

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



PRG 1373/10/18

Similar Barque

Report compiled by:
Graeme Perks

Report Title:

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*Lady Hincks***

Compiled by:

Graeme Perks
graperks@aol.com
Sutton Coldfield
UK

On behalf of:

Nautical Archaeology Society
Fort Cumberland
Fort Cumberland Road
Portsmouth
PO4 9LD
Tel: +44 (0)23 9281 8419
E-mail: nas@nauticalarchaeologysociety.org
Web Site: www.nauticalarchaeologysociety.org

Managed by:

Malvern Archaeological Diving Unit
17 Hornyold Road
Malvern
Worcestershire
WR14 1QQ
Tel: +44 (0)1684 574774
E-mail: MADUdiving@gmail.com
Web Site: www.madu.org.uk

Date:

June 2021

Report Ref:

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1.0 Abstract

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

The Lady Hincks was a composite barque built in Quebec and launched in 1871 by William Baldwin. The Lady Hincks was sailed to London and sold to H Ellis & Co before starting her numerous voyages to Ceylon and the Far East. The Lady Hincks also travelled between London and Australia with the return journey via the Columbia River in Oregon, USA, a voyage around the world. In 1875 the Lady Hinks needed extensive repairs in Australia due to damage sustained from the adverse weather.

The Lady Hinks was sold in about 1880 to Hatfield & Co of Liverpool and continued voyages to Australia and British North America. In December 1883 on a voyage carrying timber from Montreal to Liverpool the Lady Hinks encountered a force 10 storm and was blown ashore and wrecked in North Wales. The crew rowed ashore safely after the local lifeboat was capsized by the sea's.

2.0 Index

2.1 Table of Contents	Page No.
1.0 Abstract -----	3
2.0 Index -----	4
2.1 Table of Contents	4
2.3 List of Pictures	5
2.4 Contributors	5
2.5 Abbreviations	5
3.0 Introduction -----	6
4.0 Background -----	7
5.0 Research Methodology -----	9
6.0 Results -----	10
7.0 Analysis -----	43
8.0 Conclusions & Recommendations -----	45
9.0 References -----	46
 Appendices:	
Appendix A – Lloyds Register entries Lady Hincks -----	47
Appendix B – Time Line for Lady Hinks -----	49
Appendix C – Port locations -----	58
Appendix D – Crew List 1881 -----	62
Appendix E – Mercantile Navy list -----	76
Appendix F – Appropriation Book entry -----	77

2.3 List of Pictures**Page No.**

Front Cover: Similar Barque -----	1
Fig. 1 Uncaria gambir, from which gambier is produced -----	61
Fig. 2 Map of the World -----	74
Fig. 3 Map of United Kingdom -----	75

2.4 Contributors

Madu

2.5 Abbreviations

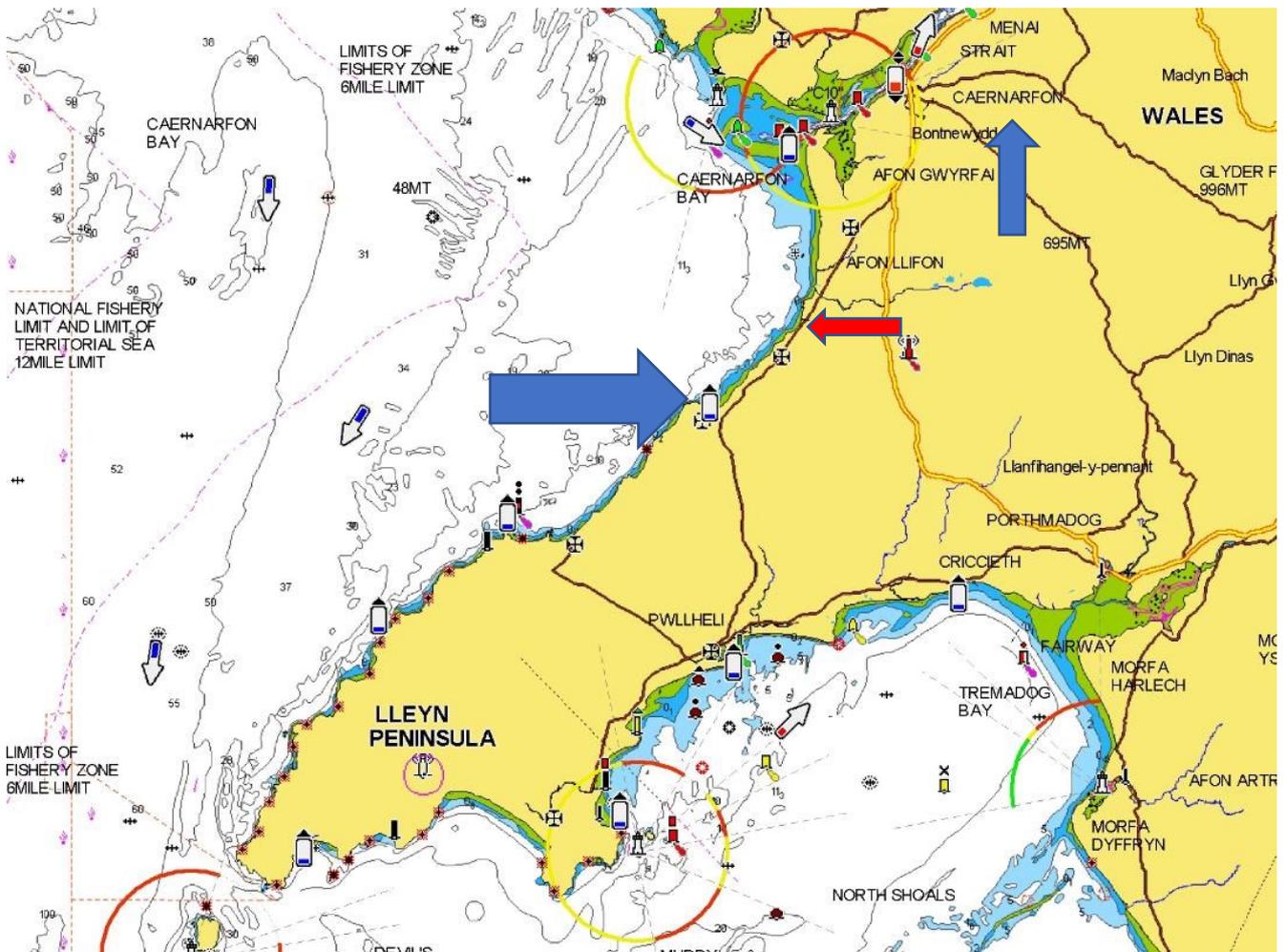
LR	Lloyds Register of shipping
BNA	British Newspaper Archives
MADU	Malvern Archaeological Diving Unit
MNL	Mercantile Navy List
NAS	Nautical Archaeology Society
NAW	National Archives of Wales
NPRN	National Primary Resource Number
OS	Ordnance Survey
RNLI	Royal National Lifeboat Institution
WNL	Welsh Newspapers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

3.0 Introduction

1. I selected Lady Hincks to research because it was a barque I had seen a report of it being wrecked researching another vessel and wished to see how much information I could find about her and I wanted to find out what happened and to discover:
2. The dimensions of the vessel, who the builder was, when and where 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 1882.
5. To discover the cause of the event in 1882 and if the vessel survived, the cause of its eventual loss.
6. The events that happened after the incident in 1882 and up to and after its loss if it survived.
7. If there were any previous research of the vessel for the 1882 incident and its story.
8. If there was a wreck site for Lady Hincks 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 Lady Hincks.

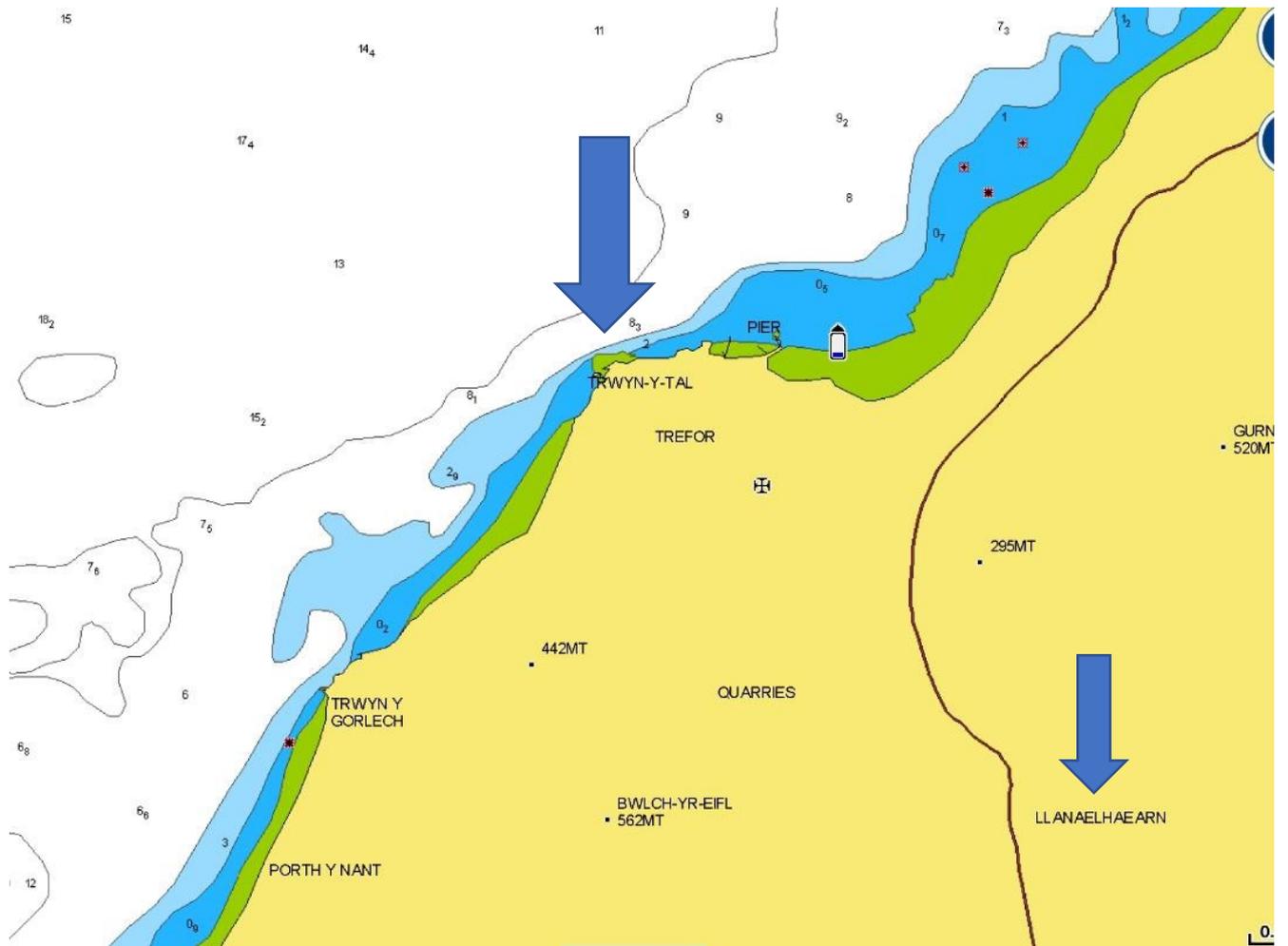
4.0 Background

When I started this project I understood that Lady Hincks was blown ashore and wrecked sometime in 1882 at the mouth of the River Mortha near Trevor, all 15 on board landed safely, the vessel was sold and broken up.



Lley Peninsula and Trefor including Caernarfon

 Aberdesach



Trwyn-y-Tal, Trefor and LLanaelhaearn

5.0 Research Methodology

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

I searched Lloyds Register of Shipping (LR) for "Lady Hincks " looking for details of her dimensions, master, builders and owners from 1882 with a match in 1879. I then searched yearly from 1871 until 1883.

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

I searched the Crew list Project for " Lady Hincks" 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.

I searched The British Newspaper Archives (BNA) for "Lady Hincks", and looking for sailings, arrivals, a launch, owners, builders, mishaps and any details of her loss and found a number of matches. I only needed to search the vessels name since the name was not used for another vessel at the time. I also searched "William Baldwin", " Ellis Sons" and "Hatfield Co" looking for any details of them and their business's with matches.

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

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

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

I searched on line for "Barque Lady Hincks" and found matches in "Trove" an Australian site with an archive of Australian newspapers. I then searched this for "Lady Hincks" and found matches for her time in Australia. I also searched on line for "William Baldwin" and found a biography. The search for "Ellis & Sons" and "Hatfield & Co" produced no matches.

I also found a match at the National Maritime museum for documents they hold relating to John Finney Keat including his time as master of the Lady Hincks.

6.0 Results

Vessel	Name/s	Lady Hincks	
	Type	Barque	
		Cargo	
Built	Date	1870 - 1871	
		Launched May 1871	
	Builder	William Baldwin	
		Quebec	
Construction	Materials	Wood	
	Decks	One	
	Bulkheads	None	
Propulsion	Type	Sail	
	Details	Square rigged with aft mast fore & aft rigged	
Engine	Details	N/A	
	Boilers		
Drive	Type		
	Number		
Dimensions	Length	157 ft	0 ins
	Beam	32 ft	5 ins
	Draught	19 ft	7 ins
Tonnage	Gross	714	
	Net	693	
Owner	First	W. H. Baldwin	
		Quebec, London	
	Last	E B Hatfield & Co	
		Liverpool	
	Others	H Ellis & Sons, 17 Gracechurch Street, London	
Registry	Port	Quebec, London	
	Flag	British	
	Number	60000	
History	Routes	Quebec to London, London to Ceylon, London to Australia, Pacific coast of USA, South America to London	
	Cargo	Grain, Timber, Sugar, Gambier, cotton, coal, wheat	
Final Voyage	From	St Johns, New Brunswick	
	To	Liverpool	
	Captain	F J Evans	
	Crew	15	
	Passengers	None	
	Cargo	Timber deals, planks and logs	
Wrecking	Date	12 th December 1883	
	Location	Mouth of the River Mortha near Trevor	
	Cause	Force 10 storm	
	Loss of life	None	
	Outcome	Wrecked and sold, being broken up	

Belfast Telegraph - Wednesday 23 August 1871

At London, on the 21st inst., the barque Lady Hincks, of Quebec (Lilley, of Belfast, master), from Montreal, with grain.

Shipping and Mercantile Gazette - Tuesday 19 September 1871

most expensively kept up, and requires only provisions to go to sea.
Lying in Hermitage Basin, London Docks. Apply to
POTHONIER, TILSLEY, and Co., 150, Leadenhall-street, London.

 The beautiful new Barque **LADY HINCKS**,
699 tons N.N.M., 753 O.M.:—Length, 157 feet; breadth,
32.5 ft.; depth, 19.7 ft.; built under special survey, and is
classed A ten years at Lloyd's, and eleven years Veritas; launched in May
last; she has iron beams, iron stringer plates, and iron stanchions;
spaced for sugar hogsheads; she has a double diagonal ceiling, and is
thoroughly copper-fastened (including the centre line) up to within
four feet of main deck; above she is all galvanised iron; will require
no boot topping; stands without ballast, carries largely, and sails very
fast. She is the strongest and best finished ship ever sent home from
the Colonies. Lying in Surrey Dock, Rotherhithe. Apply to
GILMOUR, RANKIN, STRANG, and Co., 63, Fenchurch-street.

At LIVERPOOL.
 THE beautiful A 1 Liverpool-built Barque
GRACE PEILE, 321 tons per register; built in 1858,
original class A 1 thirteen years, raised to fourteen
years. This vessel has just been thoroughly overhauled, newly
metalled, and continued A 1 for nine years from July, 1872:—Length,
100.6; breadth, 25.2; depth, 15.4. Lying in West Float, Birkenhead.

Lloyd's List - Tuesday 14 May 1872

GALLE, 20th Apl.— The Hengist, Brown, from Cardiff, ran foul of the Lady Hincks, whilst coming into the harbour, on the 19th Apl., carrying away figurehead, part of cutwater, &c., and damaging covering board, forecastle deck, chain plates, &c.

