

## **Welsh Wreck Web Research Project**

**(North Cardigan Bay)**

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

***Mary Anne***



**Similar Barque**

*Mary Anne of Halifax*

Report compiled by:

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Report Title:

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

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## 1.0 Abstract

The “www Research Project” is about, discovering by on line research details of ships, on the MADU data base of wrecks of North Wales , the circumstances of their loss, details of the owners and crew, the cargo carried and their history. The Mary Anne was a wooden barque built in Sherbrooke, N.S. in 1878 by Charles McIntosh and sold to Peter Sutherland Sen. of Liverpool. The master of the Mary Anne was Judson Newcomb from its first voyage from St Mary’s, British North America to Liverpool until its loss on route from Troon with pig iron to Boston, USA in November 1879. Peter Sutherland Jun. was the managing agent of a number of other ships, no just the Mary Anne and involved in Insurance and selling timber his vessels had brought from British North America. The Board of Trade inquiry found that the cargo of 750 tons of pig iron had lowered the centre of gravity of the Mary Anne causing her to roll and labour at sea straining her, causing the leak which led to her sinking. There were a number of letters in the newspapers from the owner and master of the Mary Anne and the secretary of the local RNLI branch arguing why the vessel failed to find assistance before it sank in fine weather with no loss of life.

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Madu

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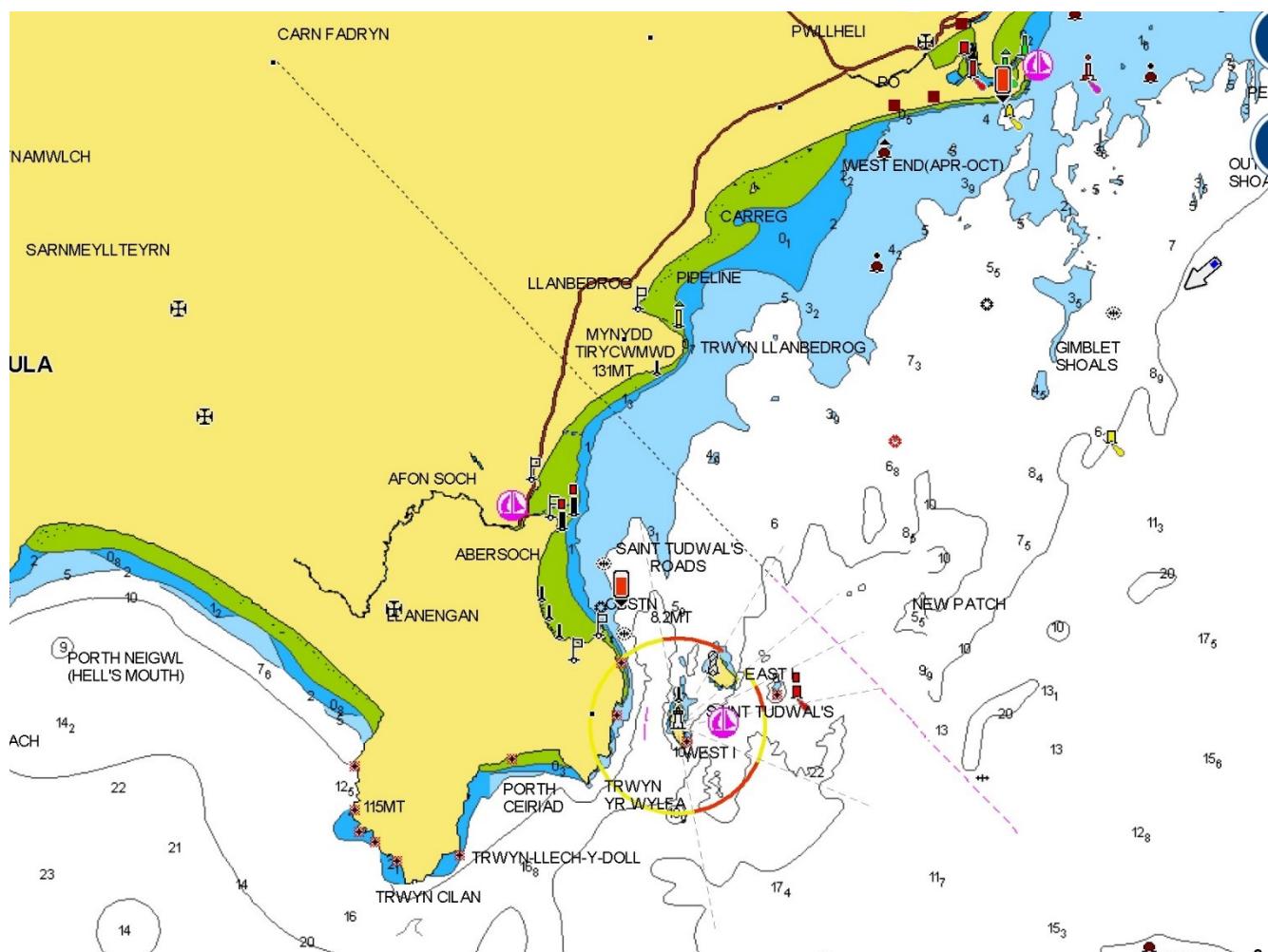
BOT	Board of Trade
IJNA	International Journal of Nautical Archaeology
MADU	Malvern Archaeological Diving Unit
NAS	Nautical Archaeology Society
MNL	Mercantile Navy List
NPRN	National Primary Resource Number
N.S.	Nova Scotia
RNLI	Royal National Lifeboat Institute
URL	Uniform Resource Locator

