</i>	1857	Bristol		<i>Egyptia</i>			do	MS	do
14	<i>Richard M. Galer</i>	1839	London		<i>Ariana</i>			do	MS	do
15	<i>Fred Liggett</i>	1857	Colchester		<i>Christabel</i>			do	MS	do
16	<i>Barter Miller</i>	1859	Altona		<i>Vicerine</i>		27/4	do	MS	do
17	<i>Alexander Irvine</i>	1867	Shetland		<i>Tosm</i>			do	OS	do
18	<i>John Jones</i>	1858	Holyhead		<i>Offices</i>		27/4	do	OS	do
19	<i>W. ...</i>	1874	Holyhead		<i>Impire</i>		27/4	do	OS	do
20										

* If any Member of the Crew enters Her Majesty's Service, the Name of the Queen's Ship into which he enters is to be stated under the head of "Crew of leaving"

Ship <i>Beland</i>			AGREEMENT No. 102316						3	
			PARTICULARS OF DISCHARGE &c. <small>To be filled in by the Master upon the Discharge, Death, or Desertion of any Member of his Crew.</small>				RELEASE (Art. 31)			Reference No.
Amount of Wages per Week, Calendar Month, Share, or Voyage.	Amount of Wages advanced on Entry.	Amount of Weekly or Monthly Allowance.	Signature or Initials of Superintendent, Agent, or Officer of Customs.	Date, Place, and Cause of leaving this Ship, or of Death.			Balance of Wages paid on Discharge.	We, the undersigned Members of the Crew of this Ship, do hereby release the Ship, and the Master and Owner or Agents thereof, from all Claims for Wages or otherwise in respect of this Voyage. Signature of Crew (such to be on the Line on which he signed in Col. 1).	Signature or Initials of Superintendent, Agent, or Officer of Customs before whose Office the Balance of Wages was paid and Release signed.	
				Date.	Place.	Cause.*				
										1
6 00	6 00		<i>Shull</i>		<i>Remains</i>					
4 100	4 100	12 50	<i>M. Thompson</i>	18 51	<i>London and Overseas</i>		2 16 0	<i>R. Price</i>	<i>M.D.</i>	26 2 51
4 100	4 100	12 50	<i>M.</i>	18 51	<i>London and Overseas</i>		13 11	<i>John Proctor</i>	<i>W.D.</i>	26 2 51
5 00	5 00	2 50	<i>M.</i>		<i>London and Overseas</i>		16 2 5	<i>William Hughes</i>	<i>W.D.</i>	26 2 51
4 100			<i>M.</i>	26 3 81	<i>London</i>		4 08 6	<i>John Owen</i>	<i>W.D.</i>	26 2 51
2 50	2 50		<i>Cy</i>	18 51	<i>London and Overseas</i>		9 8 6	<i>W.D.</i>	<i>W.D.</i>	26 2 51
2 50	2 50		<i>Cy</i>		<i>London and Overseas</i>		14 5 3	<i>Oris Robinson</i>	<i>W.D.</i>	26 2 51
2 50	2 50		<i>Cy</i>		<i>London and Overseas</i>		19 10 2	<i>Joseph Murphy</i>	<i>W.D.</i>	26 2 51
2 50	2 50		<i>Cy</i>		<i>London and Overseas</i>		13 2 4	<i>Albert Pick</i>	<i>W.D.</i>	26 2 51
2 50	2 50		<i>M.</i>	27 3 81	<i>London</i>		18 12	<i>Evan Jones</i>	<i>W.D.</i>	26 2 51
2 50	2 50		<i>M.</i>	18 51	<i>London and Overseas</i>		8 12 8	<i>Hans Jergens</i>	<i>W.D.</i>	26 2 51
2 50	2 50		<i>M.</i>		<i>London and Overseas</i>		16 6 2	<i>William Fox</i>	<i>W.D.</i>	26 2 51
2 50	2 50		<i>M.</i>		<i>London and Overseas</i>		14 10 5	<i>James Vriscoll</i>	<i>W.D.</i>	26 2 51
2 50	2 50		<i>M.</i>		<i>London and Overseas</i>		13 1 4 9	<i>Alford Eulo</i>	<i>W.D.</i>	26 2 51
2 50	2 50		<i>M.</i>		<i>London and Overseas</i>		12 5 9	<i>Fred Leggett</i>	<i>W.D.</i>	26 2 51
2 50	2 50		<i>M.</i>		<i>London and Overseas</i>		11 4 7	<i>Charles Miller</i>	<i>W.D.</i>	26 2 51
1 50	1 50		<i>M.</i>		<i>London and Overseas</i>		12 10 9	<i>Alex Irvine</i>	<i>W.D.</i>	26 2 51
2 00	2 00		<i>M.</i>		<i>London and Overseas</i>		7 16 6	<i>John Jones</i>	<i>W.D.</i>	26 2 51
1 50	1 50		<i>M.</i>	31 9	<i>London</i>		9 10	<i>William McPherson</i>	<i>W.D.</i>	31 9
										20