Shipping and Mercantile Gazette - Monday 21 October 1872

Report of the Lady Hincks, Davies, from Tuticorin, arrived in London: —Left St. Helena Sept. 3; experienced strong SE trades and squally crossing the Equator

13th, in long. W; and got trades 19th, lat. 13 N, long. 28 W, and had them very light and well from Eastward. Passed Flores Oct. 6, and experienced very unsettled weather up to present date. Spoke Brazil, of London, bound south, Sept. 19, lat. 13 N, long. 28 W. Gateshead barque, from Basaein for Queenstown, Sept. 19, lat. 13 N, long. 28 W. . . ., Preference, Swedish brig, from Rio Janeiro for Falmouth, Sept. lat. N, long. 30 W. Queen of Australia ship, from Calingapatam for London, Oct 5, lat. 38 N, long. W. Pilgrim brig, from St. Lucia for Plymouth, Oct. 7, lat. 41 long. 23 W. Jane Avery barque, from Madras for London, Oct. 8, lat. N, long. 26 W. Banner, from Callao for Antwerp, Oct. 10, lat. 45 N, long. 23 W. Kron Prins von Freussen, North German barque, from La Plata for Liverpool, Oct. 12, lat. 47 N, long. 15 W.

Public Ledger and Daily Advertiser - Thursday 19 June 1873

Tuticorin - The Lady Hincks came here seeking, and is now discharging ballast preparatory to taking the berth for London. The Scawfell is due shortly and has commenced booking cotton for London at 62s 6d. Both vessels will be June sailing.

Lloyd's List - Monday 13 October 1873

The waterlogged and derelict brigantine Victoria, of St. John, N. B., completely stripped of everything movable, was passed, 22nd Sept, in lat. 36N lon. 45 W, by the Lady Hincks, Davis, arrived in the River from Tuticorin.

Public Ledger and Daily Advertiser - Tuesday 21 July 1874

SINGAPORE, June 13. PRODUCE. Transactions have not been large but prices have continued firm.

Tonnage.—The freight market has been very weak, with but little employment at low rates offering, while disengaged tonnage has been coming in freely. Rates to the United Kingdom have declined £2 10 s and £3 to £3 5s ton deadweight and load home from Siam, Philippines or Java has following vessels have taken the berth for London Pieve Superiore, dead weight £2 10 s to £2 12 s 6d, light freight at £3 to £3 5s per ton. Empress, at £2 to £3 per ton respectively. Lady Hincks, at same rates.

Public Ledger and Daily Advertiser - Saturday 28 November 1874

LONDON COMMERCIAL REPORT

GAMBIER.—In auction 98 bales block were withdrawn. Of 535 bales pressed cubes, ex Lady Hincks, 282 bales sold at about former rates, chiefly fine dark at 35s to 35s 6d per cwt.

The Age (Melbourne) Monday 10 May 1875

The past week has added little to our shipping list of foreign arrivals, for, besides the mail steamers Golconda and Somerset, there has only been the Prospector, from Bangkok, with a cargo of rice, and the Pelhan, from Takao, with a cargo of sugar. There are, however, eighteen vessels fully due, one of which number, the Lady Hincks, from London, has been now out 123 days

Geelong Advertiser Saturday 15 May 1875

MELBOURNE.

(from our own correspondent.) Friday Evening.

The popular air to-day has been " the nose that never got warm." A piercingly cold wind, sharp sleety showers, and black clouds densely charged with water scurrying up from the bay, have characterised a miserable day. As a consequence business has been almost suspended, and as tomorrow will be Saturday, and Monday is gazetted a public holiday, there will be little of interest to record in commercial matters until Tuesday next. The principal item has been that, aided by the strong gale, The Hampshire, seventy-five days out; the Newcastle, of Green's line ; the Glengarry, from Liverpool; the Lady Hincks, which left London on January 7th ; and the King Cedric, from Liverpool, January 22nd, have all been telegraphed off the Cape Otway. As the night will be squally they will probably wait outside and essay the entrance at day light.

Shipping and Mercantile Gazette - Wednesday 04 August 1875

Melbourne, June 14.—The present is usually very slack time of the year, but at former period have we experienced as dull a season as this. Since the last Suez mail left there has been no activity whatever in the freight market, and chartering operations almost to have reached standstill. Coal charters nearly all withdrawn, the offerings for the most part being nominal, but with the detention again experienced to loading at Newcastle, coupled with the low rates of freight ruling, then there is really no inducement to engage in this trade. Within the last week or two some little inquiry has been for iron ships to load wheat to South Australia, and negotiations now to progress for tonnage which, we expect, will result in business. The rate of freight now offering is 45s per ton to direct port to the United Kingdom; but if any amount of tonnage is wanted from this side, rates must advance to 50s at least before ships can be expected to ballast and change ports.

For Singapore: The Lady Hincks accepted coal freight. Charters: Alexandra, 239 tons. Bramble Cay (Torres Strait) for Melbourne, 55s, guano. Lady Hincks, 693. Newcastle for Singapore, 22s 6d per ton

Williamstown Chronicle Saturday 14th July 1875

The large barque Lady Hincks, which encountered heavy weather on her voyage out to this port, has had to undergo extensive repair here. She has had a new false keel put on and all the knee bolts renewed, and when launched from the Government patent slip on Thursday, she had been stripped, caulked all over and re-coppered. She is also to receive a new foremast and bowsprit, and several new yards. After leaving the slip she was taken alongside the Ann-street pier, to have her overhaul and refit completed.

The repairs have been done by Mr. Mathews the successful tenderer.

Williamstown Chronicle Saturday 24th July 1875

(BY ELECTRIC TELEGRAPH.)

PORT PHILLIP HEADS, July 23. - -

The barque Lady Hincks, having completed her refit, Hauled off from Ann-street pier to the bay on Wednesday.

The Newcastle Chronical (NSW) Saturday August 21 1875**Barque Lady Hincks**

Captain J Goodrich will not be responsible for any debts that may be contracted by any of his crew while in this port without his written authority

R. B. WALLACE

Agent

Lloyd's List - Tuesday 18 January 1876

MELBOURNE, 2nd Dec.—The Lady Hincks (barq.), of London, from Newcastle, N.S.W.. to Tuticorin, struck on a rock, off King's island, 11th Nov., causing her to make 18 inches water per hour, which necessitated her beating up for this port to repair. On her arrival here, a survey was held, and surveyors advised that cargo be discharged and vessel put on the slip or in dock. She is now on the slip being examined.

The Record and Emerald Hill and Sandridge Advertiser Friday 25 February 1876

SANDRIDOE POLICE COURT. MONDAY, FEBRUARY 14, 1876.

(Before Mr. Mollison, P.M.)

Larceny.—A lad 16 years of age, named Joseph Davidson, was charged with stealing a quantity of tobacco and soap value 7s. from the cabin of John Goodridge, master of the ship "Lady Hincks" on the 11th inst. The captain said that the goods were taken by the prisoner, who was a boy on board his ship, from his cabin during the absence of the steward and they were found together with numerous other articles in his chest. Sentenced to seven days' imprisonment with hard labour.

The Argus (Melbourne, Vic) Friday 25 February 1876

PROJECTED DEPARTURES.

For London - March 16 ; Lady Hincks,

The South Australian Advertiser (Adelaide) Saturday 26th February 1876

Adelaide 25th February

As regards freights, we have to report a better feeling, and suitable vessels can now get. 47s. 6d. without much difficulty for orders to the United Kingdom, whilst vessels on the berth are filling up readily at 45s., an advance of 5s. upon recent quotations. Many of the ships now loading were, however, chartered at higher rates earlier in the season, and 50s. to 52s.6d. is about the figure they will carry. The Olympying, Dunmore, Baser, Heide, and Homewood have been chartered throughout the month to load at Port Adelaide; the Lady Hincks, Palawan, and Crosskill to load at Fort Pirie; and the North Biding to load at Port Wakefield.

The following is a list of the ships, port of loading, and cargo:—

Lady Hincks, Port Pirie—Wheat (to arrive).

The South Australian Advertiser (Adelaide) Saturday 26 February 1876

Advertiser and Chronicle Offices,

The Dunmore, Kirkwood, and Lady Hincks have been

chartered for London during the week. The

rate of freight is now 45s. to 47s. 6d Friday evening, February 25.

The Express and Telegraph (Adelaide) Thursday 20th April 1876

THE HOLIDAYS AT PORT PIRIE.

From our own Correspondent.

Easter Monday was quite given up to sport and pleasure. The regatta was the first item on the programme for the day, and it passed off successfully, principally owing to the energy and activity of the few who were appointed to

carry out the proceedings. At 10 'o'clock 11 boats faced the starter for the first event.

Sailing Race.—Prizes—Lammermoor, 1st, £7; Saucy Kate, 2nd, £3; Petrel, 3rd; Lady Hincks, 4th. Others straggled in.

Four-oared Pulling Race.—First prize, £5. Flow, with 3. Collins (1), 0, Collins (2), T. Priddex j(3), E. Christy, ;stroke; second prize, £3, Comet, with J, Page (1), P. Smith (2), H, Sohultzj (3), O. lemon, stroke. Two other boats entered—Lady Hincks and Scud; but were soon collared, and put out of the race by the two first-named.

The Northern Argus Tuesday May 9 1876

PORT PIRIE.

[From our own Correspondent.] May 4.

The Crystal Brook bridge was opened for traffic on Saturday last, so the wheat is commencing to roll in again, causing the town to look more lively than it has done of late. Several fine vessels have left here for the United Kingdom, and two more are waiting for loading. The Lady Hincks has been here about three months, but through some disagreement with the Insurance Company she has not commenced to load yet, consequently there is not so much lightering done

South Australian Register Tuesday 9 May 1876

PORT PIRIE TRADE. — Between May 1 and 6 the exports coastwise from Port Pirie were — Wheat, 24,660 bushels flour, 85 tons; bran and pollard, 33 tons; skins, 27 bundles; hides, 30; fat, 11 cwt. Wheat is still coming in freely both by rail and road. There are now only the Lady Hincks and the Loch Kerr at the anchorage, but enough wheat will be forthcoming to load a good many more

Shipping and Mercantile Gazette - Friday 15 December 1876

Report of the Lady Hincks, Goodridge, from Malden Island, at Hamburg. Nov. 30, lat. 40 38 N, long. 24 W. passed a dis-masted schooner, painted black, and abandoned.

Sunderland Daily Echo and Shipping Gazette - Monday 26 March 1877

The Lady Hincks barque, from Shields for Singapore, was off Beachy Head Friday, and landed pilot.

Shipping and Mercantile Gazette - Tuesday 27 November 1877

FREIGHT REPORTS. [FROM OUR OWN CORRESPONDANT. Singapore, Oct. 18.—The arrivals of disengaged tonnage have been heavy, and there are present many vessels the harbour here waiting employment; the freight market has been unusually dull. There is more dead weight offering for the United Kingdom, and rates for London are slightly firmer ; light freight is still scarce. Steamers have taken cargo at reduction from last quotations. There is no inquiry from neighbouring ports. Open for employment; Lady Hincks 692 amongst many others.

Shipping and Mercantile Gazette - Monday 17 December 1877

Penang, Nov. 17.—The Elizabeth Ann is about full, but still wants a quantity of light freight. The barque Lady Hincks, 693 tons, will call from Singapore for part cargo, 25s bag sugar, 30s basket sugar, 40s light freight, and 60s hides. Light freight for London is very scarce, and dead weight is not plentiful.

Public Ledger and Daily Advertiser - Tuesday 18 December 1877

PENANG, Nov. 17, PRODUCE. Our markets have been very quiet since issue of our last report, tin and black pepper excepted, most articles have been neglected.

Tonnage - The freight market has been very quiet, and only few charters at low rates are on record, Rates on London show reduction for light freight. The Elizabeth Ann is still loading. The Lady Hincks, now on her way from Singapore to this, with part cargo on board, has taken the berth at £1 5 s for bag sugar, £1 10 s for baskets, and £2 for light freight, but has so far engaged about 200 tons of sugar only.

Shipping and Mercantile Gazette - Monday 31 December 1877

Penang, Dec. 1. —The Elizabeth Ann has just completed loading. The barque Lady Hincks is now on the berth for London, and is filling slowly at the rates given our last. Cargo remains scarce both for deadweight and light freight.

Public Ledger and Daily Advertiser - Monday 14 January 1878

Penang, Dec. 15. Tonnage. —For London : The Elizabeth Ann has sailed, the Lady Hincks is still loading, and in want of cargo.

Dec 15—The Lady Hincks still remains on the berth for London, and requires light freight to complete her. Freights are unchanged.

Lloyd's List - Monday 17 March 1879

PORT ELIZABETH, Feb. 14. Wye—Lady Hincks.— The Wye barque, from Shields (coals), parted from her moorings, Feb. 11, during heavy sea and drifted a considerable distance from the anchorage towards the north end beach, but was afterwards brought to, and was towed to her anchorage by the Koodoo yesterday. The Lady Hincks also parted and drifted from her berth, but succeeded in weathering the breeze without further accident.

Greenock Advertiser - Monday 01 September 1879

TUG REPORT. The barque Lady Hincks of London, from Greenock for Montreal—was left by the Clyde Shipping Co.'s tug Flying Sprite, Sunday the 31st Aug., at 6 a.m., of Pladda. Wind, W.N., fresh.

Montreal Herald and Daily commercial Gazette Monday 13th October 1879

NOTICE

The undersigned master of the barque "Lady Hincks" will not be responsible for any debts contracted by the crew of the said vessel.

L. ANDERSON

October 10

Lloyd's List - Thursday 06 November 1879

QUEBEC, Oct. 24.—Fiedkris Arca and Mart Queen of the Sea schooners have gone into dock at Levis to repair.

GLENGARRY.—The Lady Hincks barque arrived from Montreal at 8 p.m. in tow of the Rupert tug. The latter reports that when opposite St. Augustine, during gale, the hawser of the Glengarry barque, which she had in tow, broke, and the vessel is proceeding down under sail.

West Briton and Cornwall Advertiser - Thursday 20 November 1879

Washed overboard and drowned, November 4 Mr. Charles Harvey, of Padstow, ship's carpenter of the barque Lady Hincks, of London, on her passage from Montreal

Shipping and Mercantile Gazette - Saturday 07 February 1880

SHIPS FOR SALE

THE very fine Barque LADY HINCKS, 693 tons, A 1 ten years, Length, 157 ; breadth 32.5 ; draught 19.7 : built in Quebec, by Baldwin, in 1871; stands without ballast ; has iron beams, metalled in August 1878.

Surrey Commercial Docks.

H. ELLIS and SONS. 17. Gracechurch street.

Lloyd's List - Saturday 04 June 1881

Resolute ship, of Aberdeen, Melbourne to London, all well, April 23;

PBGW (iron barque), April 25. 23 miles north, 24 W;

Mabel, New York to Adelaide, April 30, 6 N, 29 W;

JSKP (American schooner Carrie Heckle), May 9,

"the two following hoists were not distinguished"; Golden Gate, San Francisco to Dublin 100 days, April 21, 30 miles ENE of Cape Clear;—last five by the Lady Hincks, at Queenstown.

Shields Daily Gazette - Saturday 30 July 1881

NORTH AND SOUTH SHIELDS SHIPPING OFFICES. VESSELS SIGNED DURING THE WEEK. The following is list of the vessels whose crews have signed articles at the North South Shields Shipping during the past week and the rate of wages paid: Lady Hincks, Valparaiso, £2 10s.

Lloyd's List - Friday 21 April 1882

Lizzie Bell barque, Liverpool, bound for Honolulu, Feb. 1, off Cape Horn;

HKFG (Carrick Castle), of Glasgow, Feb. 23,34 S, W';

" Blackwall," of London, Glasgow, to Cape Melville 30, days, March 22,4 N, 24W ;
Silver Dawn, of Liverpool, April 15, 47 N, 13 W

- last four by the Lady Hincks, from Antofagasta, at Falmouth

Manchester Courier and Lancashire General Advertiser - Tuesday 10 July 1883

Sales by Auction

Important Sale of Sawn Pitch Pine Timber and Deals,

at the Brocklebank Dock, Liverpool.

Portion WITHOUT RESERVE.

ALFRED DOBELL & CO. will SELL BY AUCTION, on Thursday next, the 12th instant, commencing at twelve o'clock noon precisely.

The Cargo of Sawn PITCH PINE, per Parametta, from Doboy.'positively WITHOUT RESERVE.

The Cargo of Sawn PITCH PINE, per Lady Hincks, from Doboy.