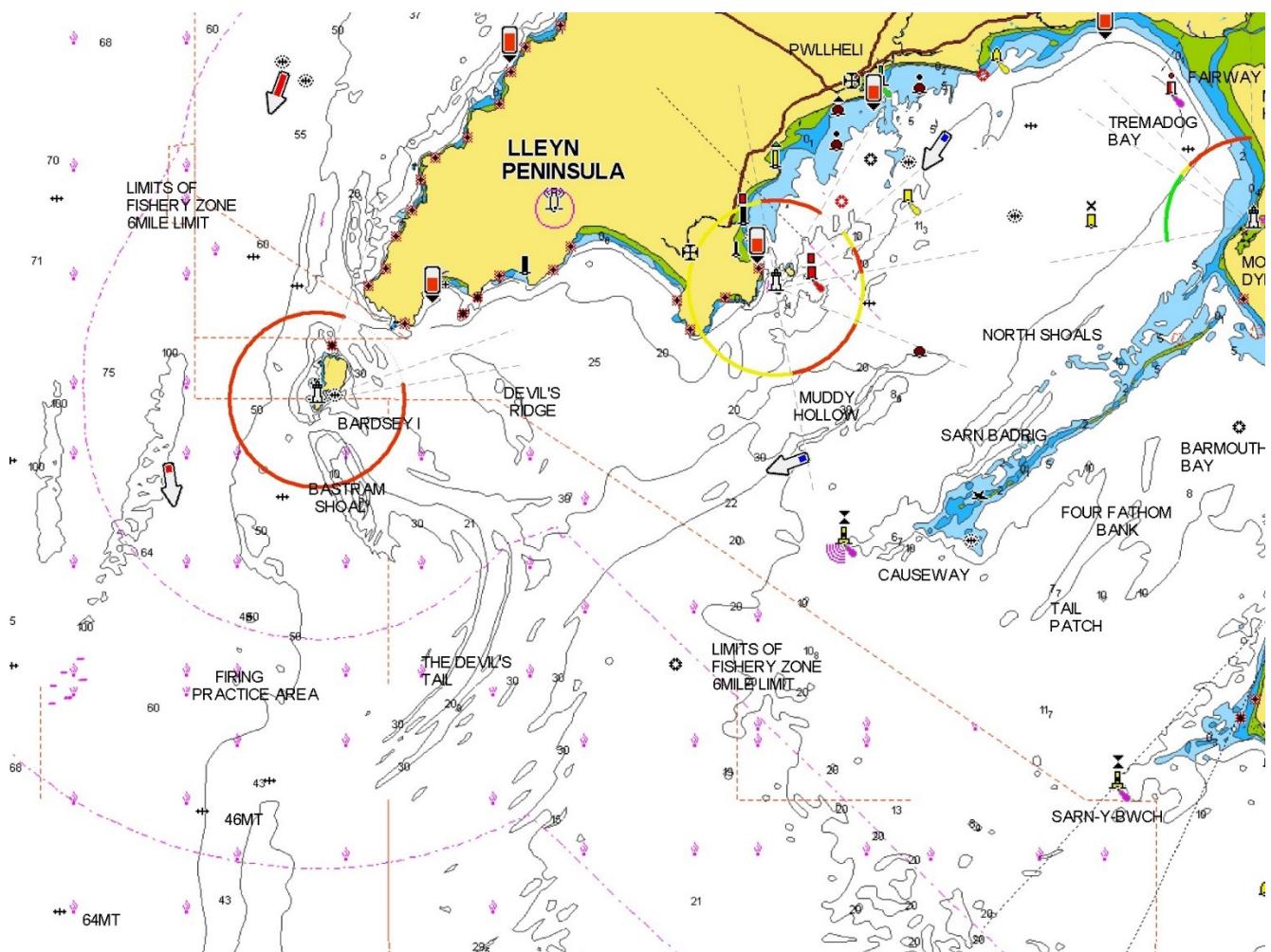
### 3.0 Introduction

- I chose this vessel to research because she had a short history only being in use for about 12 months before her loss, although her name being in common use would produce numerous matches to sort through.
- The Mary Anne was a wooden barque of 148 feet 2 inches, breadth 32 feet 4 inches, draught 18 feet 9 inches built by Charles C. McIntosh in Sherbrooke, N.S. in 1878 being registered on 29<sup>th</sup> November 1878 at Halifax N.S.
- The Mary Anne soon made her first voyage to Liverpool, arriving in January 1879, the master being Judson Newcomb who had been the master of the last Mary Ann also owned By Peter Sutherland which had been driven ashore near Fleetwood, Lancashire and wrecked.
- The Mary Anne was loaded with 750 tons of pig iron at Troon and sailed on 4th November 1879 for Boston, USA. It soon became apparent she was leaking and needed pumping to continue to stay afloat. The master at first thought she would cease to leak as she absorbed water after being in dry dock. The weather became worse and the rate of water entering the ship increased, so under pressure from the crew the vessel turned back. She reached the shelter of St Tudwal's Roads and anchored to seek assistance.
- The master was unable to find assistance and with the available crew unable to keep up with the rising water, she sank.
- A Board of Trade (BOT) inquiry was held into the loss of the vessel and although critical of the master who failed to heed the advice of the Stevedore to take another 50 tons of pig iron to adjust the trim, found the cargo had lowered the centre of gravity of the vessel causing her to roll at sea, straining her and causing her to leak.
- There is an entry in Coflein and Ship Wreck Index of the British Isles, by Richard & Bridget Larn but no previous research into the vessel's back story.
- The master stated the main and fore mast were visible after she sank but, apart from the items the crew were able to remove - before she sank in 12 fathoms of water, I found no record of salvage.
- The wreck is reported to lie 3 miles south west of St Tudwal's but no exact location is known and it is not listed as a dive site.

## 4.0 Background

When I started researching the Mary Anne I knew she was a wooden barque built in 1878 which was involved in an incident on 14th November 1879, in Tremdadog Bay, 3M SW St Tudwals Island while carrying a cargo of pig iron.





Tremadog Bay and St Tudwal's Islands with lighthouse

## 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 went to search Lloyds Register of Shipping ( LR ) for "Mary Ann" looking for details of her dimensions, master, builders and owners from 1877 to 1879 and found a match in 1877. I later searched from 1878 to 1880 for "Mary Anne" and found a match in 1879 for the correct ship.

I searched the Crewlist Project for "Mary Ann" looking for her official number and links to Maritime Navy List (MNL), appropriation book, crew lists, owner and master with no match with the build date of 1878. I searched again for "Mary Anne" and found a match in 1879.

I had started to search the British newspaper archives for "Mary Ann Newcomb" and before I could refine the dates I saw matches for a vessel with the same name and master in 1875 before it was supposed to have been built. I then searched 1875 in MNL checking to check if the vessel had been repaired after a previous incident and found a Mary Ann built in 1863 in Nova Scotia with the same owner as the Mary Ann built in 1878. This vessel was shown as condemned on 1<sup>st</sup> November 1877 and the record closed.

I searched in 1877 in the British newspaper archives for Lancashire and found a barque Mary Ann with the same master as the Mary Ann lost in 1879. It had been driven ashore near Fleetwood and after being towed off and into Fleetwood waterlogged and was sold at Auction without reserve where it lay.