the Ship," thus "H.M.S. Revenge," and the other Causes of leaving the Ship should be briefly stated thus, "Discharged," "Deserted," "Left Sick," "Died."

ACCOUNT OF APPRENTICES ON BOARD (IF ANY).

Christian and Surnames of the Apprentices at full length.	Date of Birth.	Registry of Indenture.		Registry of Assignment.		Date, Place, and Cause of leaving this Ship, or of Death. To be filled up by the Master.		
		Date of	Port of	Date of	Port of	Date.	Place.	Cause.

PARTICULARS RELATING TO WAGES AND EFFECTS OF SEAMEN AND APPRENTICES DECEASED DURING THE VOYAGE.

(TAKEN FROM THE OFFICIAL LOG.)

Note—Particulars of the Moneys due to each deceased Seaman, and of his Clothes and Effects, and of Deductions (if any), are to accompany this Return in a separate Form W & E 1. (late KK.), which will be furnished by the Superintendent. If any Master fails to give a true account of these particulars, he will be liable to forfeit a sum not exceeding triple the value of the money and effects not accounted for, or to a penalty not exceeding £50.

Reference No. in Agreement.	Christian and Surname of Deceased.	Certificates, if any.		Net Amount of Wages, and total Proceeds of Sale of Effects paid to Superintendent, Officer of Customs, or Consul, as per Account in Form W & E 1.	Particulars of Effects (if any) delivered to Superintendent, Officer of Customs, or Consul, as per Account in Form W & E 1.
		Description. State whether "Maid," "Sailor's," "Naval Reserve," &c.	Numbers.		
	<i>Thomas Jones</i>	<i>Nil.</i>		<i>9 18/6</i>	<i>2 Days + contents as per Mr G1.</i> <i>Hugh Griffith</i>

Ship Ireland

AGREEMENT No. 102316

15

PARTICULARS OF ALL

MARRIAGES

THAT HAVE OCCURRED ON BOARD DURING THE VOYAGE. (TAKEN FROM THE OFFICIAL LOG.)

Note.—Section 282 of the Merchant Shipping Act, 1854, requires the Master of the Ship to enter in his Official Log the particulars of every Marriage that has taken place on board; and sections 273 and 274 require that a List of such Marriages should be made out and delivered to a Superintendent of a Mercantile Marine Office in the United Kingdom.

Date when Married. 1	Christian and Surnames of both Parties. 2	Date of Birth. 3	State whether Single, Widow, or Widower. 4	Profession or Occupation. 5	Father's Christian and Surname. 6	Profession or Occupation of Father. 7

CERTIFICATES

OR INDORSEMENTS MADE BY CONSULS OR BY OFFICERS IN BRITISH POSSESSIONS ABROAD.

Certified that the Master of the Ship Ireland deposited the Ship's agreement in this Office on the 10th Sept 1880 and it is duly returned to him this day.