Both cargoes are now landing on the quay. East Side of Brocklebank Dock. On account of the importers.

Shipping and Mercantile Gazette - Tuesday 06 November 1883

LADY HINCKS —New York, Oct. 27.—A survey was held on barque Lady Hincks, at St. John (N. B.), Oct. 24, and the bobstays found carried away, bowsprit and cutwater started, mizen stay and fore trestletrees broken and main trestle trees started. It was recommended that the foremast be stripped and new fore and main trestle trees secured to answer for passage, and all damage made good.

Caernarvon & Denbigh Herald - Saturday 15 December 1883

A VESSEL ASHORE NEAR LLANAELHAIARN.—The barque Lady Hincks, 693 tons register, timber laden, from St. John N.B. for Liverpool (Capt. Evans), stranded on Wednesday off Trwyn-y-tal, near Llanaelhaiarn. All hands, 15 in number, were saved in the ship's boat. The Llanaelhaiarn lifeboat, in going out under canvas, was capsized. Her crew got safely to land. The crew of the Lady Hincks arrived at Carnarvon on Thursday afternoon, and were met by Mr J. Jackson, the agent of the Shipwrecked Mariners' Society, who most considerately attended to the crews wants, and sent the crew, 14 in number, to Liverpool by the 6.15 p.m. train. The Llanaelhaiarn lifeboat was certainly unfortunate, but on all hands the conduct of the men is most favourably commented upon, as they went out in the face of great risk, in a most perilous sea, to attempt a rescue.

WRECKS AND RESCUE OFF THE WELSH COAST. It was scarcely to be expected that the terrific gale which prevailed on the Welsh coast on Tuesday night would pass off without some casualties occurring. The perils to vessel's were more than ordinarily great, and record of disaster keep coming to hand.

We have also received news of the stranding off Trwyn-y-tal, Llanaelhaiarn, about twelve miles from Carnarvon, of the barque Lady Hincks. We are glad to learn that all the crew saved themselves by their own boats. The lifeboat at Llanaelhaiarn has not been stationed there long, and probably this week was the first occasion on which the crew were put to a real test. Unfortunately, the commencement of their rough sea experience was marked by a mishap, as the boat, either by mismanagement or some unpreventable cause, capsized, and the men had a difficult task to save their own lives. At the same time, the men are highly praised by the captain of the barque, by Mr Jackson, and Mr Holmes, (one of the shipwrecked Mariner Society and the other of the Customs) for their gallantry in attempting the rescue of the crew of the barque under such perilous circumstances. The lifeboat crew, experienced or not, launched out to sea,

having as their main object the saving of human lives, and though not successful, still the attempt was highly praiseworthy.

Morning Post - Saturday 15 December 1883

The Lady Hincks (barque), ashore at Llanaihaiarn, is breaking up fast, port bilge Stove in. Crew left Nevin for Liverpool

Liverpool Mercury - Friday 25 January 1884

Carnarvonshire.

Important to Timber Merchants, Quarry Proprietors Builders, Farmers, and others. BY ME, JOHN PRITCHARD, On Tuesday, February 5 , 1844, and the following day if required., at Eleven a.m. prompt each day, at Trevor, Llanaelhaiarn,

ABOUT 530 Logs of BIRCH, varying from 20 inches to 14 inches square, and 33 feet to 10 feet in length : several logs of ash, maple, and elm; upwards of 300,000 superficial feet of spruce deals, battens, planks, deal ends, palings and scantlings; being the cargo of the Lady Hincks, from St. John's, N.B., wrecked at Trevor, The timber lies on the beach, where there is every convenience for shipment by water, and it will be lotted to suit large and small buyers. Trevor is distant about 14 miles from Carnarvon, six miles from Pwllheli, and six miles from Chwilog Station.

A public conveyance will leave the Royal Hotel Carnarvon, on the arrival of the 9 30 a. m. train from Bangor, for Trevor,. and the Madryn Arms, Chwiog, on the arrival of the 10 40 am, train.

For further particulars apply to Captain Brewer, Trevor, Llanaelhaiarn via Carnarvon, or the auctioneer, Bodhyfryd, Bangor.

Y Genedl Gymreig - Wednesday 04 June 1884

WRECK SALE.

IMPORTANT TO FARMERS, SHIP OWNERS, MARINE STORE DEALERS, &c.

TREVOR, LLANAELHAIARN.

TO BE SOLD BY AUCTION, BY

MESSRS OWEN & SON, at Trevor, on Tuesday, the 17th June, 1884, Large Quantity of Metal, Timber. Chains, Ropes, Blocks, Masts, Spars, Rigging, Fire Wood, &c., saved from the wreck Lady Hincks, and which will be sold in Lot's to suit varying purchasers. ,

sale at 11 a.m.

For further particulars apply to Messrs Owen & Son, Auctioneers and Land Valuers, 23, Bridge- street, Carnarvon.

Liverpool Mercury - Wednesday 26 March 1884

**CAPTAIN HATFIELD AND
THE MERCHANT SHIPPING BILL.**

TO THE EDITORS THE LIVERPOOL MERCURY.

Gentlemen,-The papers this morning state that a the speech of Captain Hatfield had converted me to the views of our committee, who framed the report on the above bill ; but they fail to give the reason-namely, that after the wild denunciations by Captain Hatfield of the bill and the Government, the views of the committee appeared thoughtful and reasonable. I now wish to ask Captain Hatfield whether it is his firm (E. B. Hatfield and Co., 28, Chapel- street, Liverpool) who are registered in Lloyd's book (1883) as owners of the following vessels, viz.:-

The Clifton ----- Abandoned

The Haddington ----- Condemned

The Indian Chief ----- Wrecked

The Lady Hincks ----- Lost

The Rona ----- Foundered

The Sunda ----- Burnt

And the Trowbridge, still afloat and turned into a limited company.

After I have received the information here sought I may trouble you with a few lines more.

JAMES SAMUELSON

23, Brown's-buildings, March 25, 1884.

Liverpool Mercury - Saturday 12 July 1884

CAPTAIN HATFIELD AND HIS SHIPS

The following correspondence has been forwarded us for publication by Mr Thomas Grey, on behalf of the Board of Trade. It would have been published yesterday but for the accidental omission from the communication of the table following Captain Hatfield's first letter, notice of which omission was duly telegraphed us on Thursday afternoon:-

TO THE RIGHT HONOURABLE JOSEPH CHAMBERLAIN, PRESIDENT OF THE BOARD OF TRADE, HOUSES OF COMMONS, LONDON, S.W.

23, Chapel-street, Liverpool,

May 26, 1884.

Dear Sir,-I herewith send you a correct statement of the losses to which you referred in your speech in the House of Commons, which I see you intend to reprint and distribute; and I warn you that if you repeat your slander against me in that reprint without at least appending this statement I shall apply to a court of law for redress, very truly, E. B. HATFIELD.

LIST OF NINE VESSELS OUT OF THIRTEEN,

OF WHICH MESSRS. E. B. HATFIELD & Co. WERE MANAGING OWNERS DURING THE LAST TEN YEARS.

Clifton 485 tons sprung leak, pumps choked, gale, Abandoned

Endymion 1298 tons, waterlogged, rudder broke - Abandoned, mid Atlantic

Indian Chief 1238 tons, Wrecked on Longlands heavy easterly gale 17 lives lost

Lady Hincks 693, Wrecked Carnarvon Bay - Hurricane

Rona 1360 tons, dis-masted, sprung a leak Cape of Good Hope, foundered

Sunda 1550 tons, Burnt at sea, cargo cotton

Sophia 715 tons, foundered mid Atlantic – winter storms

Peruvian 1059 tons ,dis-masted and foundered -Atlantic gales

Berlin 750 tons, sprung leak, pumps choked, gale

Board of Trade, Whitehall-gardens; 4 London, S.W., 16th June, 1884

Sir,-With reference to your letter of the 26th ult.. complaining of the statements he made in the House of Commons respecting your vessels on the 19th ult., I am desired by Mr. Chamberlain to state that he has, as promised, caused inquiry to be made, and the results are as follow. Mr. Chamberlain's statements were these-" I find that since 1877-less than seven years-Captain Hatfield has owned twelve ships. and in the course of that time has lost eleven of them. Adding together the periods for which each vessel has been owned respectively, I find that he has lost annually one in three of the ships he owned ; and then he goes to the Chamber of Commerce in Liverpool, and says, 'Mr. Chamberlain is hampering a great industry.' Is this an industry the House of Commons is going to protect? It is not an industry at , all, or, if it is, it is best described in the sailor parlance as 'the trade of selling ships to the underwriters.' It is a trade by which nobody benefits, by which the underwriters do not benefit, although perhaps they do not lose." "There can be no doubt that during the last seven years the gentleman to whom I refer has owned twelve ships, of which he has lost eleven; and if the honourable member (Mr. MacIver) desires it, I am prepared to give him the names of them. I have said nothing more than that. To make such a statement as that would not be libellous outside of the House, and I do not see that it can be libellous to make it inside the House. What I say is that this trade-this industry-is not a profitable industry to the nation. It cannot be a profitable one when 11-12ths of the capital invested in it goes to the bottom of the sea; and that is what has happened in the present case." Mr. Chamberlain's objects in making those statements were to show the nature of some of the opposition to the Merchant Shipping Bill, and also to illustrate the unprofitable character of some of the shipping business which is carried on under the existing law and practice. In your letter you admit almost all the facts stated by Mr. Chamberlain, and the differences between Mr. Chamberlain's statements and your admissions are confined to the following points :-Mr. Chamberlain spoke of ships of which you were the owner; he did not say sole owner, much less managing owner; whereas you speak of ships of which your firm were the managing owners, thus

showing that in the case of the nine whose loss you admit you were not only interested in them, but responsible for their immediate management. Again, Mr. Chamberlain stated that in seven years you had lost eleven out of twelve ships owned by you; whereas you state that in ten years you have lost nine out of thirteen ships, of which you were managing owner, and you gave the names of the nine ships you have lost. The difference between the thirteen ships which you state you have owned and the twelve as stated by Mr. Chamberlain probably arises from the difference of periods, or from the fact that Mr. Chamberlain included in his statement only those ships in which you appear to have had a direct personal interest, viz, of which you were entered on the register as owner or part owner. The Board of Trade cannot find within the seven years more than twelve ships registered wholly or partly in your name, viz., the nine which you state you have lost-the Kennilworth (which you appear to have sold), the Acadian, and the Haddington. , As regards the ships you have lost, there is no dispute as to the following nine, Sunda, Sophia, Peruvian, Indian Chief, Berlin, Clifton, Endymion, Rona, and Lady Hincks. The only difference, therefore, between your statement and Mr. Chamberlain's, appears to be with respect to the Acadian and the Haddington. As regards the Acadian, she was wrecked at Juan Fernandez in September last, and a naval court of inquiry was held upon her at Valparaiso in the following October. As regards her ownership, she was entered in Lloyd's register book as owned by your firm. She was reported by her Majesty's consul at Valparaiso, where the naval court was held, as owned - by your firm; yourself and three others of the same surname are entered in the books of the Registrar-General of Shipping as owning 63-64ths of her, and she was commanded at the time of her loss by Mr. S. J. Hatfield. With regard to the Haddington, she was stranded in the Calcutta river in August and September last, and the port officer, in forwarding the report of the court of inquiry, observed that no blame could be attached to the pilot, as the vessel, which was deeply laden appeared to have been one most difficult to steer and sluggish in answering her helm. She was marked " condemned " in Lloyd's Register Book, and was advertised for sale- As regards her ownership she is entered in Lloyd's Register Book as having been owned by your firm, and your name appears in the books of the Registrar of General of Seamen as having been one of the registered owners at the time of the stranding. Your published correspondence with Mr. Samuelson confirms these statements, for in that correspondence you have admitted that she was condemned whilst owned by you. That you have since purchased most of the remaining shares and that she is now registered in your name, does not alter the above facts. It has been reported that the claims you made under the policies of insurance were resisted by the underwriters, and that the result was a compromise. The Board of Trade will be glad to learn the nature of the claims you made and why they were resisted, as well as the precise nature of the compromise ultimately effected. In other words, whether you did or did

not claim as for a loss; and, if so why your claim was not, paid, if it was not paid. There is another ship, not included either in your list or that from which Mr Chamberlain quoted, viz, the Glenalia. She was lost in the winter of 1878 on a voyage from Baltimore to the United Kingdom, with 14 or 15 hands. She is stated in Lloyd's Register to have belonged to your firm; in the Registry of Shipping to have belonged to Mr J. G. Ross of Quebec and in the Wreck Report received from the Canadian authorities, to have belonged to Messrs Hatfield, of Yarmouth, Nova Scotia. You will observe that in the ship referred to as owned by you, the Board of Trade have confined themselves to cases in which the entry of Ownership in Lloyds Register or elsewhere is confirmed by the entries of ownership in the official register kept by Registry of Shipping. The Board of Trade will be glad to know what interest, if any, you had in this ship. Until you wrote to him, Mr. Chamberlain had no particulars of the insurances effected by you upon your vessels, and the Board of Trade have no means of checking the details you have sent; they are informed. however, that on one of the ships named, insurances amounting to £800 were effected which are not included in your list, and that this sum was not paid, owing to the failure of foreign underwriters. The Board of Trade will be glad to have your observations on this point. As regards the nine ships for which you give an aggregate value of £49,500, the Board of Trade have had the nine ships valued by Messrs. Bayley and Ridley, who estimate their value at £32,400. As to freight, the Board have no means of checking your figures, nor have they means of ascertaining whether there were any policies on outfit or disbursements in any of these cases. But assuming your particulars as to the insurances effected to be generally complete, and taking Messrs. Bayley and Ridley's values, the aggregate amount of insurances Was £42,150 (or, including the £800 referred to, £42,950), as compared with value estimated by independent valuers at £39,400. - As to crews lost, Mr. Chamberlain made no statement, but the Board of Trade gladly admit that you have been fortunate in losing few lives. At the same time it appears from the official reports sent to the Board of Trade that in some cases the crews only escaped after suffering great hardships, and that at least 10 persons are by the Registrar-General of Shipping and Seamen to have met with a violent death in your service besides the 18 hands lost With the Indian Chief. The desertions from your ships appear also from the records of the Registrar of Seamen to have been unusually numerous. from these records it appears to be the fact that in 39 voyages there were 366 desertions, and that not one of those voyages was completed without a desertion. Having regard to all the circumstances, Mr. Chamberlain thinks that the facts entirely bear out his statement respecting your business and your losses. It is obvious that such a business as yours has been cannot be a profitable one to the community, whoever may be the persons on Whom the loss ultimately falls; and it is obvious that it must have been carried on at the serious risk of death or suffering to many of those employed. Mr. Chamberlain is ready

to hear any further observations you have to offer, and is prepared, if necessary, to carry his inquiries further. And as the matter is one of so much interest and importance, he proposes to send the correspondence to the newspapers.

Birkenhead News - Wednesday 20 August 1884

BANKRUPTCY OF A BIRKENHEAD TOWN COUNCILLOR.

FIRST PUBLIC EXAMINATION. BEFORE Mr. Registrar Cooper, at the Bankruptcy Court, on Monday, Messrs. E. B. Hatfield and Co., shipowners, 28, Chapel- street, Liverpool, underwent their first public examination. Mr. G. J. Yates appeared on behalf of Mr. Gittins, the official receiver, and Mr. Palgrave Simpson for the debtors. The statement filed showed the liabilities of the firm to be £8,505 4s. 3d., and the deficiency £5,461 4s. 5d. The assets are—book debts, £1,183 6s. 8d.; doubtful and bad accounts, £1,795 12s. estimated to produce £ 500 ; other property estimated to produce £400, cash in hand 11s 4d.. No money in bank.