I searched the British newspaper archives for "Mary Ann Newcomb" in 1879 but only Lloyds List, Shipping and Mercantile Gazette and the Liverpool papers looking for details of her sinking and information about the vessel, her crew and owners. This was because the search produced thousands of possible matches. I found matches which were depositions from the master and Chief officer concerning the sinking, as well as a Board of Trade (BOT) enquiry being ordered.

I searched for the BOT enquiry in January 1880 in the British newspaper archives using "Mary Anne" but only for the Shipping and Mercantile Gazette and found matches. The official report of the inquiry was published in February 1880 so I

missed that until I searched “Judson Newcomb” looking for any information concerning him after the inquiry, finding matches. The official report supplied clear information and reasons for the conclusions reached which was largely missing from the newspaper reports.

I searched Lloyds Register of Shipping ( LR ) for Mary Ann looking for details of her dimensions, master, builders and owners in records available on line from 1863 to 1879 and found some matches, including the correct vessel.

I searched Welsh newspapers on line for “Mary Ann Newcomb” and “barque Mary Ann” with one match.

I searched in the British newspaper archives for “Sutherland” in Liverpool, Lancashire and found some matches.

I searched the Plimsol wreck reports at Southampton Library for “Mary Anne” looking for the BOT inquiry report with no match.

I searched WreckEu web site looking for the location of the “Mary Anne” with no match.

I searched Coflein web site looking for the location of the “Mary Anne” and any details about her with a match but only a general location.

## 6.0 Results

Vessel	Name/s	Mary Anne
	Type	Barque
		Cargo
Built	Date	1878
	Registered	29 <sup>th</sup> November 1878
	Builder	Charles C McIntosh Sherbrooke, Nova Scotia
Construction	Materials	Wood
	Decks	One
	Bulkheads	None
Propulsion	Type	Sail
	Details	Square Rigged, aft mast fore and aft
Engine	Details	N/A
	Boilers	
Drive	Type	
	Number	
Dimensions	Length	148 ft 2 ins
	Beam	32 ft 4 ins
	Draught	18 ft 9 ins
Tonnage	Gross	599
	Net	572
Owner	First	Charles C McIntosh
		Sherbrooke, co Guysborogh N.S.
	Last	Peter Sutherland senior
		Water Street, Liverpool
	Others	
Registry	Port	Halifax N.S.
	Flag	British
	Number	77823
History	Routes	British North America to Liverpool & Lancaster
	Cargo	Timber
Final Voyage	From	Troon 4/11/1879
	To	Boston, USA
	Captain	Judson Newcomb
	Crew	Fourteen
	Passengers	None
	Cargo	750 tons Pig Iron
Wrecking	Date	14/11/1879
	Location	3 miles south west of St Tudwal Islands
	Cause	Cargo loaded, gave a low centre of gravity causing vessel to pitch and roll, causing leak and sank
	Loss of life	None
	Outcome	Sank and broke up

**Liverpool Mercury - Wednesday 10 February 1864**

BEFORE MESSRS., JEFFREY AND HYSLOP.

DOES AN AGREEMENT BETWEEN A CAPTAIN AND OWNER REQUIRE A STAMP:  
Captain James Carr, late of the barque Mary, of this port summoned Mr. Peter Sutherland to recover £10 which he alleged was due to him as wages. Mr. Cobb appeared for the Complainant, and Mr. Etty for the defendant.-Mr. Cobb said the complainant was engaged by the defendant as master of the barque Mary to go from Liverpool to St. Mary's, Nova Scotia, to take charge there of the vessel and bring her to Liverpool. Up to the time of joining the vessel, he was to be paid at the rate of £5 a month; but as soon as he joined the vessel at St. Mary's his wages were to be £10 a month. He joined the vessel at St. Mary's, and brought her safely to Liverpool, where the cargo was discharged. The agreement was that the complainant was to have £10 a month from joining the vessel until the cargo was discharged. The vessel arrived in Liverpool on the 16th of December, and the complainant received a sum of money on account. The complainant now sued for a month's wages from the 26th of December to the 26th of January. Mr. Sutherland, being a kindly disposed man, said to the complainant that he supposed he should like to join his family at Christmas time. The complainant said he would, and did so with the sanction of Mr. Sutherland. The captain went back and joined the ship, the cargo was discharged, and he asked the defendant for his money; but the latter replied that he had paid him up to the 26th of December, and that he was entitled to no more, - complainant was called, and gave evidence as to what had been stated by Mr. Cobb. A document was put in, which it was contended was an agreement between the parties. Mr. Etty objected to the document being admitted as evidence on the ground that it was not stamped.- Mr. Jeffery: Do I understand you to say that you seriously take that objections- Mr. Etty: I take the objection- Mr. Jeffery: You give him a document under the impression that it is a legal document, and then you now seek to excuse yourselves under it because it is not stamped.- Mr. Wybergh: I should say that the Merchant Shipping Act requires that an agreement be in certain form under a penalty and this agreement not being in that form as required by the Act of Parliament, oral evidence could be, given of the agreement; or otherwise the defendant would take advantage of his own wrong. Mr. Etty remarked that the ruling of Mr. Wybergh was most extraordinary. Under the act certain documents required to be stamped; the document produced was not stamped as required, and he contended that it could not be received in evidence. The clause of the Merchant Shipping Act which referred to agreements merely said that it was not necessary to have a stamp affixed to an agreement between an owner and seaman: but nothing was said about masters, who did not stand in the same position in this respect as seamen.- Mr. Jeffery remarked that a common seaman could recover wages upon a document which was not stamped. How would Mr. Etty under these circumstances construe the section which said that a captain would have the same right to recover his wages -Mr. Etty again contended that it was necessary under the Act of Parliament that such a document as that procured should be stamped.-Mr. Wybergh said he did not doubt Mr. Etty's

general principle that agreements above £5 should be stamped, but, looking at the Merchant Shipping Act, the 131st section of which gave the same advantages to a master to recover his wages as a seaman, he thought oral evidence of the document might be given. The whole policy of the Merchant Shipping Act was to give the same opportunities for the recovery of wages. He should advise the magistrates to overrule this objection to this agreement. The complainant having been examined by Mr. Cobb, Mr Etty cross-examined him. Mr. Etty produced a bill by which it seemed that the man had been paid in full on the 26th of December, and as consequence the agreement terminated on that day the case was dismissed