Shipping Office,
London, 10th Sept 1880

[Signature]

Shipping Officer

Mr. Mar. Office
Manama

Articles Deposited — 25th Sept 1880
— " — Returned — 10th Nov. —

[Signature]

Supd. Mr. Mar. Office
Manama

[Twenty Pages]

REGULATIONS FOR MAINTAINING DISCIPLINE,

SANCTIONED BY THE BOARD OF TRADE IN PURSUANCE OF THE MERCHANT SHIPPING ACT, S. 149.

These Regulations are distinct from and in addition to those contained in the Act, and are sanctioned but not universally required by Law. All or any of them may be adopted by agreement between a Master and his Crew, and thereupon the Offences specified in such of them as are so adopted will be legally punishable by the appropriate Fines or Punishments.

The Regulations are all numbered, and the numbers of such of them as are adopted must be inserted in the space left for that purpose in the Agreement, page 1, and the following copy of these Regulations must be made to correspond with the Agreement by erasing such of the Regulations as are not adopted. If the Agreement is made before the Superintendent of a Mercantile Marine Office, his signature or initials must be placed opposite to each of the Regulations if adopted.

For the purpose of legally enforcing any of the following penalties, the same steps must be adopted as in the case of other Offences punishable under the Act; that is to say, a statement of the Offence must, immediately after its commission, be entered in the Official Log Book by the direction of the Master, and must at the same time be attested to be true by the signatures of the Master and the Mate, or one of the Crew;

and a copy of such entry must be furnished, or the same must be read over, to the Offender, before the Ship reaches any Port or departs from the Port at which she is; and an entry that the same has been so furnished or read over, and of the reply, if any, of the Offender, must be made and signed in the same manner as the entry of the Offence. These entries must, upon discharge of the Offender, be shown to the Superintendent of a Mercantile Marine Office before whom the Offender is discharged; and if he is satisfied that the Offence is proved, and that the entries have been properly made, the Fine must be deducted from the Offender's wages, and paid over to the Superintendent.

If, in consequence of subsequent Good Conduct, the Master thinks fit to remit or reduce any fine upon any Member of his Crew which has been entered in the Official Log, and signifies the same to the Superintendent, the Fine shall be remitted or reduced accordingly. If wages are contracted for by the Voyage or by Share, the amount of the Fines is to be ascertained in the manner in which the Amount of Port dues is ascertained in similar cases under Sect. 232.

No.	OFFENCE.	Amount of Fine or Punishment.	Signature of Superintendent.
1	Striking or assailing any person on board or belonging to the Ship (if not otherwise provided)	Five Shillings.	
2	Bringing or having on board spirituous liquors	Five Shillings.	
3	Drunkenness First Offence	Five Shillings.	
	Do. Second and for each subsequent Offence	Ten Shillings.	
4	Taking on board and keeping possession of any fire-arms, knuckle-duster, loaded cane, slung-shot, sword stick, bow-knife, dagger, or any other offensive weapon, or offensive instrument, without the concurrence of the Master, for every day during which a seaman retains such weapon or instrument	Five Shillings.	

INSTRUCTIONS TO MASTERS.

Agreements.

1. The Merchant Shipping Act requires the Master of every Ship, except Ships of less than eighty tons exclusively employed in the coasting trade, to enter into an Agreement with every Seaman whom he carries upon as one of his Crew. The term "Seaman" includes every person, except Masters, Pilots, and Apprentices (duly indentured and registered) employed or engaged in any capacity on board any Ship.

2. In order to enable the Seamen to know the contents of the Agreement, the Master, at the commencement of the Voyage is bound under a Penalty of £1. to have a legible copy (omitting the signatures) placed in an accessible part of the Ship.

3. All alterations in any Agreement (except additions in shipping substitutes) are inoperative unless proved to have been made with the consent of all persons interested, by the written attestation of a Superintendent of a Mercantile Marine Office, Justice, Officer of Customs, Consul, or Vice-Consul.

4. Fraudulently altering, or making any false entry in, or delivering a false copy of any Agreement, or being party to such an act, may be punished by the infliction of a Penalty not exceeding 100*l.*, or by imprisonment with or without hard labour for any period not exceeding six months.