Mr. Edward Bailey Hatfield, the principal partner in the firm, who until his failure, was a member of the Birkenhead Town Council, residing at Manor House, Rock Ferry was examined by Mr. Yates. He said he commenced business on his own account in the beginning of 1874, under the style of E. B. Hatfield and Co. His capital was then between £7,000 and £8,000, consisting of shares in ships and some cash he had drawn out of the firm of W. H. Ross and Co., with which he had been previously connected as an employee. The present firm commenced in the beginning of 1877. Both his present partners, Mr. George Alfred Hatfield and Mr. Daniel Crowe Cooper, joined him at the same time. The former put in somewhere about £1,000. He was previously a ship captain. The capital he put into the business was from £800 to £1,000 in shares in ships—no cash. Mr. Cooper, who was previously a bookkeeper with Messrs. W., H. Ross and Co., put in £500 in cash. He believed that sum would be paid into the Bank Of Liverpool. The ships in which he (the witness) had shares in 1877 were the Rona, of which he owned 22-64ths, and the Acadian, of which he owned 16-64ths. There was no valuation of those ships by a professional valuer for the purpose of the partnership. They agreed upon a value, and entered the value of the shares in the books. There was a deed of partnership, which was in the office. He had not handed it to the official receiver because he had not been asked for it. He knew very little himself about bookkeeping and he took Mr. Cooper into partnership for the purpose of doing that part of the business. He had seen an entry of the value of the shares in these ships in some book, but he could not tell what book. That book he believed to have been given up to the official receiver. He thought there was no valuation on paper, irrespective of the entry of the book. The statement

of affairs which he had filed was complete, and in accordance with the form upon which it was written. There was no property in which he was interested which was not mentioned in it, and he knew of no debts which were not entered in it. There were no debts that he had arranged to pay off hereafter. He had made no arrangement with any of his creditors to pay them a composition, there had been suggestions made, but nothing definite had been arrived at. He made some suggestions himself, and some of the creditors made some, for a composition, of course to be made with the cognisance of that court. When the firm commenced business in 1877, it was to be shipbroking and insurance business and general business relating to ships. If they saw any chance of making any money in an honest kind of way they might do so, but shipping was their particular business. Under the deed of partnership it was open to the firm to speculate, and they had speculated. He had not speculated privately. Neither he nor the firm had speculated in cotton or wheat, but the firm purchased a cargo of oil two or three years ago. The latest transaction in merchandise in which the firm was interested was the purchase of 100 tons of linseed, about three or four months ago, through Messrs. R. Urwin and Co., brokers. It was resold to Messrs. Tobias and Co., whose failure threw it back on their hands, and ultimately they lost about £80 on it. He did not know when the first speculation by the firm in merchandise took place, but he thought it would be in 1881. He believed that the firm had not divided any profits since 1881. He did not recollect that they made any speculation in merchandise before December.

Mr. Yates: Bearing in mind that you have divided no profits since December, 1881, have you ever been solvent since that date?

Debtor: We have been solvent until very recently.

Continuing, witness said he did not know that there was a debit balance on the profit and loss account in December, 1882. He occasionally inquired how matters stood, and always understood that everything was going on right, and that the firm was something to the good. He had a general knowledge that they were not making much money after December, 1881. At that time the firm owned about one-third of the Rona, 31-64ths of the Acadian, the whole of the Endymion, Berlin, and Clifton, 7-8ths of the Sophia, and 52-64ths of the Haddington. He was not sure whether they had purchased the Trowbridge then or not. He could not say positively when they began to give mortgages on their ships, but the ships were pretty clear up to that time. In 1882, a vessel named the Kenilworth was purchased. They had been in the habit of getting money from and giving mortgages to Messrs. W. H. Ross and Co. and Messrs. W. Stewart and Co. They borrowed £1500 from William Stewart and Co., on the Kenilworth. On the 27th January, 1882, he received from Mr. Stewart £1423, and on the 27th March he paid him back £1500.

Mr. Yates: Therefore, £77 was deducted in advance for the two months loan?

Debtor: I think there must be some mistake about that.

Mr. Yates: Is that so, as it appears in your book?

Debtor: It appears that way here; but my transactions with Messrs. Stewart were simply 10 per cent. per annum interest and 2½ brokerage. I don't know what it works out in the books.

Mr. Yates: That repayment is, according to your own books, at the rate of nearly 30 per cent. Is that a usual rate of interest?

Debtor : In Liverpool, if people want money on a push on shipping, they pay all the way from 6 to 10 per cent. ' and it is a usual thing to pay 28 per cent, on the transaction.

Mr. Yates: Well, I am not surprised at shipowners coming here.

The debtor, in reply to further questions, said that at the end of 1882 the firm had the Rona, the Haddington, the Acadian, the Kenilworth, the Endymion, the Berlin, the Clifton, and the Sophia. Of these, the Haddington was the only one left, and she was mortgaged to Messrs. W. H. Ross and Co. All the others were lost except the Kenilworth, which was sold. They were all insured more or less, and insurances were paid on all. He was not sure whether he had given the names of all the ships. He had made out a list of all the ships he had lost, which had appeared in the newspapers, but he hadn't it with him. When the Haddington went down, and they received the insurance on her, he believed they lost money; but, taking into account what she had made them, they came pretty well out. They did not lose much by the Acadian, counting her voyages and what she had made. By the Endymion they lost about £2,000, by the Clifton £1,400 or £1,500, and by the Sophia about £1,500. By the Berlin they did not lose anything. They had a ship called the Lady Hincks which was lost, and there was a claim upon an insurance company in New Brunswick in respect of her, which was hypothecated to Messrs. W. H. Ross and Co. She was under insured, but she had done very well for the firm, and altogether they were not losers by her. The Kenilworth was sold at a loss. He could not point out in the books the amounts at which the firm's shares in these ships were valued to the firm at the end of 1881, and the amounts they received upon them after they were lost. He was not sufficiently acquainted with the books. He made up some time ago a statement to ascertain whether he had lost on those ships or not. He got the values from his books and from the policies of insurance.

Mr. Yates: You don't get the value from the policy of insurance?

Debtor: Yes, we agree with the underwriters on its value.

Mr. Yates: Were they all valued policies?

Debtor: Yes.

Mr. Yates: Were those valuations which were on your policies entered in your books?

Debtor: They would be similar.

Mr. Yates: Have you ever seen any valuations entered in your books?

Debtor: Yes. The valuations of all of them are in the books, and I knew the value of each ship.

Mr Yates : Have you seen any statement since December 1881 showing your assets and liabilities ?

Debtor: Yes

Mr Yates: Where is it ?

Debtor: In the books

Mr Yates: Can you tell me which book ?

Debtor: No

Mr Yates: Do you say on oath there is in any of your books a statement showing that ?

Debtor: I understand there is – I believe there is

Mr Yates: Ask your bookkeeper Mr Cooper, to point it out, there is no good making random statements like this ?

Mr Cooper, (one of the firm) was called and stated that there was no such statement in the books but there were balance sheets.

Mr Yates (to the debtor) : Do these balance sheets show you to be solvent ?

Debtor : I presume they do. I have always understood they showed solvency.

After some further questions with regard to bill transactions, Mr Yates applied for an adjournment in order that the debtors may furnish a statement of all bills drawn, accepted or endorsed by the firm since December 1881, wholly or in part

for accommodation purposes and how the liability upon them had been cleared off; and also that the official receiver might have further opportunity to investigating the accounts as to the transactions in ships during the same period.

The examination was then adjourned until 28th inst at 2 o'clock.

Liverpool Mercury - Friday 10 October 1884

LIVERPOOL BANKRUPTCY COURT. THURSDAY, OCTOBER 9.

RESUMED PUBLIC EXAMINATIONS

The public examination of the members of this firm was resumed. -
Mr. J. J. Yates, for the official receiver, questioned G. A. Hatfield and Captain, E. B. Hatfield in reference to dates of certain items in the balance-sheet. He applied for a further adjournment, on the ground that the official receiver could not report whether a year, or at least some considerable time ago, the firm as insolvent, whether they ought to have known it and ceased trading, and whether they had been improperly trading since. Registrar said he would adjourn the examination for a short time to enable the information required to be furnished. -
The examination was then adjourned for a week.

Manchester Courier and Lancashire General Advertiser - Saturday 20 December 1884

LIVERPOOL COURT BANKRUPTCY. YESTERDAY. (Before Mr. Perrin judge.)

Re E. B. Hatfield and Co. —Mr. Simpson (Simpson and North) applied for the discharge of three bankrupts. He read the official receiver's report, which pointed out certain facts for the guidance of the court, and contended that two of the bankrupts being seafaring men who had saved money, knew nothing bookkeeping, had taken a partner an experienced book-keeper, Mr. Cooper, and had also called the assistance of a professional accountant, under whose advice they had dealt with their accounts. They could not therefore, he held, be fairly held responsible for what was said to be the deceptive condition of their books. also pointed out that in deference to the observations of the wreck commissioner and Mr. Chamberlain, they had not fully insured their ships, and six of them having been lost had involved them with a loss of £6,000. Their position now was that, in order to earn living, they would have to go back to their old occupations,

in which they could not hope to earn more than was needful for the maintenance of themselves and their families.—Mr. Newton (trustee) said that the committee of inspection had met, but did not ask for any conditions on the discharge.—The official receiver thought the case was one where some conditions might be attached to the order of discharge, The learned judge questioned each of the bankrupts as their prospects and responsibilities, and reserved judgement.

BALDWIN, WILLIAM HENRY

Volume XII (1891-1900) Dictionary of Canadian Biography

BALDWIN, WILLIAM HENRY, shipbuilder; b. 3 Nov. 1827 at Quebec, son of Patrick (Peter) Baldwin and Isabella Gilley; m. there 4 Feb. 1864 Annie Jane Lee, daughter of Thomas Conrad Lee, shipbuilder; they had no children; d. 17 Oct. 1894 in his native town.

William Henry Baldwin was born into shipbuilding families on both sides. His paternal grandfather, Henry Baldwin, was brought over to Quebec from Scotland in 1793 by Patrick Beatson to be foreman of his yard, the first important private shipyard at Quebec. William's maternal grandfather, the ship carpenter Walter Gilley, came to Quebec shortly before the War of 1812 to help build ships for the transport of timber. Both William's father, Patrick, and his uncle Henry were pump and block makers. His father died when he was four years old and his mother was remarried in 1833, to James Dinning, but died four years later. Baldwin was brought up by another uncle, the shipbuilder George Black. In 1841, when he was 14, Black apprenticed him to his uncle Henry Baldwin to learn the trade of pump and block making, but he served only four years of his term. On 27 March 1851, having prepared himself for his future career, he formed a partnership with his stepbrother Henry Dinning effective from 1 Sept. 1850. The agreement, signed for eight years, specified that the partners were "to carry on in the business of shipbuilders, the repairing of ships or vessels and generally all business conducted and to be conducted hereafter at a place known as Cap Cove."

The Cape Cove shipyard was one of the finest in the port of Quebec. It was originally set up by John Saxton Campbell and run by his partner, George Black, from 1825 to 1837, following which year Black bought the yard. When he retired in 1846 he rented it to his son George Black. At the time, it consisted of two floating docks, houses, wharfs, slips, gridirons, booms, beaches, and deep-water lots. The young shipbuilder's tenure was short, however, for he died in 1849.

That year the yard was leased to William Henry Baldwin for eight years, on condition that should George Black Sr require it, William would take Black's younger son Edmund into partnership with him on equal terms for the period of the lease. When it appeared that Edmund had no capital to invest in the business, Baldwin refused to associate with him and instead took Henry Dinning as his partner.

They lived together in the old Black home at the foot of the cliff overlooking the yard, where Baldwin was in charge of the "outdoor department" while Dinning was "more particularly in charge of the office and books." Over the next six years ten vessels averaging 1,100 tons were built. Among them was the 1,832-ton fully rigged ship *Ocean Monarch*, of which the *Illustrated London News* published an engraving. The partners were entitled to take £150 annually from the proceeds of the yard; from time to time the profits were to be divided up. During these years G. B. Symes and Company [see George Burns Symes] acted as a shipbroker for the sale of the ships, mostly in Liverpool.

In 1856, however, the partnership came to an end, Dinning taking over the yard at Cape Cove. Baldwin moved his business to Saint-Roch, on the other side of the cape, leasing the shipyard of the bankrupt shipbuilder John James Nesbitt, whose stock-in-trade he had previously bought. There William's cousin, Peter Baldwin, worked with him, though not in formal partnership. In 1859, as a result of a Superior Court judgement, William's movables at his house on the Charlesbourg Road were seized. At the sheriff's sale they were bought by Peter, who leased them back to him. From 1859 to 1863, during which time he was in partnership with William Dinning under the name William H. Baldwin and Company, he built the "Empire" series of nine ships – *Celestial Empire*, *Western Empire*, etc. – of between 1,143 and 1,752 tons. From 1865 to 1868 he was financed by the shipbroker Thomas Hart Watson of Glasgow, to whom he sent six vessels for sale. In 1868 he declared that he had been a shipbuilder for 20 years and had built 47 vessels. According to the census of 1871 he had worked his shipyard during eight months of the year and built ships to the value of \$80,000; his 230 employees earned \$42,300.

That same year his shipyard burned to the ground in the conflagration that swept Saint-Sauveur, and he moved his business to Hare Point, occupying the shipyard of his late father-in-law, Thomas Conrad Lee. There he built another four vessels. During most of his career Baldwin had built only fully rigged ships, but from 1866 on he generally laid down a 700-ton bark alongside each ship of 1,200 to 1,300 tons. He retired in 1872, handing over the shipyard to his cousin Peter and giving him financial support, but he found the winter days long without the construction of a ship to worry about. By arrangement with his cousin he built a last bark, the *Princess Beatrice*, in 1875. After a lengthy illness, he died in October 1894.

It is difficult to understand why one of Quebec's most respected shipbuilders gave up his trade after 25 years of shipbuilding at only 46 years of age. Perhaps he felt that he had had a good innings, that the market for wooden sailing ships was fast disappearing, and that his cousin, who had worked in his shadow for so long, should have the satisfaction of building his own ships before it was too late.

Eileen Marcil

Sun (London) - Friday 17 June 1870

DETAILS OF THE GREAT FIRE AT QUEBEC.

The Canadian papers just arrived are full of details of the great fire at Quebec. The Quebec Chronicle gives the following account of the origin of the disaster and the destruction of the two ships : -

Owing to the confusion which prevailed when the fire originated, and for a long time afterwards, it was impossible for our reporter to ascertain, with anything like accuracy, the exact spot where this great fire started, but we now learn that it was upon the premises of Mr. Lortie, baker. It would also appear, from reliable information received, that it had been burning fully half an hour, and had communicated to two or three dwellings, before any person rung the alarm from the box. This neglect, no doubt, happened through the excitement usual with persons whose properties are in danger from fire, but it is a neglect which will prove serious to the unfortunate uninsured householders. We are inclined to think that, had the fire brigade received prompt notice of the breaking out of the fire, it would have been extinguished with the loss of perhaps one or two houses. One thing is certain, that it would have been effectively checked before it could have communicated with the buildings on the opposite side of Crown-street, which is at least fifty feet wide. This was generally commented upon by those who were present at its origin

MR. BALDWIN'S SHIPS.