### **Shipping and Mercantile Gazette - Wednesday 17 October 1877**

FLEETWOOD —Oct. 16: NW, moderate. The barque Mary Ann, of Liverpool, from Miramichi for Glasson Dock, which anchored in Lone Deep, parted cable during heavy gale from WSW yesterday, and drove ashore Sunderland Bank, where she still remains, but if the weather keeps moderate it is expected she will get off, when tides rise. Damage to vessel unknown; the crew remain on board.—[See Fleetwood" and Lancaster " paragraphs in S. M. G. of -Oct. 16:

### **Shipping and Mercantile Gazette - Monday 22 October 1877**

LANCASTER —Glasson Dock—Oct. dull, wet. The Mary Ann barque, having been lightened by discharging deck load, all of which has been rafted up here, the steam tugs Mary Ellen, of Lancaster, and Nelson, of Blackpool, proceeded last night's tide, and towed her off Sunderland Bank, and succeeded bringing her up the Lune to within half a mile from here, where she left till tomorrow's noon tide, when is confidently expected she will be brought the remainder of the distance, discharged, and damage fully ascertained.— [See "Liverpool" paragraph in S. M. G. of Oct 19]

**Lancaster Guardian - Saturday 17 November 1877**

ew | Full page view **CHRISTMAS DAY SALE ON Wednesday,  
December 12th.  
1987]** **G. CORBISHLEY, Auctioneer.**

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**GLASSON DOCK.**  
**NOTICE TO BUILDERS, &c.**  
**TO BE SOLD BY AUCTION,**  
**BY MR. W. STEWARDSON,**  
**On Wednesday, November 21st, at Three o'clock,**  
**prompt, on the shore where she is now lying, the**  
**HULL of the Barque "Mary Ann," in one Lot.**  
**Without reserve.**  
**5, Old Sir's Arcade.** [1996]

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**PRELIMINARY ANNOUNCEMENT.**  
**MR. G. CORBISHLEY**  
**Begs to announce that he has received instructions**

**Mary Anne built 1878**

**Shipping and Mercantile Gazette - Tuesday 06 May 1879**

HALIFAX, April 26.—Mary Ann, Newcomb, from Liverpool, reports having had succession of strong W and NW gales during the entire passage, and lost and split sails.

**Shipping and Mercantile Gazette - Friday 21 November 1879**

Nov. 13. Mary Ann—Report of Judson Newcomb, Master of the barque Mary Anne, of Liverpool, 593 tons, from Troon on Nov. 4, at 1 pm., for Boston (pig iron):—On the 8 a.m., weather fine, wind N.W., moderate breeze, light sea from

N.W when the ship was found to be making water at the rate of 1½ inch per hour, long. 8 W., lat. 51 15 N. I thought , at first it was owing to her being new vessel, and that she would take the leak up, and kept the pumps carefully attended to, no danger being apprehended. At 8 a.m. on the 8th the wind freshened to a moderate gale from the S.S.E., with heavy sea on, and sounding the pumps found her leaking very badly. At noon kept one pump going, which just kept her free for the remainder of the day. At midday on the 9th I rigged both pumps, finding the water was gaining. At 5 p.m. the pumps sucked. The Crew then refused to work, and I promised if vessel still made water next morning I would take necessary steps to insure safety of their lives. We kept her down till 8 p.m., and found, by sounding, the water gained 5 inches in two hours with both pumps continually at work. Crew then refused to work any further. Wore ship and stood for the Channel, all hands continually working both pumps. Course E. by S. On the 10th, at 8 a.m. there was 3 ½ feet in the well. It was blowing a moderate breeze from the N.E., vessel under topsails and courses. At 2 a.m. on the 11th sighted the Fastnet Light, bearing N.N.E. 18 miles, and at 8 a.m. Kinsale Head bearing N. The weather being fine and being able by continuous pumping keep water down, I determined to run for Holyhead or Queenstown. 4 p.m. on the 11th Hook Light bore N. eight miles, and Tuskar, N.W., six miles, steering N.E. with all sail. At 10 p.m. strong breeze from the N.W. set in, and took in topgallant sails and flying jib. Breeze freshened to gale next morning, carrying away mainsail and jib about 4 A.M., ship labouring heavily and water gaining rapidly. At daybreak Bardsey Island was sighted under our lee about 10 miles. Seeing no chance of saving ship, bore up for St. Tudwall Roads for safety of Crew and ship. It blowing a strong gale with heavy sea from the N.W., water still increasing, hoisted signal distress, which Cygnet (s), Cork, answered, and kept company to inside Bardsey. She asked if required any more assistance, and I hailed back "No" At 2 p.m. anchored in 12 fathoms with 40 fathoms chain on starboard anchor. Signalled St. Tudwall Lighthouse for assistance, there being 6 feet 10 inches of water in hold. Station replied "they did not know where we could procure men, and could not send a boat." I then hoisted the N.C. signal, which station repeated and kept hoisted till dark. No assistance arrived. Kept pumps continually going, and at 7 p.m. Crew refused to remain longer, and left ship, water 9 feet 8 inches in hold, St. Tudwall Light bore N.E. about three miles. At 11 P.M. I left the ship to obtain assistance, returning following morning (the 13th) with all hands, and began to save effects, part working pumps. On getting two boat-loads I took them St. Tudwall Island, and during my absence the Master of the barque Ocean Child, of Portmadoc, sailing from the roads, put two of his men on board. I left the vessel again with all hands pumping, to try and obtain labourers from the shore. During my absence the Master of the Ocean Child attempted to force his entry on board, but was repulsed by Crew. I could obtain no assistance ashore. This morning vessel

founded 9 30 a.m. by the head. Her main topgallant mast, royalmast, and mizen top mast are visible.—St. Tudwall Island, Nov. 14.