5. The Crews of all British foreign-going Ships must be engaged in the United Kingdom in the presence of a Superintendent of Mercantile Marine, who will read over and explain the Agreement to the Seamen before they are allowed to sign it.

6. Steamers, fruit Vessels, and other foreign-going Vessels, which make short and frequent voyages and keep the same Crews, are allowed to have running Agreements, lasting like those of home-trade Ships for six months. The Masters of these Vessels are thus relieved from the necessity of discharging and re-engaging their Crews at the Mercantile Marine Office on each return to the United Kingdom. If the Crew are engaged under a running Agreement, the Master, upon every return of the Ship to the United Kingdom, is to deposit his Agreement at the Mercantile Marine Office, and is to discharge or engage any new Crew labour the Superintendent. Before the Ship leaves Port, the Master is required to endorse on the Agreement whether any changes have been or are intended to be made in his Crew. Any false statement renders the Master liable to a Penalty not exceeding 20*l.*

Engagement of Crews and Seamen in the United Kingdom.

7. Whenever a Master of a Ship is desirous of making use of the Mercantile Marine Office for the purpose of selecting his Crew, he must inform the Superintendent, so that a notice may be published for the information of those men who are seeking employment.

8. In all cases the Superintendent should have at least six hours' notice of the time at which the Master and Crew are to attend to sign the Agreement. Before the engagement of the Crew is proceeded with, the Master must—

- (a) Produce the Certificates for himself, his Mate, and his Engineers (if any).
- (b) Pay all the Fees.
- (c) Produce the authority of his Owners, or their Agents for his issuing allotment notes to his Crew.
- (d) Produce the Apprentices duly indentured for the voyage together with their Indentures.

9. Upon the Master complying with the above Regulations, the Superintendent will, when the engagement of the Crew has been completed, give him a Certificate for clearance outwards.

10. Superintendents will give the like Certificate to Masters of Ships who have entered into running Agreements with their Crews, upon their complying with the Regulations (6) above, and producing at the Mercantile Marine Office the Certificate of any Mate or Engineer engaged during or subsequent to the last voyage.

11. The engagement of substitutes for Seamen who have died or left the Ship within twenty-four hours of her putting to sea is to be made before a Superintendent if practicable, but if not the Master as soon as possible is to have the Agreement read over and explained to the substitutes in the presence of a witness who is to attest their signatures.

Engagement of Crews and Seamen in the United Kingdom—continued.

12. Carrying any Seaman to sea without entering into an Agreement subjects the Master of a foreign-going Ship to a Penalty of £1.

13. The Master of a foreign-going Ship incurs a Penalty of £1, if he does not report to the nearest Mercantile Marine Office any changes in his Crew before he finally leaves the United Kingdom.

Ports abroad.

14. Upon the arrival of the Ship at any Foreign Port where there is a British Consular Officer, or at any Port in any British Possession abroad, the Master is bound under a Penalty of Twenty Pounds to deliver within forty-eight hours of the Ship's arrival (if the Ship remains forty-eight hours at the Port, and is not a Passenger Ship), to the Consular Officer, or the Consul Officer, or the Consul, the Agreement, and all Indentures and Assignments of Apprenticeships. These the Officer will keep during the Ship's stay at the Port and will, within a reasonable time before the Ship's departure, return them to the Master, with a Certificate stating when they were delivered and returned.

15. The engagement or discharge of any Seaman abroad must be made before the British Consul in a foreign port, or before the Customs Officer in a British possession, who will endorse upon the Agreement a Certificate accordingly. If this Certificate be not made the Master of the Ship is liable to a Penalty. (See also *pages 20, 21, and 22 below*.)

Returns to the United Kingdom.

16. The Crew of every British foreign-going Ship discharged in the United Kingdom shall be discharged and receive their wages in the presence of a Superintendent of a Mercantile Marine Office. An infringement of this law renders the Master or Owner liable to a Penalty of 10*l.*

17. In all cases in which Crews are to be discharged at the Mercantile Marine Office, at least twenty-four hours' notice should be given to the Superintendent by the Master or Owner.