One of the most lamentable associations connected with this disastrous fire is the loss of Mr. Baldwin's two magnificent composite ships, which he intended to launch in the course of a few weeks. The loss of these vessels will not only entail the most serious consequences, in a monetary point of view, upon the builder, but is a great misfortune for the city of Quebec. The best proof of their quality is, that Mr. Baldwin's ships would have classed eleven years at Lloyds, an unheard-of classification for Quebec ships. He has watched the construction from day to day with great anxiety and pride, determined to offer to the English market a

ship which would not only command ready sale, but would prove that Quebec could compete with the world in naval architecture. The fire communicated to the shed under which the ships were then being built, from the roof of a blacksmith's house, about six o'clock a.m., and burnt with such rapidity and fierceness that an hour later nothing but the iron beams, knees, and bolts remained. It is very much to be regretted that the water was not concentrated on this point for about half an hour, and if such had been the case, the vessels would have been undoubtedly saved. It was also remarked that out of three hundred men who received from Mr. Baldwin their daily bread, only about fifty turned up to assist in saving his property. When the fire had fairly seized upon this great mass of woodwork, the sight was awful to contemplate. The persons who had been more closely engaged in trying to stop the communication of the fire were compelled to leave the yard with the greatest haste, to avoid being scorched, so intense was the flame from the burning wood. Many of our young men from the city gave valuable assistance, but as one or two of them have expressed a wish to withhold their names from publication, we will apply the same rule to all. The Toronto Globe says :—At one o'clock on Tuesday, May 24, the alarm sounded from the box in the vicinity of St. Roch's Church, which called the Fire Brigade promptly to the spot. Before the water could be obtained into the direction of where the fire was going on, the flames, fanned by a strong easterly wind, had communicated to a number of houses in the vicinity of Crown and Queen-streets, and it became evident to the spectators then that no effort could save St. Roch's from a conflagration equal, if not of greater extent, to those of 1845 and 1866. Our reporter lost no time in reaching the spot, and on his arrival he found the house of a Mr. Berube completely enveloped in flame, and burning with such fierceness as to drive the fire to the opposite side of the street. The people residing in the vicinity had at this moment commenced to fully apprehend the danger of their situation, as many of them could be seen hurrying to and fro through the streets, carrying with them such articles of furniture and wearing apparel as could be conveniently removed to places of safety. The sight, in some cases, was most appalling. Poor women, with barely a stitch of clothing on their backs, were met at every turn—most of them carrying their children—rushing in a wild and insane-like manner. As the wind rose, the flames gathered strength and intensity, leaping with fearful violence from one building to another—sweeping before it everything of a combustible nature. The wind blowing at the time from the east, directed the tendency of the flame towards the Marine and General Hospitals—running through Queen and King-streets, down as low as Prince Edward-street, which is near on a line with the water's edge, and at the time our reporter left, half past three a. m., fears were entertained of the burning of the Marine Hospital. In an upward direction the fire had gained as far as the walls of the Jacques Cartier Hall, on St. Francis-street, and in this direction had carried everything before it up to the street known as " Vieux Pont," or Old Bridge-

street. The projecting eaves of the Jacques Cartier Hall caught fire in several places ; but owing to its height from the ground, a sufficiently strong pressure of water could not be obtained for a long period of time to reach the spot where the fire had caught. After considerable difficulty, ladders were spliced together, and lifted to the side wall of the Hall, upon which the hose was raised, but not before a great deal of time had been lost. When we left this section of the fire, the water was playing on the burnt cinders, and there remained a probability of saving the building. The forces of the fire brigade were next concentrated on Old Bridge-street, which runs from Valier street to the River St. Charles. Here, a number of citizens, aided by some clergymen of the Roman Catholic Church who were present directing, set to work and tore down all the temporary fencing and other small buildings, galleries, railings, &c., that could be disposed of by the hand. The fire had also, in its ravages, continued to sweep along with terrible force through King and Queen streets, wrapping up in its embrace over fifty houses at a time.

Coflein record

The LADY HINCKS was a composite-built barque. It was built by Baldwin in Quebec in 1871. Technical and configuration specifications are given as 715gt, 613nt; 157ft length x 32ft 5in breadth x 19ft 7in depth. It is possible that the vessel was named in honour of the wife of Sir Francis Hincks, who returned from being Governor of British Guiana in 1869 to become the Canadian Minister of Finance from 1869-1874. Hincks' associations with the Baldwin family date back to the 1832 when Hincks had come to Toronto from Cork and rented property from the family (the Baldwins were a prominent Canadian family). At time of loss on 12 December 1883, the vessel was owned by E B Hatfield & Co, of Liverpool, and under the command of F J Evans. The barque was carrying a cargo of deals from St Johns to Liverpool when it was caught by a northwesterly force 10 gale and driven ashore in Caernarfon Bay at Trwyn-y-Tal point.

Sources include:

Board of Trade Wreck Return 1883 Appendix I-IV pg112 (554)

Larn and Larn Shipwreck Database 2002

Lloyds Register of British and Foreign Shipping, 1 July 1883 - 30 June 1884, number 89 in H

Maritime Officer, RCAHMW, August 2011.

H. ELLIS AND SONS

Home News for India, China and the Colonies - Friday 04 February 1870

BOMBAY AND KURRACHEE.

MESSRS. H. ELLIS AND SONS will despatch Steamers from London to Bombay on the 3rd, 14th, and 25th February. These Vessels have splendid Passenger Accommodation. Messrs. Ellis will execute Orders from India, and forward the goods by the best opportunities.

17, GRACECHURCH STREET, LONDON.

Manchester Courier and Lancashire General Advertiser - Wednesday 28 July 1886

THE BANKRUPTCY ACT. 1833. RECEIVING ORDERS.

C. F. Ellis, trading as H. Ellis and Sons, Gracechurch street, London, shipbroker.

South Wales Echo - Saturday 12 March 1887

THE AFFAIRS OF MESSRS H. ELLIS AND SONS.

Yesterday an application was made to Mr Registrar Brougham, at the London Bankruptcy Court, to confirm a scheme of arrangement accepted by the creditors of C. F. Ellis. The debtor, who had a receiving order made against him on the petition of Messrs David Davies and Co., of Cardiff, creditors for £ 1,130 15s, was a ship and insurance broker, carrying on business at 17, Gracechurch-street, under the firm of Henry Ellis and Sons. The accounts show the gross liabilities to be £ 92,691 5s 10d (of which £43,530 12s 7d is expected to rank against the estate), and assets £ 5,953 9s 9d. The liabilities are largely due to creditors in Liverpool, Cardiff, Hull, and Glasgow. No offence was alleged under the Debtors'

Act, and his Honour, in the absence of opposition, ordered the scheme to be confirmed.

The National Maritime Museum hold: Keat, John Finney, Master (fl.1870s). Contract of appointment as Master of LADY HINCKS, barque, made between J.F. Keat and Henry Ellis the owner, London 16 Feb 1877. Voyage accounts kept by J.F. Keat as master for the owners of the barque Record, disbursements at Lisbon May 1873.

"This Bay is a Graveyard of the Sea"

by

William Roberts

The Lady Hincks and the lifeboat.

In 1882 a barque named the Lady Hincks was wrecked near Trefor. When I was a boy her name was known to every child in the parishes of Clynnog and Llanaelhaiarn, because of what happened to the lifeboat in an attempt to save the vessel.

It was the morning after a stormy night, when the vessel was spotted out of control in the bay, her sails had gone and her wheel had no purpose to it in the face of the raging sea. She was being thrown ever closer to the rocks at Clogwyn y Morfa, by the force of the waves, when the maroons went off calling on the crew of the lifeboat to muster to their stations and go to the aid of the stricken ship. All the villagers, men, women and children went down to the beach and those that worked in the quarry returned to the quayside to watch the lifeboat men on their heroic and humanitarian mission.

There was no time be lost the ship was nearing the rocks and total disaster. The lifeboat was launched immediately, its red sails, raised, as soon as she was off the blocks.

Turned.

With everyone holding, their breath, away the lifeboat ploughed into the tempestuous sea. As the lifeboat's bow went headlong into the waves it capsized, unable to right itself as the mast prevented it from coming back on to its keel.

Some of the men clung on to the boat and eventually managed to get ashore safely, others were washed ashore by the force of the waves, all managed to survive.

Whilst all the hundreds of people on shore were watching the fate of the lifeboat, the crew of the Lady Hinks, had managed to launch their lifeboat and get safely on it, and miraculously all fifteen of them landed safely on the shingle beach, near the mouth of the river at Morfa.

There she stayed.

The ship struck the rocks and lay there until the tide came and carried her off to the beach between Clogwyn and the quay, on the second tide she shifted again to a more sheltered spot and there she lay until she was broken up by carpenter from Aberdesach, who bought her off the insurance company.

The farmers of the area made a small profit from the wreck, and there wasn't a gate in the area that wasn't made from the timber of the Lady Hinks, for many years after the event.

From an article written by William Owen Roberts, Tirionfa, Llangwnadl, in 1954.

Crew Lists

Held by the Maritime History Archive

Memorial University of Newfoundland

St. John's, NL

A1C 5S7

Official_No: 60000

1871: F2

1872: E1

1873: E1

1874: E1

1876: E2

1878: E2

1879: E2

1881: E2

1882: E2

1883: E2

1875 may be held by the National Maritime Museum

7.0 Analysis

William Henry Baldwin was a prolific shipbuilder in Quebec and he usually built a fully rigged ship alongside a barque. The Lady Lisgar was the fully rigged ship built by Baldwin at the same time as the Lady Hincks in Quebec and sailed to the UK and was sold the same year.

The advertisement in Shipping and Mercantile Gazette 19 September 1871 shows that the Lady Hincks was a composite construction with iron beams, iron stringer plates and iron stanchions.

In 1875 after a passage from London to Melbourne of almost 130 days the Lady Hincks needed extensive repairs including knee bolts being replaced which on a purely wooden ship may have resulted in here being condemned. Since she was of composite construction they could be replaced. The repairs included a new top mast, bowsprit and yards, it appears to have been a very testing voyage.

The first owners after the builder, H Ellis & Sons sold Lady Hincks in about April 1880 and she was advertised for sale from her return to London in December 1879. There is no evidence to suggest that was due to an impending bankruptcy which occurred in 1886. The vessel had been struggling in previous years to find cargo for the return voyage from the Far East taking part cargo in Penang then the remainder in Singapore. She also travelled via Guam and Maldon Islands to Hamburg in 1876.

The final owners of the Lady Hincks, E B Hatfield & Co the senior partner being Captain Edward Bailey Hatfield went into bankruptcy after Captain Hatfield entered into a public argument with Joseph Chamberlain, President of the Board of Trade over the Merchant Shipping Act of 1884. The poor record of the company was revealed, in losing vessels, 11 out of 12 in seven years and crew desertions, no doubt caused their creditors to take stock. At the first public examination it became clear that the company did not keep proper records and was probably trading for some time while insolvent, certainly Captain Hatfield never checked, but left the financial matters to a junior partner, a former bookkeeper, who only produced balance sheets. The figures produced by the Board of Trade suggested the vessels were over insured when lost and the underwriters resisted paying the claims. The payments from the losses of ships did not cover the full losses and led to the bankruptcy but they were not prosecuted for trading while insolvent due to their inexperience of business and having sought professional accountancy assistance. The bad luck in losing 11 ships was the real problem and not receiving full insurance claim payments then compounded it. The crew desertions were a common problem and the rates of £2

10s a month from the UK and £5 a month or more to find a crew for the return journey caused this. The Crew List from Lady Hincks of 1881 illustrates this with the majority of the crew deserting and the replacements paid £5 or £6 for able seamen. The various Merchant Shipping Acts attempted to solve this problem including making desertion an offence punishable by imprisonment. The problem that was difficult to overcome was seamen giving false names and details so they were untraceable. This also makes identifying seaman 150 years later impossible.

The BNA produced almost all the information concerning the Lady Hinks and its owners. The WNL produced some including the advertisements for the sale of the vessel and cargo. A Google search produced the biography of William Baldwin and the information from the Rhiw site. The free Australian site Trove with an archive of Australian newspapers provided great detail of the Lady Hincks time in Australian waters.

The MNL and LR do not agree as to the owners of the Lady Hincks from 1880 until 1883. The MNL is a legal requirement and LR is updated as owners inform them so the MNL is likely to be more accurate. Charles F Ellis the owner in 1882 traded as H Ellis & sons, Henry Ellis may have been his father. MNL 1881 is not available on line. The Lady Hincks was offered for sale by H Ellis & Sons from December 1879 until April 1881 when she commenced a new voyage. It may be the transfer of ownership was due to financial problems which caused the later bankruptcy.

The 1881 crew list shows the master discharged all the apprentices at the first port of call, Middlesborough but the reason is not given. He did have at least one boy in the crew who was imprisoned in Australia for stealing from him.

The capsizing and damage to the lifeboat launched to rescue the crew of the Lady Hincks illustrates the violence of the storm that wrecked her.

The hull of the Lady Hincks was reportedly sold to a local carpenter from Aberdesach a short distance along the coast. It is not recorded how much of the hull survived intact but local stories suggest the local farmers also used timber washed ashore to build their gates for some time.

8.0 Conclusions & Recommendations

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

A subscription to Ancestry.com would allow further research into the master and crew from 1881 since they are the only holders of the data on line. The master is identified by his masters number but since most of the crew deserted in Adelaide they probably gave false details when signing on to avoid prosecution.

There is no wreck site for the Lady Hinks she was sold for salvage on the beach along with all her fittings. The cargo was also sold from the beach and local tales tell of farmers using wood from the wreck to build gates for years afterwards.

The project has answered most of my original questions except for details of the masters and crew for all but one year, since only 1881 is available on line. The cargo carried is not mentioned on most voyages.

The Lady Hincks travelled literally all around the world carrying cargo's which makes her story more interesting but the crew lists for all years except 1881 are not available on line. It may be possible in the future to develop the story with a copy of the contract with John Finney Keat and more details about the other masters. The crew are likely to be difficult to find further details as it is unlikely they gave their correct names and details when signing on as they deserted the vessel in Adelaide. The wrecking of the Lady Hinks is more interesting since the lifeboat failed to reach her, capsizing but fortunately without loss of life and the crew survived rowing themselves ashore.

9.0 References

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Appendices:

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

6	Lichtstraal	Cr A. Smits	54	70.2	19.0	9.0	Pekela	1871	N. Sea	Veendam	Pka.	8	A 1	
		I.B.				<i>de Wyk</i>	6mo.	Fishing Assn.			(A.P.)		7, 71	
7	Lothair	Sr Flewelling	196	106.4	27.6	9.1	N Brns	1871	Scmml Bs &	St. John	St J. N. York	7	A 1	
		pt I.B. <i>Salted</i>				<i>Scammell</i>	6mo.				(A.&C.P.)		6, 71	
8	Lotus	Sr T. Petre	116	91.0	20.2	10.0	Shrhm	1871	WSivewright	Abroath	Shm. Baltic	9	A 1	A 1
		F.&YM.72 c.f. Petrie				<i>May</i>	6mo.				Lon (A.&C.P.)		7, 71	3, 72
9	Louise of Lorne	J Hodgson	210	131.1	20.1	9.9	Dubtn	1871	Lennard	Mdlsboro	Dmb.	—	90	A 1
		Sew (Iron) Cem.71 MC.71	128	AP.40H.		<i>Morton</i>	4mo.			4 Blk Hds	(A.&C.P.)		6, 71	
10	Lady Lisgar	S J. Utley	1207	202.0	38.0	23.6	Quebec	1871	W. Baldwin	Quebec	Qcb. Liverpool	9	A	A 1
		F.YM & pts.71 pt I.B. <i>Salted</i>				<i>Baldwin</i>	5mo.	Buckingham	Liverpool	Liv. Aden	(A.&C.P.)		7, 71	9, 71
11	Lake Simcoe	Bk Stewart	334	152.2	24.1	14.3	Greenck	1871	A. Rintoul	Glasgow	Cly. Medit.	—	100	A 1
		(Iron) Cem.71				<i>Steele</i>	7mo.			1 Blk Hds	(A.&C.P.)		7, 71	
12	Lady Hincks	Bk W. Lilley	700	157.0	32.5	19.7	Quebec	1871	W.H. Baldwin	Quebec	Qbc London	10	A	A 1
		F.&YM.71 c.f. <i>Salted</i>				<i>Baldwin</i>	5mo.	H. Ellis	London	Lon. Ceylon	(A.&C.P.)		7, 71	10, 71
13	La Flandre	Sew Carlson	288	155.0	21.0	11.7	PGlsg	1871	Landmess'rs &	Ghent	Cly. Ghent	—	90	A 1
		(Iron) Cem.71 MC.71	196	AP.50H.		<i>Murray</i>	6mo.			4 Blk Hds	(A.&C.P.)		7, 71	
14	Lochbulig	Sr Hughes	334	135.9	25.0	14.4	Abd'n	1871	Connon & Co	Aberdeen	Abn. China	10	A 1	
		F.&YM.71, c.f. <i>Roof</i>				<i>Humphrey</i>	7mo.				(A.&C.P.)		7, 71	
15	Lada	Bk L. Medanich	572	136.7	29.2	19.7	Fiume	1871	Vio & Co.	Fiume	Tri. Cnstrnpl	12	A 1	
		F.&YM.71 pt I.B. <i>Salted</i>				<i>Rosa</i>	7mo.						7, 71	
16	Lizzie Irwin	Sr Thompson	172	91.0	26.6	10.3	N Brns	1871	R.&J. de Veber	St. John	St J. U. Stts	4	A	
		I.B.				<i>Flewelling</i>	5mo.						5, 71	
17	Leonora	Sr Edmondson	259	123.0	26.3	12.9	Sndrld	1871	T. Seed & Co.	Fleetwood	Sld.	11	A 1	
		F.&YM.71 c.f. <i>Salted</i>				<i>Pickersgill</i>	8mo.				(A.&C.P.)		8, 71	
18	L.H. De Veber	Bk Marshall	615	151.3	32.3	18.1	N Scot	1871	Marshall &	St. John	N Sc. Dublin	7	A	A 1
		pt I.B. <i>Salted</i>				<i>Marshall</i>	6mo.				Cly. (A.&C.P.)		7, 71	9, 71
19	Leonide	Bk W. Gowan	696	142.5	30.7	20.0	U. Stts	1863	Turnbull &	Glasgow	Cly. W. Inds	7	A 1	
		F.&YM.71 pt I.B.							S.S. Cly. 71-5yrs		Cont. Cly. 70-	5	8, 71	
20	Louvain	Sew J. Godley	255	126.2	20.6	10.7	N Shlds	1871	S. Lennard &	Hull	Shl. Amstrdm	—	90	A 1
		(Iron) Cem.71 MC.71	162	AP.35H.		<i>Dodgin</i>	6mo.			4 Blk Hds	(A.&C.P.)		9, 71	
21	Lishon	Sew Russell	122	94.1	28.2	12.2	W. H. U. & Co.	1871	L. H. U. & Co.	L. H. U. & Co.	L. H. U. & Co.			