### **Shipping and Mercantile Gazette - Saturday 22 November 1879**

Mary Anne.—Report William Joseph Robinson, Chief Mate of the barque Mary Anne, Liverpool, 593 tons, from Troon Nov. 4, at 1 p.m.. for Boston, cargo 750 tons pig iron :

—On the 6th, weather fine, wind W.N.W., moderate, no sea, ship was found to be making water about 1½ inch per hour. Blackwater Light bearing N.W., 13 miles. I thought it was owing to the vessel having been in dry dock, and that she got into sea way she would tighten again. On 8th, at noon, light breeze from S.S.E., weather cloudy, ship steering W.N.W. compass, found ship making three inches water per hour, and kept one pump continually at work. On 9th wind increased to a gale from the S., shortened sail, ship rolling and labouring heavily, and set up starboard main rigging for safety of mast. On the 9th, at noon gale increasing, having ascertained vessel could not be kept free of water with one pump, geared both pumps, and set all hands to work on them. At 4 p.m. Crew refused pump unless ship was put back, but were induced to do so by the Master promising to take necessary measures for safety of ship and crew if water still gained on us by morning. Got a suck on pumps at 5 P.M., and continued pumping until 8 p.m. and then found water gained five inches in two hours, crew refused to proceed farther; wore ship, and steered for Channel. On sounding pumps on Monday morning found 3½ feet of water with strong breeze from N.E., squally weather, steering E. by S. At noon 3½ feet water in hold, all hands continually working both pumps. We set topgallant sails, jib, and spanker, ship rolling heavily. Found on the 11th that water was kept from gaining by continually pumping. At 2 a.m. made Fastnet Light, bearing compass N.N.E., 18 miles. At 8 a.m. Kinsale Head bearing N., and a part of Crew wished ship be put into Queenstown, which Master refused to do considering ship seaworthy to reach Liverpool. To provide for emergencies, followed shore as closely as prudence would dictate. At midnight Arklow Light bore N. by W. 8 miles, a strong gale blowing from N.W. A heavy gale on Wednesday morning, with ship labouring heavily, and water gaining in the hold very rapidly. At about quarter past 6 made land under lee quarter, which proved to be Bardsey Island. seeing no chance of saving vessel, wore round and ran for lee of Bardsey, being the only accessible shelter. At 8 a.m. Cygnet (s) was sighted, and, on our making signal of distress, bore down on us. We answered "Do not abandon us", all hands still working both pumps. When inside Bardsey Cygnet asked if wanted her assistance any more. We replied "We did not; we were in smooth water, and could land in our own

boats". At 2.0 p.m. anchored in 12 fathoms of water with starboard anchor. Signalled St. Tudwal's lighthouse for assistance, and hoisted universal signal of distress, but no assistance arrived. Crew left ship at 7 p.m. Water in hold 9 feet 8 inches, St Tudwals bearing about three miles N.E. On the 13<sup>th</sup>, at daylight there was 10 feet 6 inches of water in the hold. Crew returned board at daylight. Half gang stood by the pumps, and half assisted in stripping the ship and removing gear to St. Tudwals lighthouse. During afternoon of the 13<sup>th</sup> inst vessel Ocean Child tacked out of roads and anchored abreast of us. While Master was ashore the Captain of Ocean Child attempted to take possession, having previously boarded two men, and was only kept from doing so by presenting a revolver at him. At 6.0 p.m. water was washing over the decks and not deeming it safe to remain, abandoned the vessel. At daylight this morning stood by the vessel in boats. At 9. 30 a.m. she foundered, breaking in two and going down head foremost. St. Tudwals Nov. 14.

### **Shipping and Mercantile Gazette - Tuesday 25 November 1879**

Sept. 25, 1879.' The Loss of barque Mary Anne.— The Board of Trade have requested their Solicitor to take the necessary steps for holding Official Inquiry into the circumstances connected with the loss of the barque Mary Anne, of Liverpool, St. Tudwal Roads, Cardigan Bay, the 14th inst.

### **Carnarvon and Denbigh Herald and North and South Wales Independent 13th December 1879**

THE LOSS OF THE MARY ANNE AT ABERSOCH. Sir \_\_ In reply to a letter in your paper from the Rev Owen LI. Williams with reference to the Mary Anne, lately sunk at Abersoch, allow me to say that he must have been misinformed as to the signals of distress flying on my vessel. They were, not only flying on the ship, but at the light- house on St. Tudwall island; and the lifeboat captain, before my owner and several witnesses, said he saw them flying, but could not make them out, they flying directly in line, although, if he had walked a quarter of a mile, he could have easily made them out. During the whole of this time, he was weighing out coals from schooners at Abersoch. I can only refer you to the lighthouse keepers on St. Tudwall Island, who will substantiate what I say. It was not for the lifeboat altogether I hoisted the urgent signal of distress, but for assistance to keep the ship afloat, my men being exhausted; and had I been able to get this assistance, the ship might have been saved.—Yours truly, J. NEWCOMB. Late master barque Mary Anne.

**Shipping and Mercantile Gazette - Friday 09 January 1880****THE LOSS OF THE MARY ANN.**

A of Trade Inquiry was commenced in St. George's-hall Liverpool, yesterday, into the circumstances attending the foundering of the ship Mary Ann, in St. Tudwal Road., Cardigan Bay, on Nov. 14 last. The Court consisted of Mr. Raffles stipendiary Magistrate, and Captains Forster, Castles. and Parfitt. Mr. Tyndall (Tyndall and Paxton) conducted the Inquiry on behalf of the Board of trade, and Mr. Layton (Radcliffe and Layton) appeared for the Captain, Judson Newcomb. Mr. Tyndall said the Mary Ann was a wooden barque of 598 tons register, built at Nova Scotia in 1878, and owned by Mr. Peter Sutherland, of Liverpool. She left Troon on Nov. 4 with a cargo of 750 tons of iron, for Boston (U. S.), and she had a Crew of 14, all told. The weather was then fine, but shortly afterwards it came on rough, and she sprang a leak. which became serious that the Crew requested the Captain to put back. The Captain, however, ordered them to continue at the pumps, and they succeeded in getting her dry, keeping her so till the morning of the 7th, when a gale sprang up from the N.E. All hands were kept continually at the pumps, but the water increased upon them, and another request was made to the Captain to return. He decided to do so, and the ship's head was turned for the Channel. A fresh gale springing up from the N.N.W., the Captain thought it prudent, when unable to make Holyhead, to put into St. Tudwal Roads, and he succeeded in doing so on the morning of the 12th, when she dropped anchor about two miles from St. Tudwal Island, in 12 fathoms of water. At that time there were six feet of water in her hold, and the next morning she foundered, fortunately, however, without loss of life. The Inquiry, Mr. Tyndall went on to say had been ordered for the purpose of determining the condition the vessel was in upon leaving Troon, ; where and under what circumstances she sprang the leak, and if it could have been stopped ; and, also, whether the Master should have put back sooner. Evidence having been given, the Court adjourned.