18. Within forty-eight hours after the Ship's arrival at her final port of destination in the United Kingdom, or upon the discharge of the Crew, whichever first happens, the Master is to deliver to the Superintendent of the Mercantile Marine Office the Agreement with a list of the Crew and Official Log Book, and accounts of the wages and effects of any Seaman or Apprentice who has died on board during the voyage, whether he formed part of the Crew or not, any effects remaining uncollected, and the balance of wages or other moneys belonging to any such Seaman or Apprentice. When the effects of a deceased Seaman have been sold on board a vessel, the proceeds of such sale must in every case be handed over to the Superintendent, without deduction, unless such proceeds have already been paid by the Master to a Consul or Colonial Officer on behalf of the Board of Trade. The Master is also to deliver to the Superintendent the Certificates (Mates, Engineers, or Seaman's, E 2, or B V 2) of any who have died or deserted during the Voyage. The Superintendent will then give a Certificate for the purpose of clearance inwards.

19. The Master is to give to every Seaman (or leave with the Superintendent on his behalf) an account, on a form sanctioned by the Board of Trade, of his wages, and of all deductions to be made therefrom, at least twenty-four hours before the time of payment or discharge, under a Penalty of 5*l.* for non-compliance. Deductions for fines, forfeitures, &c. which are sought to be made in this account must be proved by proper entries made in the Official Log Book.

20. Upon paying off or discharging any Seaman, the Master is bound under a Penalty of 10*l.* to give the Seaman a Certificate of Discharge, and the Master is also bound under a Penalty of 20*l.* to deliver to any certificated Mate or Engineer upon his discharge his Certificate of Competency or Service.

21. A statement of the conduct, character, and qualification of each member of the Crew, or a statement that he declines to give an opinion on such particulars, is to be entered and signed by the Master in the Official Log Book as required by the Act.

22. Upon payment of wages and settlement of disputes (if any) being effected, the Officer before whom the men are discharged will require the Crew to sign in his presence a release from all claims in respect of the voyage just finished. (See *page 2, cols 19 and 20*.)

Form
Surveys 104 b.

No. 469.



ISSUED BY THE
BOARD OF TRADE
IN PURSUANCE OF THE
MERCHANT SHIPPING
ACTS, 1854 TO 1876.

DECK CARGO SPACES.

FOREIGN-GOING SHIP.

Name, Port of Registry, and Official No. of Ship. <small>(1.)</small>	Tonnage.		Voyage. <small>(4.)</small>
	Gross. <small>(2.)</small>	Register. <small>(3.)</small>	
<i>Ireland</i> <i>59940</i> <i>Liverpool</i>	<i>1004</i>	<i>975</i>	<i>Bombay and</i> <i>Malabar</i>

This is to certify,

NOTE.—Obliterate
paragraph 1 or 2 as
the case may be.

1. That no timber, stores, or other goods have been carried during the voyage just ended in any uncovered space upon deck, or in any covered space not included in the contents forming the ship's registered tonnage as shown in column 3 above.
2. That no timber, stores, or other goods will be carried from the United Kingdom during the voyage about to be commenced in any uncovered space upon deck, or in any covered space not included in the ship's registered tonnage as shown in column 3 above.

Dated at *Sunderland*
 this *24* *March* 1891.
Augh Griffith
~~Seaman~~ *whether Owner, Agent, or Master.*

Witness
John Drodin
 Superintendent.

Note.—One of these forms is to be filled up and handed to the Superintendent on the engagement and discharge of a Crew when the Form Surveys 101, or the Form Surveys 104a, is not produced.