Supplement 1871, built under special survey, Lady Hincks a barque, felt and yellow metal in 1871 after initial entry, copper or yellow metal fastened, salted wood used in construction, master W. Lilley, amended to G. Davis, 700 tons, 1 deck, 157 feet long, 32 feet 5 inches breadth, 19 feet 7 inches draught, built in Quebec by Baldwin, launched in May 1871, owner W. H. Baldwin amended to H. Ellis, registered in Quebec amended to London, sailing Quebec to London and amended to London to Ceylon, with anchors & chains proved on a public machine, classified A1 for 10 years in Quebec in May 1871, with a new survey in October 1871 also A1 for 10 years.

1872 no changes except new survey London November 1872 still A1, sailing amended to Cape Town

1873 unreadable

1874 Only change master Goodridge, sailing area not included.

1875 Master amended to J Goodridge, Felt & Yellow metal replaced 1875, damage repairs and some repairs 1875, survey port Melbourne, but no longer classified.

1876 changes damage repairs 1877, half time Shields 1877, new survey Shields
March 1877

1877 only change master now J Keat

1878 New felt and yellow metal 1878, master amended to Crimp, new survey London no date.

1879 master amended to R Ellis ,owners now H. Ellis & Sons, new keelson and stem 8 years materials, new survey April 1880, A1

1880 no changes

1881 master amended to F J Evans, tonnage net 693, gross 715, below decks 655, owners amended to E B Hatfield & Co., registered at Liverpool, new survey Shields July 1881 still A1, cont. Shields may 1872 – 7 years

1882 no changes

1883 no changes

1884 no record.

Appendix B – The Timeline for the *Lady Hincks*

1871

July 4 1871 Montreal cleared Lady Hincks, ? for London

August 13 1871 Sighted 20 miles NE by E of Lizard at noon Lady Hincks, Lilley
· from Montreal

August 20 1871 Gravesend arrived Lady Hincks, Lilley from Montreal

August 21 1871 London arrived Lady Hincks, Lilley (of Belfast) from Montreal

August 22 1871 London customs house entered Lady Hincks, Lilley 699 from
· Montreal broker D. Gilmour & Co.

September 18 1871 London Surrey Commercial dock Lady Hincks, Lilley 699
· from Montreal

October 27 1871 In Nelson dry dock Lady Hincks of Quebec

October 27 1871 London customs house entered outwards Lady Hincks, Davies
· for Point de Galle

November 9 1871 Cardiff arrived Lady Hincks, Davies from London

November 29 1871 London entered outwards Lady Hincks, Davies for
· Point de Galle - broker, Ellis, entered October 27

December 5 1871 Cardiff cleared Lady Hincks for Point de Galle – 1075 tons coal
· shippers Cory Bros

December 8 1871 London loading for Galle via Cardiff Lady Hincks

1872

April 13 1872 Galle arrived Lady Hincks, Davies from Cardiff

May 31 1872 Galle sailed Lady Hincks, Davies for Colombo

June 4 1872 Colombo arrived Lady Hincks, Davies from Galle

June 23 1872 Colombo sailed Lady Hincks, Davies for London

June 24 1872 Tuticorin arrived Lady Hincks, Davies for London

July 2 1872 Tuticorin sailed Lady Hincks, Davies for London

July 5 1872 Passed Galle Lady Hincks, Davies for London

August 2 1872 Spoken to Lady Hincks, Davies at Lat. 28S long. 42E for St Helena

September 3 1872 St Helena sailed Lady Hincks, Davies for London

October 6 1872 Passed Flores Lady Hincks, Davies for London

October 19 1872 Gravesend arrived Lady Hincks, Davies from Tuticorin

October 21 1872 London lying St Katherine dock Lady Hincks 692, Davies from
Tuticorin

November 23 1872 London loading St Katherine dock Lady Hincks 692, Davies

December 2 1872 London customs house cleared Lady Hincks, Davies for
Cape Good Hope

December 3 1872 Deal passed from the river Lady Hincks, Davies for
Cape Good Hope

December 4 1872 Off Dover Lady Hincks, Davies for Cape Good Hope

1873

January 17 1873 spoken to Lady Hincks at 20S 21W for Table Bay

February 16 1873 Table Bay arrived Lady Hincks, Davies from London

February 17 1873 Cape arrived barque Lady Hincks from London

March 21 1873 Table Bay sailed Lady Hincks, Davies for Guam

May 6 1873 Tuticorin arrived Lady Hincks, Davies from Cape of Good Hope

June 23 1873 Tuticorin sailed Lady Hincks, Davies for London– 3923 bales cotton

August 17 1873 St Helena arrived Lady Hincks, Davies from Tuticorin

September 30 1873 Spoken to Lady Hincks, 44N 26S for London

October 10 1873 Deal passed Lady Hincks, Davies from Tuticorin

October 10 1873 Gravesend arrived Lady Hincks, Davies from Tuticorin

October 14 1873 London entered outwards Lady Hincks 693, Davies for
 . Algoa Bay, broker Ellis

November 7 1873 London loading Lady Hincks, Davies for Algoa Bay- brokers
 . H Ellis & Sons

November 13 1873 In Regent dry dock London, Lady Hincks

November 18 1873 London customs house entered outwards Lady Hincks,
 . Goodridge entered Oct. 14 master Davis

November 27 1873 London St Katherines dock Lady Hincks, Goodridge for
 . Cape Town

December 8 1873 Gravesend sailed Lady Hincks for Algoa Bay

December 10 1873 Deal anchored from the river Lady Hincks, Goodrich for
 . Algoa Bay

December 11 1873 Portland arrived off Lady Hincks for Algoa Bay

December 11 1873 Off the Start Lady Hincks for Algoa Bay

1874

February 25 1874 Algoa Bay arrived Lady Hincks, Goodridge from London

May 24 1874 Straits of Sunda passed from Algoa Bay Lady Hincks, Goodridge for
 . Singapore from London

June 27 1874 Singapore Loading for London

July 1 1874 Singapore sailed Lady Hincks, Goodridge for London

July 23 1874 Passed Najer Lady Hincks, Goodridge from Singapore to
 . London (may be Anyer)

November 16 1874 Deal arrived Lady Hincks from Singapore

November 17 1874 Gravesend arrived Lady Hincks from Singapore

December 3 1874 London customs house entered outwards Lady Hincks,
 . Goodridge for Port Phillip

December 30 1874 London entered outwards Lady Hincks 693, Goodrich for
 . Port Phillip, broker Anderson entered Nov. 18

1875

January 7 1875 Gravesend sailed Lady Hincks for Port Phillip

January 8 1875 am Deal anchored from the river Lady Hincks, Goodridge for
· Port Phillip

January 8 1875 pm Deal sailed Lady Hincks, Goodridge for Port Phillip

January 30 1875 WQTS, Lady Hincks, barque of London lat. 35N long. 15W
· from London for Melbourne

May 15 1875 Melbourne arrived Lady Hincks from London

August 7 1875 Melbourne cleared Lady Hincks, Goodridge for Singapore

August 11 1875 Melbourne sailed Lady Hincks, Goodridge for Newcastle NSW

August 19 1875 Newcastle NSW arrived Lady Hincks 693, barque Goodridge from
· Melbourne R.B. Wallace agent

October 26 1875 Newcastle NSW sailed Lady Hincks, Goodridge for Tuticorin

November 11 1875 Off Kings Island struck rock Lady Hincks, Goodridge for
· Tuticorin

November 14 1875 Melbourne arrived Lady Hincks 693 Bq, J Goodridge in
distress -leaking from Newcastle for Colombo No Passengers agents Macfarain,
Blyth & co

1876

March 4 1876 Melbourne sailed Lady Hincks, Goodridge for Guam

March 11 1876 Port Pirie arrived Lady Hincks, Goodridge from Melbourne - ballast

April 20 1876 Port Pirie lying in the anchorage Lady Hincks

May 4 1876 Port Pirie in the harbour Lady Hincks waiting to load

December 4 1876 Spoken to at 47N 12W Lady Hincks

December 13 1876 Cuxhaven arrived Lady Hincks, Goodridge from Maldon Island
· for Hamburg

December 13 1876 Hamburg arrived Lady Hincks, Goodridge from Maldon Island

1877

February 23 1877 Newcastle cleared Lady Hincks for Singapore

March 18 1877 Newcastle sailed Lady Hincks for Singapore

March 21 1877 St Catherine's Point IW passed down Lady Hinks barque of
London from Newcastle for Singapore

March 23 1877 Prawle Point passed west WQTS Lady Hinks of London

March 24 1877 Plymouth arrived off Lady Hincks, from Newcastle for Singapore

March 25 1877 Off the Lizard WQTS Lady Hinks steering west

May 27 1877 Spoken to WQTS Lady Hinks bound southward 2N 25W

July 25 1877 Singapore arrived Lady Hincks (by Tel.) from Newcastle

August 9 1877 Singapore sailed Lady Hincks, Keat for Bangkok

August 19 1877 Bangkok arrived Lady Hincks Keat from Singapore

October 13 1877 Singapore arrived Lady Hincks, Keat from Bangkok

November 14 1877 Singapore sailed Lady Hincks, Keat for London

November 24 1877 Penang arrived Lady Hincks, Keat from Singapore

December 1 1877 Penang Loading for London Lady Hincks, Keat

December 29 1877 Penang Loading for London Lady Hincks, Keat

1878

January 11 1878 Penang sailed Lady Hincks, Keat for London via Acheen

April 10 1878 Spoken to Lady Hinks Penang to London 33S 13E

May 25 1878 Spoken to Lady Hinks barque from Penang for London 25N 37W

June 28 1878 Spoken to Lady Hinks 49N 9W Penang to London via Acheen

July 5 1878 Deal arrived Lady Hincks, Keat from Penang

July 5 1878 Gravesend arrived Lady Hincks, Keat from Penang

July 8 1878 London customs house entered inwards Lady Hincks, Keat from
 . Penang, brokers Ellis

July 20 1878 St Katherine's Dock London Lady Hincks 693, Keat from Penang

August 9 1878 London customs house entered outwards Lady Hincks, Keat for
 . Algoa Bay

August 17 1878 St Katherine's Dock London Lady Hincks 693, Crimp for
 . Algoa Bay

October 2 1878 Gravesend sailed Lady Hincks, Crimp for Algoa Bay

October 4 1878 Deal sailed Lady Hincks for Algoa Bay

October 5 1878 Dover sailed Lady Hincks for Algoa Bay

October 16 1878 Off Start Point Lady Hincks, Crimp from London for Algoa Bay

November 23 1878 Spoken to Lady Hincks, barque, London for Algoa Bay,
 . 33 days, lat. 7N long 26 15 W

1879

January 12 1879 Algoa Bay arrived Lady Hincks from London

February 11 1879 Port Elizabeth Lady Hincks parted from her berth, returned
 . undamaged

March 19 1879 Algoa Bay sailed Lady Hincks, Crimp for Honduras

April 1 1879 St Helena sailed Lady Hincks (bq)

April 24 1879 Barbadoes arrived Lady Hincks from Algoa Bay

July 30 1879 Tail of the Bank arrived Lady Hincks, Crimp from Trinidad for
 . Greenock - Sugar

August 16 1879 Greenock loading Lady Hincks 693, Crimp for Montreal

August 28 1879 Greenock loading Lady Hincks 693, Crimp for Montreal

August 30 1879 Greenock sailed from Tail of the Bank Lady Hincks, Anderson for
 . Montreal - coal

August 31 1879 Greenock towed out Lady Hincks, barque of London

September 28 1879 Spoken to Lady Hincks, barque steering west 25 miles east
 . of Cape Rosier

October 6 1879 Quebec arrived Lady Hincks, Anderson from Greenock for
 . Montreal

October 9 1879 Montreal arrived Lady Hincks from Greenock

October 21 1879 Montreal sailed Lady Hincks, Anderson for Queenstown

October 24 1879 Quebec arrived Lady Hincks barque under tow

November 22 1879 Queenstown sailed Lady Hinks for London

November 22 1879 Lizard passed east Lady Hinks (bq) of London

December 3 1879 Gravesend arrived Lady Hincks, Anderson from Montreal

December 3 1879 London customs house entered inwards Lady Hincks, Anderson
 . from Montreal, broker Ellis

December 30 1879 London Surrey Commercial dock Lady Hincks, Anderson from
 . Montreal

1880

January 29 1880 London Surrey Commercial dock Lady Hincks, Anderson from
 . Montreal

February 20 1880 London Surrey Commercial dock Lady Hincks, Anderson from
 . Montreal

March 18 1880 London Surrey Commercial dock Lady Hincks, Anderson from
 . Montreal

April 5 1880 In Clyde dry dock, London Lady Hincks

April 9 1880 London Surrey Commercial dock Lady Hincks, Anderson from
 . Montreal

April 10 1880 London customs house cleared in ballast Lady Hincks 693, Smith
 . for Adelaide via Middlesbrough

May 7 1880 Middlesbrough sailed Lady Hincks for Adelaide

September 1 1880 Adelaide arrived Lady Hincks from Middlesbrough

September 27 1880 Adelaide sailed Lady Hincks, Evans for Astoria

1881

- January 6 1881 Portland, Oregon sailed Lady Hincks for UK
- January 10 1881 Columbia River sailed Lady Hincks for UK
- June 14 1881 Queenstown sailed Lady Hincks for Newcastle
- June 20 1881 Off St Catherine's Point signalled Lady Hinks (bq) of London from
. Astoria for Newcastle
- June 24 1881 Shields arrived Lady Hincks from Astoria via Queenstown
- August 2 1881 Off Hastings Lady Hincks, Evans from Shields for Valparsiso
- August 7 1881 Prawle Point passed west WQTS Lady Hinks of London

1882

- February 1 1882 Spoken to Off Cape Horn Lady Hincks
- February 23 1882 Spoken to Lady Hincks at 34S 20W
- March 22 1882 Spoken to Lady Hincks at 4N 24W
- April 15 1882 Spoken to Lady Hincks at 47N 13W
- April 18 1882 Lizard passed east Lady Hincks of London from Pisagua for
. Falmouth
- April 21 1882 Falmouth arrived Lady Hinks from Antofagasta
- April 24 1882 Falmouth sailed Lady Hinks for Dunkirk
- May 13 1882 Dunkirk sailed Lady Hincks, Evans for Liverpool
- May 18 1882 Cardiff (Penarth) arrived Lady Hincks 692 from Dunkerque – ballast
- June 1 1882 Loading at Cardiff Lady Hincks 692 for Algoa Bay, Strong & Co
- June 8 1882 Penarth sailed Lady Hincks for Algoa Bay
- August 27 1882 Algoa Bay arrived Lady Hinks, Evans from Cardiff

October 7 1882 Algoa Bay sailed Lady Hincks, Evans for Colombo

November 22 1882 Colombo sailed Lady Hinks, Evans for New York

December 20 1882 Aleppy sailed Lady Hinks, Evans for New York

1883

February 19 1883 St Helena passed Lady Hincks (bq)

April 10 1883 reported New York arrived Lady Hinks from Colombo

May 31 1883 Darien cleared Lady Hinks, Evans for Liverpool

August 1 1883 Liverpool loading for St John N.B. Lady Hinks 692, Evans,
· Broker J A Ledward

August 22 1883 Liverpool sailed Lady Hincks for St John N.B.