**Shipping and Mercantile Gazette - Monday 12 January 1880****LOSS OF THE MARY ANN.**

The Board of Trade Inquiry into the loss of the ship Mary Ann, by foundering in St. Tudwal Roads, was resumed in St. George's-hall, Liverpool, on Saturday, before Mr. Raffles (Stipendiary Magistrate), and Captains Forster, Castles, and

Parfitt, Nautical Assessors. Mr. Tyndall (Tyndall and Paxton) conducted the Inquiry on behalf of the Beard of Trade; Mr. Layton (Radcliffe and Layton) appeared for the Captain (Newcomb ; and Mr. Stewart, barrister, appeared for the Underwriters. On the conclusion of the evidence, Mr. Tyndall put a number formal questions to the Court :-1. What was the cause of the loss of the vessel? 2nd, was her cargo properly stowed, and was she seaworthy and well found for the voyage, and was the Master justified in taking her to sea and continuing the voyage when he found that her deck was sagging ? 3rd, was the Master justified in not attempting to take her into Queenstown ? 4th, was there not a better course open to him than putting into St. Tudwal Roads ? And 5th, was the vessel navigated with proper and seamanlike care? The Inquiry was again adjourned.

## **Shipping and Mercantile Gazette - Tuesday 13 January 1880**

### **THE LOSS OF THE MARY ANN**

The Board of Trade Inquiry into the loss of the ship Mary Ann, by foundering in St. Tudwal Roads, was concluded in St. George's-hall, Liverpool, yesterday, before Mr. Raffles, Stipendiary Magistrate, and Captains Forster, Castles, and Pettit, Nautical Assessors. Mr. Tyndall (Tyndall and . Paxton) conducted the Inquiry on behalf of the Board of Trade; Mr. Layton (Radcliffe and Layton) appeared for the Captain (Newcomb) ; and Mr. Stewart, barrister, appeared for the Underwriters. Mr. Raffles, who delivered judgment, described the circumstances under which the vessel foundered, which, in the opinion of the Court, was owing to the cargo of pig iron which she carried having been so stowed as to make the centre of gravity too low. On a fair consideration of all the evidence, the court could not say that the Masters conduct was such as to lead them to the conclusion that the loss of the ship was owing to such default as would induce them to touch his certificate. The Court desired to suggest that some better plan of communication between the lighthouse on St. Tudwal's Island and the lifeboat station should be adopted other than that of flags, which were not always to be distinguished in calm weather or when end on to the wind. The certificates of the Master and Officers were then returned.

**Shipping and Mercantile Gazette - Wednesday 04 February 1880**

## OFFICIAL REPORT.

## THE MARY ANNE.

In the matter of a formal Investigation held at St. George's Hall, Liverpool, on the 8th, 9th, 10th and 12th days of January, 1880, before Thomas Stamford Raffles, Esq., Stipendiary Magistrate, assisted by Captains Forster , Castle, and Parfitt, Nautical Assessors, into the circumstances attending the loss of the British sailing ship Mary Anne. of Liverpool, in St. Tudwal Roads, Cardigan Bay, on or about the 14th of November last. The Court. having carefully inquired into the circumstances attending the above-mentioned shipping casualty, finds, for the reasons stated in the annex hereto, that the loss of this vessel was owing to the pig iron which she carried being so stowed as to make the centre of gravity too low, which so strained her that she settled to that extent which led to her foundering. The Court acquitted the Master and Officers of default.

Dated this 12th day of January, 1880. T. S. RAFFLES, Judge.

We concur in the above report,—

-                   GEORGE H FORSTER  
-                   J S CASTLE,  
-                   Wm PARFITT Assessors

The Mary Anne, official number 77,823, was a barque, built of wood at Sherbrook, in Nova Scotia, in 1878, her length being 148.2 feet, breadth 32 feet 4 inches, and depth in hold 18 feet 9 inches. She was owned solely by Mr. Peter Sutherland, senior of Liverpool. and registered at that port of 492. 98 tons, of this tonnage 571.67 tons were under the tonnage deck. She was classed in Bureau Veritas in March, 1879 for seven years as 3-3 G. 1.1. Having discharged a cargo of timber and deals she was docked in the dry dock at Gleason, near Lancaster, to have her bottom cleaned and coal tarred, there being no metal on the bottom. Thence she went in ballast to Troon, in Ayrshire, where she loaded a cargo of pig iron. For the purpose of loading, the Master engaged the services of Mr. James Lang, an experienced Stevedore, who was informed by the Master that he was going to take 800 tons. Accordingly he arranged to put 700 tons in the lower hold, and intended to put 100 tons above the between deck beams. The cargo was stowed in the following manner:—On the skin of the vessel, the whole distance between the fore and mizen mast, and from wing to wing, there was laid a tier of pig iron stowed single chequer and seven bars high. The second tier was laid in a similar manner, but was 4 feet shorter at each end than the first tier. The third tier was about 6 feet shorter at each end than the second tier. The fourth tier was 6 feet shorter at each end than the third tier. The fifth tier was 8

feet shorter at each end than the fourth tier. The sixth tier was 1½ foot shorter at each end than the fifth tier. The top of the sixth tier was stowed solid, making the fore and aft base of this mass of iron about 90 feet and the upper part about 40 feet, the whole being stowed from side to side of the vessel. The height of this portion of the cargo was from 10 to 11 feet. When the Stevedore had about completed stowing 700 tons of iron in the lower hold the Captain informed him that he would only take 50 tons more, and this was placed above the between decks abaft the mainmast upon planks resting on the beams, and this part of the cargo was also stowed from side to side, three tiers long and solid. When the Captain informed the Stevedore that he only intended to carry 750 tons, the Stevedore remarked that she would be all the better with at least another 100 tons of iron above the beams as first arranged, but the Stevedore did not intimate to the Captain that the vessel was unsafe as she was then stowed. The Master informed the Court that he had never carried a cargo of pig iron before, and, therefore, had no experience as to how such a cargo should be carried. The iron having been all stowed was duly secured and shored up by the Carpenter, and was, in fact, so firmly stowed and secured, that no part of the cargo appeared to have shifted during the voyage. On 4th November, at 1 P.M., she proceeded on her voyage, bound to Boston (U.S.), her draught of water ,being forward 14 feet, aft 15 feet 6 inches. She had a Crew of 14 hands, including Captain Judson Newcombe, who holds a Canadian certificate of competency, dated 3d June, 1875. She commenced her voyage with light northerly winds, and under all plain sail. On the 5th at 6 P.M., Blackwater Light bearing NM., distant 13 miles, the log-book stated that the vessel " rolled heavily," making considerable water, at the rate of 1½ inches per hour, as was also stated by several witnesses. On the 6th she was still labouring heavily. On the 7th, at noon, she was making three inches per hour. On the 5th, at midnight, there was a freshening breeze, which increased to a gale, the wind being southerly and the course W.N.W. The topgallant sail, jib, and spanker were taken in. The vessel was at this time rolling and labouring heavily, and one pump was constantly at work every watch. At noon on the 8th the two pumps were set to work with all hands. At 5 P.M. the Crew complained to the Captain of the leaky state of the vessel. The Captain promised that if the leak did not take up by the next morning he would put back. At 8 P.M., on sounding the pumps, it was found that, although the two pumps had been constantly at work since noon, the water had increased five inches, whereupon the Captain bore up for the Irish Channel. At noon of the 9th there was 3½ feet of water in her. It was about this time, according to the evidence for the most part, that the vessel had settled down amidships, between the fore and main masts, about eight inches, so far as the Carpenter could judge, and this, he said, shortly afterwards increased to 12 or 14 inches. The two pumps were constantly at work, and at 2 A.M. on 11th Fastnet Light was seen N.N.E. 18 miles. Altar passing the Fastnet Rock the vessel was in