Appendix F Registry In Quebec


Canada
Library and Archives Canada

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Item: 30794: IRELAND

Name of Ship: IRELAND

Year of Registration: 1870

Type of Ship: Wooden Sailing Ship

Port of Registry: Quebec, Quebec

Where Built: Quebec

Gross Tonnage: 1004

Remarks: Sold at Liverpool on March 7, 1871
Registry closed March 24, 1871
YEAR OF REGISTRATION carded as 1870-1871

Official Number: 59970

Reference: 1588|42

Volume: 1588

Other Reference:	<i>Old Volume</i>	<i>Pages</i>	<i>Microfilm Reel #</i>	<i>See Volume No.</i>
	375	71	C-2066	

Item Number: 30794

Appendix G Ports and other Locations

Anyer, also known as Anjer or Angier, is a coastal town in Banten, formerly West Java, Indonesia, 82 miles west of Jakarta and 15 kilometers south of Merak. A significant coastal town late 18th-century, Anyer faces the Sunda Strait.

Vasai (formerly and alternatively English: **Bassein**; Portuguese: Baçaim) is a historical place and important city near Mumbai's western suburbs

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

Mumbai (formerly called **Bombay**) is a densely populated city on India's west coast.

Kakinada (formerly called · Kakinandiwada, · Kokanadam, · **Cocanada**) in the Indian state of Andhra Pradesh. It lies on the coast of the Bay of Bengal. It was once ruled by Dutch India and British East India Company.

Chennai also known as **Madras**,[a] the official name until 1996) is the capital of the Indian state of Tamil Nadu. Located on the Coromandel Coast of the Bay of Bengal,

Huanillos, sometimes Guanillos is located in the shore of the region of Tarapaca, Chile. It is 130 km south from Iquique, the capital of the region. Huanillos was one of the most important sources of guano. The extraction of guano was approved by the Peruvian government in 1874, and with that the creation of the new village called Huanillos.

Island Macabí -07.805581 N -79.499510 E.The Macabí Islands are a group of two islands belonging to Peru located in the Pacific Ocean , off the coast of the department of La Libertad

The Lizard – in Cornwall, near most Southerly point of British mainland

The **Lobos de Afuera Islands** are a group of islands belonging to Peru located in the Pacific Ocean , about 93 km west of the coast of the department of Lambayeque .

Mawlamyine, formerly **Moulmein**, is the fourth largest city of Myanmar, 300 kilometres south east of Yangon and 70 kilometres south of Thaton, at the mouth of Thanlwin River. The city is the capital and largest city of Mon State and the main trading centre and seaport in south eastern Myanmar (Burma).

Ormes head - Llandudno Bay, Wales

Pabellon de Pica is located 75 km. (approx.) from Iquique. The sector is surrounded by impressive cliffs, being in the past the habitat of seabirds that left dense deposits of red guano.

Prawle Point - Southern Point of Devon

Yangon (formerly known as **Rangoon**) is the largest city in Myanmar (formerly Burma).

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

Ratcliff or Ratcliffe is a former hamlet and locality lying by the north bank of the River Thames that is now split between the modern day districts of Limehouse, Stepney and Shadwell after being absorbed into them.

St Catherine's – Southern Point of Isle of Wight

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.

South Stack is an island situated just off Holy Island on the northwest coast of Anglesey, Wales

The **Sunda Strait** is the strait between the Indonesian islands of Java and Sumatra. It connects the Java Sea to the Indian Ocean.



Fig. 2 1865 Map of Peru, before the Pacific war
 → Callao → Iquique → Pabellon de Pica → Macabi Islands
 → Lobos de Afuera Islands