October 20 1883 St John N.B. arrived Lady Hinks, Evans from Liverpool

December 12 1883 Llanaihaiarn ashore Lady Hinks 692, Evans from St John N.B.

Appendix C Port locations

Acheen Aceh, is the westernmost province of Indonesia. It is located on the northern end of Sumatra, exported pepper and spices.

Adelaide is the capital city of South Australia

Algoa Bay is a bay in the Eastern Cape, South Africa. It is located in the east coast, 683 kilometres east of the Cape of Good Hope. Algoa Bay is bounded in the west by Cape Recife and in the east by Cape Padrone.

Antofagasta is a port city and regional capital in a mining area in northern Chile's Atacama Desert. It's known for its copper production.

Alappuzha (or **Alleppey**) is a city on the Laccadive Sea in the southern Indian state of Kerala.

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.

Astoria is a city in Oregon. It's on the Columbia River, near the Pacific Ocean.

Cape of Good Hope is at the southern tip of the Cape Peninsula approximately 31 miles south of Cape Town, South Africa.

Cape Rosier, Maine, USA

The **Columbia River** is the largest river in the Pacific Northwest region of North America. The river rises in the Rocky Mountains of British Columbia.

Colombo is the commercial capital and largest city of Sri Lanka (Ceylon)

Darien is a coastal town in Fairfield County, Connecticut, United States 37 miles northeast of New York City.

Doboy, southern Georgia, United States

Flores is one of Indonesia's Lesser Sunda Islands. It lies east of Komodo Island and west of Lembata Island.

Galle (formerly Point de Galle) is a major city in Sri Lanka, situated on the southwestern tip, 74 miles from Colombo. Galle is the provincial capital and largest city of Southern Province, Sri Lanka and is the capital of Galle District.

Geelong is a city southwest of Melbourne, Australia. Lining its bay,

Glengarry, the most easterly county of Ontario, Fronting on the St. Lawrence River and Lake St. Francis, it has the Quebec counties bordering to the east.

Guam is a U.S. island territory in Micronesia, in the Western Pacific

Malden Island, sometimes called Independence Island in the 19th century, is a low, arid, uninhabited atoll in the central Pacific Ocean, about 39 km² (15 sq mi) in area. It is one of the Line Islands belonging to the Republic of Kiribati.

Pisagua is a Chilean port on the Pacific Ocean, located in Huara comuna, in Tarapacá Region, northern Chile.

Port Elizabeth is a city on Algoa Bay in South Africa's Eastern Cape Province.

Portland, Oregon is a city on the Columbia River, near the Pacific Ocean.

Port Phillip, also commonly referred to as Port Phillip Bay, is a horsehead-shaped bay on the central coastline of southern Victoria, Australia, south of Melbourne's central business district.

Port Pirie is a city on the east coast of the Spencer Gulf in South Australia, 223 km north of the state capital, Adelaide.

Queenstown, Cobh since 1924 is a town in Ireland, on an island in Cork city's harbour. Previously Cork of Cove until renamed in 1849 when Queen Victoria visited.

Shields, North and South, of the Tyne river Newcastle

St. Helena island, is a remote volcanic outpost in the South Atlantic Ocean.

Start Point is a promontory in Devon, England, close to the most southerly point in the county, it marks the southern limit of Start Bay, which extends northwards to the estuary of the River Dart and Dartmouth.

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

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

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

Tuticorin now Thoothukudi, is a port city, a municipal corporation and an industrial city in Thoothukudi district in the Indian state of Tamil Nadu. The city lies in the Coromandel Coast of Bay of Bengal.

Valparaíso is a port city on Chile's coast.

Williamstown, City in Australia, Melbourne's first port settlement. Williamstown is located at the mouth of the Yarra River where it enters Hobsons Bay and Port Phillip, south-west of the Melbourne city centre.

Gambier or gambir is an extract derived from the leaves of *Uncaria gambir*, a climbing shrub native to tropical Southeast Asia. Gambier is produced in Indonesia and Malaysia where it was an important trade item into the late nineteenth century. It can be used as a tanning agent, a brown dye, a food additive and as herbal medicine.



Fig. 1 *Uncaria gambir*, from which gambier is produced

Appendix D Crew Lists 1881

Eng. 1.
late Act of 1800, and M.

Any alteration, or alteration in this Agreement will be void unless attested by some Superintendent of a Mercantile Marine Office, Officer of Customs, Consul, or Vice-Consul, to be signed in the presence of the persons interested.

AGREEMENT No. 106215

AGREEMENT AND ACCOUNT OF CREW.

(FOREIGN-GOING SHIP.)

EXECUTED IN TWELVE PAGES.

Engagement Fee ... 2
Discharging Fee ... 2

Handbooked by THE BOARD OF TRADE, 17 & 19 VICK. C. 104.

The form of this Agreement is to be used for every Ship engaged in trading or going between some place or places in the United Kingdom and some other place or places in the following limits, that is to say, the Coast of the United Kingdom, the Islands of Guernsey, Jersey, Sark, Alderney, and Man, and the Continent of Europe between the River Elbe and Brest inclusive.

Name of Ship.	Official No.	Port of Registry.	Port No. and Date of Register.	Registered Tonnage.		Nominal Horse-power of Engines (if any).
				Gross.	Net.	
Lady Kinloch	60000	London	165/1874	714	693	

REGISTERED MANAGING OWNER, or person appointed under the 28 & 29 Vict. c. 95.

Name.	Address. (State No. of House, Street, and Town.)	No. of Seamen for whom accommodation is certified. (30 & 31 Vict. c. 124.)	Distance in feet and inches between centre of Maximum lead line disc and upper edge of line indicating the position of the	
			First Deck above it.	Second Deck above it.
Henry Ellis	17 Gracechurch St	18	4	

Day.	Bread.		Rice.		Peas.		Lentils.		Sugar.		Water.	
	lb.	oz.	lb.	oz.	lb.	oz.	lb.	oz.	lb.	oz.	lb.	oz.
Sunday	1 1/2	12	1/2	12	1/2	12	1/2	12	1/2	12	1/2	12
Monday	1 1/2	12	1/2	12	1/2	12	1/2	12	1/2	12	1/2	12
Tuesday	1 1/2	12	1/2	12	1/2	12	1/2	12	1/2	12	1/2	12
Wednesday	1 1/2	12	1/2	12	1/2	12	1/2	12	1/2	12	1/2	12
Thursday	1 1/2	12	1/2	12	1/2	12	1/2	12	1/2	12	1/2	12
Friday	1 1/2	12	1/2	12	1/2	12	1/2	12	1/2	12	1/2	12
Saturday	1 1/2	12	1/2	12	1/2	12	1/2	12	1/2	12	1/2	12

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.

Substitutes:
Equivalent at Master's option
No Spirits allowed.

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 Seamen, hereby agree to serve on board the said Ship, in the several capacities expressed against their respective Names, on a Voyage from London to Middlesboro thence to Adelaide and any ports and places in the Australian New Zealand and Cape Colonies India China Japan and Red Sea and Straits Persian Gulf North and South Pacific and Atlantic Oceans United States of America between Portland and Galveston inclusive West Coast of America and islands adjacent West Indies and Mediterranean Sea to & fro for any period not exceeding two years and back to the first port of discharge in the United Kingdom or port of destination between the Gulf and Brest.

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 willful 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 authorized 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, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 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795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

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 H. Ellis Master, on the 10th 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.
1880 10 April	London	24/6/81	Winnipeg	JUL 25 1880	F. S. M. M. W. Master.

Here the Voyage is to be described, and the places named at which the Ship is to touch, or, if the voyage is to be a general one, the general nature and probable length of the Voyage is to be stated.

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.

Here any other stipulations may be inserted to which the parties agree, and which are not contrary to Law.

W.S.—This Form must not be unstitched. 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 sufficiently large Form is used. If more men are engaged during the Voyage than the number for whom signatures are provided in this Form, an additional Form Eng. 1, should be obtained and used.

[Twelve Pages.]

Name of

PARTICULARS OF ENGAGEMENT.

Reference No.	SIGNATURES OF CREW.	Date of Birth.	Town or County where born.	If in the Royal Navy, No. of Commission or E.V.S.	Ship in which he last served.		Date and Place of joining this Ship.		In what Capacity engaged, and if Master, Mate, or Purser, No. of his Commission.	Time at which he is to be on board.	Amount of Wages per Calendar Month.
					State Name, and Official No. or Part she belonged to.	Year.	Date.	Place.			
1	P. Mis Master to sign first.	44	Dover		Queen of the age	1862	1881	London	13825	Master	13250
2	J. Haroblauch	46	Rotterdam		Strasbourg	1871	10 th	do	10737	2 nd Mate	6
3	Yredonid J. B.	44	Bristol		Philos ^{oph}	1879	30 th April	Bristol	10737	2 nd Mate	6
4	Wm. his	33	Dover		Corps	1881	10	London	10737	Bank	6
5	Wm. his	34	Hayle	60214	Corps	1881	10 th	do	10737	Bank	2 10
6	Wm. his	26	Whitley		Corps	1881	10	do	10737	Bank	2 10
7	Wm. his	31	W. York		Corps	1881	10	do	10737	Bank	2 10
8	Wm. his	28	Calicut		Corps	1881	10	do	10737	Bank	2 10
9	Wm. his	30	New Glasgow		Corps	1881	10	do	10737	Bank	2 10
10	Wm. his	31	Blainie		Corps	1881	10	do	10737	Bank	2 10
11	Wm. his	21	Virginia		Corps	1881	10	do	10737	Bank	2 10
12	John J. Boyle	22	Whitley		Corps	1881	30/4/80	M. B.	OT	2/5/80	25-
13	Peter Moore	17	Spool		Corps	1881	1/5/80	"	OT	2/5/80	25-
14	James & Alex. Old	20	M. B.		Corps	1881	"	"	OT	2/5/80	25-
15											
16	Stephen Lewis	18	Plymouth		Corps	1881	2/5/80	"	OT	2/5/80	25-
17	John Wishard	50	Edinbu		Corps	1881	"	"	OT	2/5/80	25-
18	Richard Jones	25	Concert		Corps	1881	"	"	OT	2/5/80	25-
19	George Pitt	22	Belgia		Corps	1881	"	"	OT	2/5/80	25-
20	George Heron	20	Bristol		Corps	1881	6/5/80	"	OT	2/5/80	25-

* 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 "Cause of leaving" † V.G. for "Very Good," G. "Good."

Ship <i>Lady Huella</i>		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 (Rule 3).			Reference No.	
Amount of Wages advanced on Entry.	Amount of Wages or Monthly Allowance.	Signature or Initials of Superintendent, Consul, 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 this Ship, and the Master and Owner or Owners thereof, from all Claims for Wages or otherwise in respect of this Voyage. Signature of Crew to be on the Line on which he signs in Col. 11.	Signature or Initials of Superintendent, Consul, or Officer of Customs before whom the Balance of Wages was paid and Release signed.		Report of Character.			
			Date.	Place.	Cause.*			For General Conduct.	For Ability in Seamanship.				
10	11	12	13	14	15	16	17	18	19	20	21	22	23
		<i>Wm Powell</i>	<i>10/4/9</i>	<i>London</i>	<i>discharged</i>								1
<i>6</i>		<i>W.P.</i>	<i>24.6.89</i>	<i>Muramba</i>	<i>discharged</i>	<i>70.19</i>	<i>J. Knoblauch</i>	<i>18.5.89 - 7 24.02.89 - 16 - 05 - 05 - 04 - 08 - 09 - 10 - 11 - 12</i>	<i>W. Stuyvesant</i>	<i>3 - 2 - 3</i>			2
		<i>John</i>			<i>Sick on board</i>								3
	<i>3</i>	<i>W.P.</i>	<i>24.6.89</i>	<i>Muramba</i>	<i>discharged</i>	<i>40.1.2</i>	<i>William Steuart</i>	<i>24.05.89 - 22.7.89 - 05 - 09 - 21.04.89</i>	<i>W. Stuyvesant</i>	<i>19 - 0.9</i>			4
<i>1.15</i>	<i>1.10.00</i>	<i>W.P.</i>	<i>11.9.89</i>		<i>Scarific Disease</i>				<i>All</i>		<i>Suff. Suff.</i>		5
<i>1.15</i>		<i>W.P.</i>	<i>x</i>		<i>Scarific Disease</i>				<i>All</i>		<i>d. d.</i>		6
<i>1.15</i>		<i>W.P.</i>	<i>x</i>		<i>Scarific Disease</i>				<i>All</i>		<i>d. d.</i>		7
<i>1.15</i>		<i>W.P.</i>	<i>17th April</i>		<i>Scarific Disease</i>						<i>Deceased</i>		8
<i>1.15</i>		<i>W.P.</i>	<i>17th May</i>		<i>Scarific Disease</i>						<i>Deceased</i>		9
<i>1.15</i>		<i>W.P.</i>	<i>x 10.9.89</i>		<i>Scarific Disease</i>				<i>All</i>		<i>Suff. Suff.</i>		10
<i>2.10</i>		<i>W.P.</i>	<i>x</i>		<i>Scarific Disease</i>				<i>All</i>		<i>d. d.</i>		11
		<i>John</i>			<i>Will not join</i>	<i>4.8.9</i>							12
<i>2.5</i>		<i>J.</i>	<i>x 11.9.89</i>		<i>Scarific Disease</i>				<i>All</i>		<i>Suff. Suff.</i>		13
		<i>J.</i>	<i>x 22.9</i>		<i>Scarific Disease</i>				<i>All</i>		<i>Suff. Suff.</i>		14
													15
<i>2.10</i>		<i>J.</i>	<i>23.9.89</i>		<i>Scarific Disease</i>	<i>Nil</i>	<i>Stephen Davis</i>	<i>23.09</i>					16
<i>2.10</i>		<i>J.</i>	<i>24.6.89</i>	<i>Muramba</i>	<i>discharged</i>	<i>35.3.4</i>	<i>See Dis 36</i>				<i>J. J.</i>		17
			<i>27/9/89</i>		<i>Scarific Disease</i>								18
<i>1.5</i>		<i>J.</i>	<i>24.6.89</i>	<i>Muramba</i>	<i>discharged</i>	<i>37.7.6</i>	<i>George Watt</i>	<i>22.8.89 - 22.8.89</i>					19
<i>2</i>		<i>J.</i>	<i>x 21.9.89</i>		<i>Scarific Disease</i>				<i>All</i>		<i>J. J.</i>		20

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

4

Name of

Reference No.	PARTICULARS OF ENGAGEMENT.										
	SIGNATURES OF CREW.	Date of Birth.	Town or County where born.	If in the Reserve, No. of Commission or R.V.S.	Ship in which he last served.		Date and Place of joining this Ship.		In what Capacity engaged, and if Master, Mate, or Engineer No. of his Certificate.	Time at which he is to be on board.	Amount of Wages per Week, Calendar Month, Share, or Voyage.
					State Name, and Official No. or Post she belonged to.	Year.	Date.	Place.			
21											
22	George ^{W. H. H. H. H.} Smith ^{Smart}	21	Leeds		Strata	1890	21.9.90	Adairin	Coast	21.9.90	7..-
23	Ambros Jones	31	Leath		City of Glasgow	1890			AB		5..-
24	W. Mutton	24	Newary		Strata	1890	21.9.90		AB		5..-
25	Andrews	21	London		as				O.S.		3..-
26	Tank ³³ no in Norway				Argonand				AB		5..-
27	Benjamin J. ²⁷ no ²⁷ no	27	Yarmouth		Kingsfield	1880	22		AB	23	5..-
28	John Brown	42	Leamington		Strata	1880			AB		5..-
29	J. Smith	17	Dorset		Manlycum	1880			O.S.		4..-
30	Alfred Smith	29	Worcester		Manlycum	1880			AB		5..-
31	William Phillips	24	Wolverhampton		Orana	1880			AB		5..-
32	Charles (Arthur)	24	Virginia		Kingswood	1880			Coast	30	7..-
33	William Lewis	24	Bristol		Martins	1880	29 Dec.	Portland	AB	30 Dec	6 00
34	Robert George	1880	Leamington		Aldenham	do	21	do	AB	Jan 1	6 00
35	Frank Stevens	1880	Leamington		St Albans	do	do	do	AB	do	6 00
36	Frank Ward	1880	Leamington		St Albans	do	do	do	AB	do	6 00
37	Frank Gahn	1880	Leamington		St Albans	do	do	do	AB	do	6 00
38	John J. Walker	1880	Leamington		St Albans	1880	3/1/91	St Albans	Cook & Steward	12 Nov	6 00
39											
40											

* 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 "Course of leaving" † V.G. for "Very Good," G. = Good.