smooth water with the wind from N. The leak now decreased so that one watch was allowed to go below and the other watch with one pump kept the water from increasing. At 8 am. Kinsale Light bore N., and the Crew asked the Captain to put the vessel into Queenstown. He replied that, as the weather had moderated and the barometer was above 30 degrees, and as one pump kept the water from increasing, and as he had Waterford and Milford available for shelter, he should try, in the interests of his Owners, who lived at Liverpool, to get the vessel to Liverpool or to Holyhead, and then proceeded on for Holyhead. At midnight Arklow Light bore N. by W. eight miles, and they took in the topgallant sails, a strong gale from N.W. having set in, which carried away the parrell of the fore topsail yard and split the jib and mainsail, and the ship laboured heavily, the water rapidly increasing. At daylight of the 12th they saw Bardsey Island under the lee, and they wore ship and ran for St. Tudwal's Roads. At 8 A.M. they signalled the Cygnet (a) that the barque was in distress. The steamer came down and asked if assistance was required, and she was requested not to abandon them. The steamer kept near the barque until they were in smooth water, when she again offered assistance, and the Captain replied that his vessel was in smooth water, and the steamer's assistance was not required. At 2 P.M. the barque anchored in 12 fathoms water, St. Tudwal Island bearing E.N.E., distant a little over a mile. There were then 6½ feet of water in her. The Captain then hoisted a signal for immediate assistance, and sent a boat ashore with the Second Mate to land the Crew's effects, as they said they would not remain by the vessel unless this was done. At 7 P.M. there were 9 feet 8 inches of water in her, and the greater part of the Crew landed. At 10 30 P.M. the Captain and the remainder of the Crew left her for the night. At daylight on the 13th the Master and Crew returned to the vessel and found 10 feet 6 inches in her. One half the Crew went to the pumps while the other half were employed in stripping the vessel and removing the gear to St. Tudwal's Island. During the day the Captain went on shore and tried to get assistance for pumping, but failed to induce the men he collected to go on board. On the evening of the 13th, there being 12 feet 4 inches water in her, all hands went on shore for the night. They returned again at daylight on the 14th and found the vessel still afloat. They remained in the boats, and at 9 30 a.m. of the 14th she foundered. No lives were lost. On the close of the evidence the solicitor for the Board of Trade requested the opinion of the Court on the following questions:-1. What was the cause of the loss of the vessel ? 2. Was her cargo properly stowed, and was she seaworthy and well found for the voyage intended to be made, and was the Master justified in taking her to sea in the condition she was in and in continuing the voyage after her deck commenced sagging? 3. Was the Master justified in not attempting to take the ship to Queenstown on Nov. 11 ? 4. Was any better course open to the Master than putting into St. Tudwal Roads? and, when there, did he make every effort to obtain assistance and save the vessel ? 5. Was the vessel navigated with proper

and seamanlike care? 6. Whether it is desirable that the lighthouse keeper on St. Tudwal Island should be furnished with rockets or other explosives for the purpose of signalling to the mainland? and 7. Whether the Master, Officers, or any other person are, or any of them is, in default? The Court was satisfied, after a careful consideration of the evidence, that the loss of this vessel was owing to the pig iron which she carried being so stowed as to make the centre of gravity too low. This caused her to roll and labour when she got to sea, so that in a few days the middle of the ship was strained to that extent that she settled between the foremast and mainmast to the extent of at least 14 inches. which eventually led to her foundering. In regard to the stowage of the vessel, the Court remarked that the Master had never previously carried a cargo of pig iron, nor had his Officer, and he consequently, had had no experience as to how it should be stowed, nor could his Officers assist him. The Court formed the opinion that the Master was under the erroneous impression that he was safer in going to sea with a cargo of 750 tons than with one of 800 tons He certainly did not seem to understand or appreciate the opinion of the experienced Stevedore whom he employed, that she would have been in better trim with more weight above the beam, and the Court thought he should have paid more attention to his Stevedore's opinion, or considering his own ignorance, should have sought the advice of those more experienced in such cargoes. In other respects the cargo was securely stowed and shored, as was proved by the fact already mentioned, that it had not shifted during the voyage. The Court considered that the Master was quite justified under the circumstances in passing Queenstown. He had bore ship for the Irish Channel on the 8th, about 8 P.M., soon after the sagging of the deck was observed, according the evidence of the Master and Officers, though it was stated by one or two of the Crew that it was first observable two days earlier. At the time they were off Queenstown they were in smooth water, the wind being off the land ; they were keeping the water down with one pump, and they bad a fair wind up Channel. The Court could not, therefore, find fault with the Master for cherishing with some confidence the hope that he might reach Liverpool where his Owners were. When after a stormy night in which the vessel lost several sails and was driven considerably to leeward, so that at daylight Bardsey Island was in sight under the lee, no hope of reaching Holyhead remained, and he acted for the best in running in for St. Tudwal's Roads. Whether he was wise in refusing further assistance from the steamer Cygnet may be doubtful, as she might have towed his vessel into more shallow water, and a more secure anchorage, but the Master did not think so. The Court was not, however, satisfied that the Master exhausted every effort to get assistance after anchoring. But they were of opinion that while he might have erred in judgment perhaps on more points than one, they could not, on a fair consideration of all the evidence, say that his conduct was such as to lead them to the conclusion that the loss of the ship was owing to such default as would induce them to touch

his certificate. The Court desired to suggest that some better plan of communicating between the lighthouse on St. Tudwal Island and the lifeboat station should be adopted other than that of flags, which are not always to be distinguished in calm weather, or when end on to the wind.