Fig. 5 Map of the United Kingdom



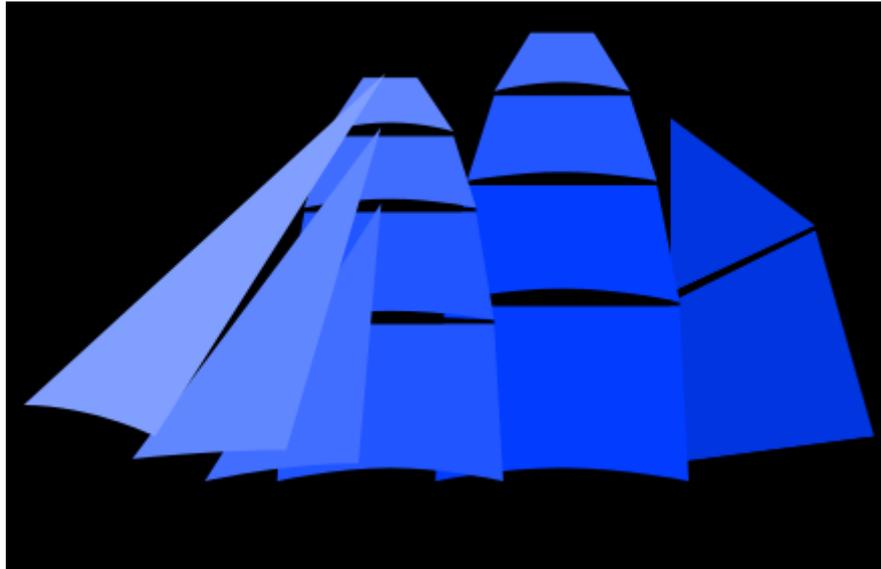


Fig. 6 Sail plan for Barque

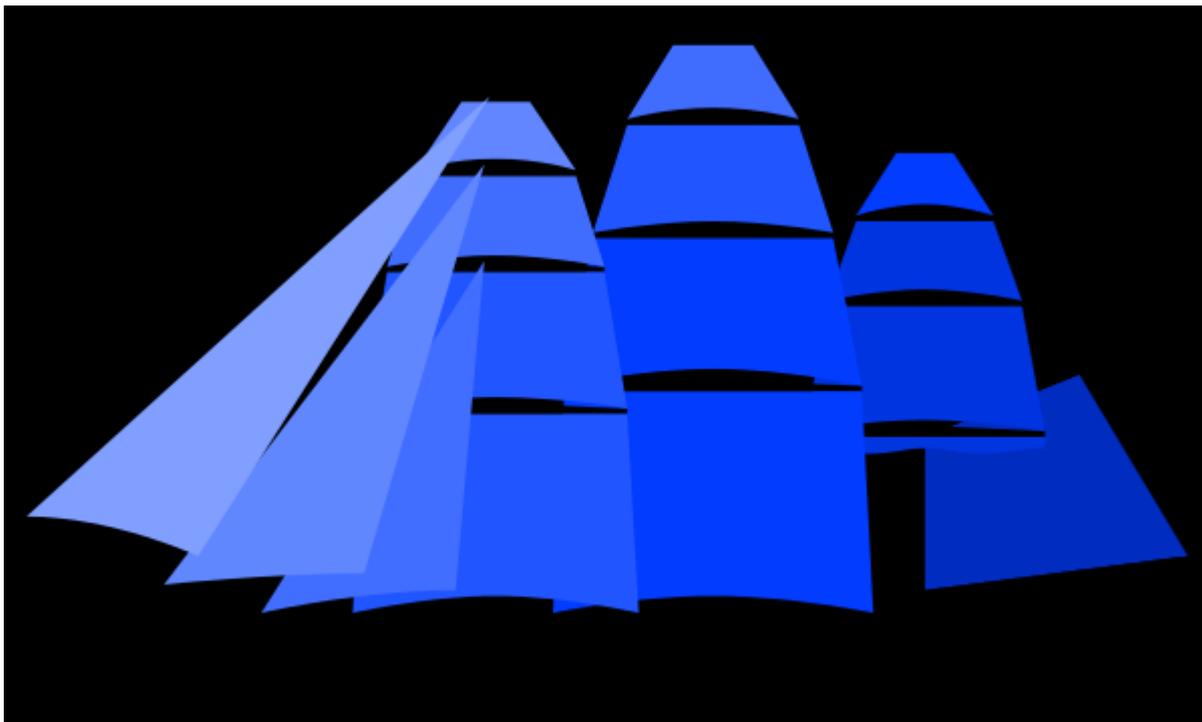


Fig. 7 Sail plan for fully rigged ship with one sail furled on mizzen mast