Ship			AGREEMENT No. 106215					5			
			PARTICULARS OF DISCHARGE, &c. To be filled in by the Master upon the Discharge, Death, or Desertion of any Member of his Crew.				RELEASE (Case M).				
Amount of Wages advanced on Entry.	Amount of Weekly or Monthly Allowance.	Signature or Initials of Superintendent, Consul, 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 this Ship, and the Master and Owner or Owners thereof, from all Claims for Wages or otherwise in respect of this Voyage. Signature of Crew (each to be on the Line on which he signed in Col. 1).	Signature or Initials of Superintendent, Consul, or Officer of Customs before whom the Balance of Wages was paid and Release signed.	Report of Character.		Reference No.
			Date.	Place.	Cause.*				For General Conduct.	For Ability in Seamanship.	
11	12	14	15	16	17	18	19	20	21	22	23
		Ad Smith's fee					Did not join				21
0.3		Ad Smith's fee					Did not join				22
0.2		Ad Smith's fee	24/6/81	Portsmouth	Deserted			Ad Smith's fee			23
1.2		Ad Smith's fee	24/6/81	Portsmouth	Deserted			Ad Smith's fee			24
0.2		Ad Smith's fee	24.6.81	Newcastle	discharged	20-9	See Dis 35		G. G.		25
0.2		Ad Smith's fee					Will not join		G. G.		26
5.2		Ad Smith's fee	24.6.81	Newcastle	discharged	30.11.10	See Dis 36		G. G.		27
0.2		Ad Smith's fee	24/6/81	Newcastle	discharged	37.34	John Brown in the V.L. V.L. 18.5.74 - 375		G. G.		28
3.7		Ad Smith's fee	24/6/81	Portsmouth	Deserted				G. G.		29
5.2		Ad Smith's fee	24.6.81	Newcastle	discharged	3.8.2	See Dis 37		G. G.		30
5.2		Ad Smith's fee	24/6/81	Portsmouth	Deserted				G. G.		31
3.13		Ad Smith's fee	24/6/81	Newcastle	discharged	11.10.6	Robert George in the V.L. V.L. 20.05. - 64		G. G.		32
30.00		Ad Smith's fee					Wages joined		G. G.		33
6.00		Ad Smith's fee	24.6.81	Newcastle	discharged	11.10.6	Robert George in the V.L. V.L. 20.05. - 64		G. G.		34
6.00		Ad Smith's fee					Wages joined		G. G.		35
6.00		Ad Smith's fee	24/6/81	Newcastle	discharged	17.6	Frank W. in the V.L. V.L.		G. G.		36
6.00		Ad Smith's fee	24.6/81	Newcastle	discharged	17.6.8	Frank Johnson in the V.L. V.L.		G. G.		37
6.00		Ad Smith's fee	24/6/81	Newcastle	discharged	10.4	John J. W. in the V.L. V.L. 18.5.73		G. G.		38
											39
											40

*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," or "Declines to Report."

Ship *Lady Luck*

AGREEMENT No. 106215

7

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 270 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.	Christian and Surnames of both Parties.	Age.	State whether Single, Widow, or Widower.	Profession or Occupation.	Father's Christian and Surname.	Profession or Occupation of Father.

CERTIFICATES

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

Adelaide SA
Articles of Agreement deposited 31/8/80
" " " returned 29/9/80

I certify that the master has risen the wages of the within named, John Wickham, by four pounds per month from 21 September 1880, and those of George Watt, also four pounds per month from 23 September 1880.

I further certify that the within named, Stephens Davis was duly discharged in my presence by mutual consent, and that, S. W. Sprague, S. H. Thompson, W. Deane, S. Peterson, Logan V. Lewis, S. Moor, James Reynolds, Richard Jones & Georg Jones, were reported to me as having deserted this vessel.



Adelaide 28/9/80
A. White
for S. M. W.

British Vice Consul
Portland Oregon
31 Dec. 1880.

Ship arrived 23 Dec. 1880
Documents deposited 23 Dec. 1880
Do returned 31 Dec. 1880

I hereby certify that the within named, William Clelele, Ambrose Jones, and John Smith, were left behind at the port of Astoria, and William Sharp at this Port on the alleged ground of their having deserted, and that I have enquired into the matter and find that the allegation is true, and that a proper entry of such desertion has been produced to me in the official log book.

I also certify that I have sanctioned the engagement of William Bado, Robert George, Frank Stone, Frank Reid and Frank Johnson upon the terms mentioned in the within written agreement, and that I have ascertained and am satisfied that the said seamen fully understand the said agreement

ors R.
[Twice Paper.]

8

CERTIFICATES

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

and that they have signed the same in my presence.

James Laird Cairn

British Vice Consul

I acted at Valparaiso, Chile, on the 31st day of December A.D. 1880

Astoria Janry 3rd 1881

At the request of the master, I being the only British resident at this port I hereby certify that John Walker shipped as cook & Steward on the same time having a full knowledge of the rate of pay and advance

P. Cherry

12

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.

These 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 such of the Regulations as are 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 it 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 Forfeiture is ascertained in similar cases under Sect. 262.

No.	OFFENCE	Amount of Fine or Punishment.	Signature of Superintendent.
1	Striking or assaulting any person on board or belonging to the Ship (if not otherwise provided)	Five Shillings.	
2	Being 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, sling-shot, sword stick, bowie 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 to sea as one of his Crew. The term "Seaman" includes every person, except Masters, Pilots, and Apprentices (only indentured and registered) employed or engaged in any capacity on board any Ship.

2. In order to enable the Seaman to know the contents of the Agreement, the Master, at the commencement of the Voyage is bound, under a Penalty of 5*l.* to have a legible copy (containing the signatures) placed in an accessible part of the Ship.

3. All alterations in any Agreement (except additions in shipping substitutes) are incompetent 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, in 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 of his Crew before the Superintendent. Before the Ship leaves Port, the Master is required to evidence on the Agreement whether any changes have been or are intended to be made in his Crew, or false statement renders the Master liable to a Penalty not exceeding 5*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 destined 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 overseas.

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 is, so far as possible, 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 5*l.*

13. The Master of a foreign-going Ship incurs a Penalty of 5*l.* 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 Chief Officer of Customs, 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 must 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 unclaimed, 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 Consular Officer on behalf of the Board of Trade. The Master is also to deliver to the Superintendent the Certificates (Mates, Engineers, or Seamen's, E 2, or R V 2) of any who have died or deserted during the Voyage. The Superintendent will then give a Certificate for the purpose of clearance inward.

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 2*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* 3, *cols.* 19 and 20.)



Name of Ship *Lady Anckers*

SEAMAN'S APPLICATION AND RECEIPT FOR ADVANCE AND RAILWAY TICKET WARRANT.

Seaman's		Port to which he is going.	Railway Fare.	Cash advanced by Superintendent.	Amount of Deductions in Ship's Books, including Advance, if any, but not Allotments.
Christian Name.	Surname.				
<i>Albert</i>	<i>Erickson</i>	<i>Poplar</i>	£ s. d. <i>1. 2. 4</i>	£ s. d. <i>- 10 -</i>	£ s. d. <i>12. 8. 6</i>

I hereby request that the amount due to me for Wages in respect of the voyage now ending may be transmitted to the Port above-named, there to be paid to me by the Superintendent of the Mercantile Marine Office.

I also hereby certify that the deductions from my Account of Wages as shown above are correct, and should be deducted in my account accordingly.

I further hereby acknowledge the receipt of the advance above named for Subsistence Expenses, and of a Railway Ticket Warrant to the Port above named, fare as shown above, the value of both of which I desire to have charged to my Balance of Wages when handed to you.

I further hereby submit to, and agree to abide by your decision in any questions which may arise in the final settlement of my Wages Account, and as to the Allotment Payments to be charged against my Wages.

Signed *Albert Erickson*

Witnessed by *John Walton* this *25* day of *June* 1881.

To the Superintendent, Mercantile Marine Office, Port of *Newcastle*

SEAMAN'S RECEIPT AND RELEASE.

Received by the hands of the Superintendent of the Mercantile Marine Office at the Port named below from the Master of the above-named Ship, the sum of *30. s. 15. d.* *Thirty Pounds 15/-* being the Balance of Wages, as shown in account annexed, less amounts as shown above, for Advance and Railway Ticket, due to me for the voyage now terminated, and in respect of which voyage I hereby release the Ship, and the Master and Owner or Owners thereof, from all claims for Wages or otherwise.

Received also my Certificate of Discharge and Character for the voyage in question.

Signature *A. Erickson*

In the presence of *W. B. G. G.* Superintendent.

Port of *Poplar* *28* day of *June* 1881.

Form returned to the Superintendent at *Newcastle* this *28* day of *June* 1881. *James Strain* Superintendent.

Port of *Poplar*

Albert Erickson
Dist. 3^d.
Name of Ship *Lady Sticks*
Name of Seaman *Albert Erickson*

SEAMAN'S APPLICATION

AND

RECEIPT

FOR HIS

BALANCE OF WAGES

paid on 28 day of June 1881.

—

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. (1.)	Tonnage.		Voyage. (4.)
	Gross. (2.)	Register. (3.)	
<i>Lady Amelia.</i> <i>6000</i> <i>London.</i>	<i>114</i>	<i>693</i>	<i>Portland Oregon.</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 *Newcastle.*

Y. J. James this *9th* *June* 188*1*
Y. J. James
~~Ships~~ *Owner, Agent, or Master.*

Witness

W. G. G. G. G.
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 104, or the Form Surveys 104a, is not produced.

Fig 2 Map of World



- Tuticorin
 Algoa Bay
 Astoria
 Adalaide
 Melbourne
- Flores
 Acheen
 Antofagasta
 Alleppey
 Anyer
- Singapore
 Darien/ New York
 Cape Rosier
 Doboy
- Colombo
 Pisagua
 Port Pirie
 Table Bay/Cape Town
- Galle
 Malden Island
 Quebec
 Montreal
 Penang
- Guam
 Bangkok
 St Helena
 Valparaíso
 Barbadoes
- Sunda Strait
 Queenstown
 St John N B
- Newcastle N S W



Fig. 3 Map Of United Kingdom

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Appendix E Mercantile Navy list

Mercantile Navy List, 1872, page 298

Ship: LADY HINCKS, Sail

Image source: [clip](#) Crew List Index Pro

Year	Ship Name	Port	Year	Ship Name	Port	Year	Ship Name	Port
1872	Lady Heathcote, Southampton	Bk.	1868	J.G.Q.P	458	John Ransom, Southampton		
1872	Lady Helen, Wigtown	Sr.	1860	..	34	Alex. Robertson, Garlieston, Wigtown		
1872	Lady Helena, Chester	Sr.	1852	..	52	James Davidson, Connah's Quay, Flint		
1872	Lady Helena, Jaffna	..	..	Q.P.V.W	62	Reverend John O. Arndt, Jaffna		
1872	Lady Hincks, London	Bk.	1871	W.Q.T.S	693	Henry Ellis, 17, Gracechurch St., City		
1872	Lady Horsford, Antigua	..	..	S.N.V.T	5	Jacob Hume, St. John's, Antigua		
1872	Lady Ince, Southampton	Bk.	1864	V.Q.T.W	442	John Hume, Southampton		
1872	Lady Duff, Banff	Sr.	1866	H.L.M.Q	91	Dallas Storm, Macduff, Banffshire		
1872	Ladyabella Douglas, Kirkcudbright	Sp.	1834	..	30	John Ransom, Kirkcudbright		
1872	Lady Ince, St. John's, N.F.L.	..	..	..	33	John Ransom, St. John's, N.F.L.		
1872	Lady Gray, St. John's, N.F.L.	..	..	S.M.D.O	56	Patrick Berline, Brigus, N.F.L.		
1872	Lady Stewart, Wigtown	Bg.	1866	J.T.Q.N	197	John Hume, Garlieston, Wigtown		
1872	Lady Belyn, London	S.	1852	K.V.P.S	2138	Jas. W. Temple, 34, Leadenhall St.		
1872	Lady Belyn, Whitby	Sw.	1847	P.B.T.R	250	James Hume, Esk Terrace, Whitby		
1872	Lady Lampson, London	Bk.	1868	H.P.L.R	412	Hudson's Bay Company, 1, Lime Ln.		
1872	Lady Lawrence, Liverpool	S.	1868	H.G.M.Q	1407	John Farnworth, Liverpool		
1872	Lady Leigh, Hobart Town	..	..	Q.R.F.J	118	Thos. Yardley Lowes, Hobart Town, T		
1872	Lady Leighton, Ipswich	Sr.	1800	K.V.G.B	76	Philip Balaam, Ipswich		
1872	Lady Lilford, Ardrossan	Sw.	1842	K.W.J.N	105	Alexander Anderson, Ardrossan		
1872	Lady Lilford, Preston	Sr.	1862	..	59	James Ashcroft, Barrow-in-Furness, I		
1872	Lady Lisgar, Liverpool	S.	1871	..	1207	Wm. B. Buckingham, Port Dinorwic		
1872	Lady Lopes, Ramsgate	Sp.	1861	..	35	Samuel Pike, High Street, Brixham		
1872	Lady Louisa, Cardiff	S.	1851	J.M.N.H	889	John Rowlands, Cardiff		
1872	Lady Louisa, London	Bk.	1865	..	542	Joseph Oliver, Blackheath, Kent		
1872	Lady Louisa, Salcombe	Sr.	1871	K.M.T.N	96	John Hannaford, Salcombe, Devon		
1872	Lady Louisa, Waterford	..	..	L.M.P.B	49	James Davies, Waterford		
1872	Lady Louisa Kerr, Belfast	..	..	H.J.Q.L	40	John Montgomery, Carnlough, Antri		
1872	Lady Louisa Kerr, Belfast	..	..	K.W.P.S	48	Charles McGarel, Magheramorne, An		
1872	Lady Louisa Pennant, Beaumaris	Sr.	1847	..	73	John Ellis, Bangor, Carnarvon		
1872	Lady Lyttleton, Melbourne	..	..	R.B.H.G	178	John McArthur, Melbourne		
1872	Lady McAdam, Rochester	Spl.	1835	..	32	John & Wm. F. Wood, Tovil, Maidston		
1872	Lady MacDonald, London	Bk.	1845	Q.M.T.S	593	Geo. Duncan, 147, Leadenhall Street		
1872	Lady McGregor, Tortola	..	..	S.R.T.N	3	Alexander Cameron, Isle of St. Thom		
1872	Lady Mansell, Guernsey	..	..	J.K.R.L	94	James Sebire, Guernsey		
1872	Lady Margaret, Inverness	Sp.	1835	..	18	Christopher MacRae, Ardelve, Lochal		

1874, 1875, 1876, 1878, 1879 No Change

1877 not available on line

1880 new owner Edward Davies, Plymouth, Devon

1881 not available on line

1882 new owner Charles F Ellis, 17 Gracechurch Street, City, London

1883 new owner Edward B Hatfield, Liverpool

1884 no entry

Appendix F Appropriation Book Entry

The screenshot shows a digital interface with a search bar at the top containing 'Home', 'CLIP databases', and 'Contact CLIP'. Below the search bar is a scanned page from an appropriation book. The page is numbered 77 and contains a list of ship names, tonnages, and dates. A blue arrow points to the entry for 'Lady Wincks'.

Number	Ship Name	Tonnage	Type	Date
3	Mary Dalia	10		3/71
4	L'Aquilon	15		3/71
5	Maria Louise	93		4/71
6	Maria Alma	53		5/71
7	Mary	22	Steamer	8/71
8	St. Anne de Beaumont	66	Sailing	9/71
9	George Manly	284		12/71
5999 0	Frank Russell	283		13/71
1	Hiram Benson	275		14/71
2	Helene	111		15/71
3	Peter Mitchell	110		16/71
4	J.W. Dunscomb	99		17/71
5	Woodbine	446		18/71
6	Lady Lisgar	1242		19/71
7	Galion	332		20/71
8	Saigon	786		21/71
9	Laval	66	Steamer	22/71
6000 0	Lady Wincks	700	Sails	23/71