### **Liverpool Mercury - Wednesday 21 January 1880**

#### **THE LOSS OF THE MARY ANNE.**

Gentlemen,- In reply to a statement made by Mr. Owen LL. Williams in your issue of today, we beg to say that the majority of his statements are incorrect. - The first assertion he makes is that there were no distress signals flying, either from the ship or from the Tudwall's Lighthouse. That they were flying was proved beyond a doubt, both by the crew of the ship and the lighthouse keeper at St. Tudwall. His next is that three Steamers and several coasting schooners passed between the Mary Anne and the mainland, which is also incorrect and for a Liverpool tugboat being at anchor close to the ship, this can be proved beyond a doubt to be incorrect, Mr. Williams has been either misinformed or else he is trying to excuse the very strange conduct of the Abersoch life boat crew, in not coming to the assistance of the ship. As to the undersigned going to St. Tudwall's instead of the mainland for assistance, It was explained in a very satisfactory manner before the representatives the Board of Trade.

J. NEWCOMB, late Master of the Mary Ann

W. J. ROBINSON, late mate, Jan.19.

Gentlemen-we notice in your paper of today a letter from Owen L. L. Williams, with reference to the Board of Trade Inquiry re loss of Mary Anne, and are sorry to state that the facts mentioned by Mr. Williams are incorrect and without foundation. No steamer ever passed between the island and the Mary Anne while this vessel was at anchor, neither did any coasting schooner pass. As to the Liverpool tug being at anchor alongside for some hours, it is totally untrue and if such has been reported to him, we should be pleased to have the name or description of the tug, as we are ourselves are making active inquiries or would if he favour us with the name and address of his informant. That the signals were flying on the St Tudwall's lighthouse as well as at the ship was sworn by the lighthouse keeper, who gave his evidence clearly and truthfully; and that they were seen by other parties on shore was also proved in the evidence. The captain of the lifeboat station said he could not see the Signals because they were side

on; and it was afterwards proved by himself that he did not know what the urgent signal of distress was, neither did he know the code flags without referring to his book. The captain of the Mary Ann tried to land on the mainland, but could not do so owing to the surf on the rocks, and being a stranger to the on this coast did not know the one or two small places for a boat to land more readily, and, in consequence, went to the island for information and assistance. It is strange that when the captain did get men down to the beach with a promise to go off and assist him, they refused to do so, saying they were afraid, and two of these men, as proved to the inquiry, were part of the lifeboat crew .

Jan. 19. PETER SUTHERLAND, Jun., & CO.

### **Liverpool Mercury - Saturday 24 January 1880**

#### CASE OF THE MARY ANNE.

Gentlemen, having seen letters in your paper of yesterday from Messrs. Sutherland, Newcomb and Robinson, stating that my letter in your edition of Monday last is incorrect, I have only to say that I believe that every word in it is perfectly true. Knowing the majority of my informants, I have no reason to disbelieve them and also knowing the nature of those living on the seaboard, I have always found them ready and willing to assist on every occasion when they see any sign or signal of distress. It would take up too much space if I were to give the names my informants, but I shall be happy to go with any responsible person to interrogate them. I know the name and master of one of the schooners, also the name of one of the Liverpool fishing boats, and can also easily find out the names of two or three of the steamers. I also ask your reader who are acquainted with Liverpool tugboat men and fishermen whether it is likely that had there been signals of distress flown by the Mary Anne none of them of would have gone to her assistance. I have also been informed that the crew of the three-masted brigantine mentioned in my letter were ashore that evening, carrying water to their vessel; it could not, therefore, have been very dangerous to land on the mainland to look for assistance. The object of my letter was to defend myself from the insinuation that I had not done my best to secure communication between the lighthouse and the lifeboat station at Abersoch, and not, as Sutherland, Newcomb and Robinson say, to defend the "very strange conduct of the Abersoch lifeboat crew in not going to the ship." I should have found fault with them had they gone to a vessel at anchor in fine weather, not showing signals of distress, as the object of the lifeboats, being placed on the coast is to save life when in danger I must decline any further correspondence in

the public papers, but be happy to give any information in my power to clear up the subject.

OWEN LL. WILLIAMS.

Hon. Sec. of the Abersoch branch of the Royal National Lifeboat Institution,  
Bodfean, Pwllhell, Jan, 22, 1880

### **Ship Wreck Index of the British Isles, Richard & Bridget Larn**

Mary Anne

Foundered in light airs whilst carrying 750 tons pig iron. The Court of Inquiry were of the opinion that the loss of the vessel was caused by her cargo being stowed in such a manner that her centre of gravity was too low, causing the vessel to roll and labour when she got to sea, so that in a few days the middle of the ship was strained to such an extent that it settled between the foremast and mainmast by at least 14 inches. The master had no knowledge as to the stowage of pig iron, and the Court considered that he was wrong in going to sea with a cargo of 750 tons rather than 800, and that he should have paid more attention to the stevedore's opinion on this point. In other respects the cargo was securely stowed and stored. On the bottom of the vessel, over the whole distance from her fore and mizzen masts, and from one wing to the other, there was laid a tier of pig iron, stowed single chequer, seven bars high. The second tier was laid in a similar manner, 4 feet shorter at each end. The third tier was 6 feet shorter again as was the fourth, and the fifth was eight feet shorter. The top of the last tier was stowed solid making it a mass of iron over 90 feet.

BOT Wk Rtn 1879 Pt 111 p170 (370); LR 1879-80 No 628(M)

### **Sherbrooke, Nova Scotia**

Sherbrooke is a rural community on the Eastern Shore of Nova Scotia, Canada, in St Mary's in Guysborough County. It is located along the St. Mary's River, a major river in Nova Scotia. Named in 1855, in honour of Sir John Coape Sherbrooke (Lieutenant Governor of Nova Scotia), Sherbrooke prospered, supported by farming, fishing and the timber trade.

In the 1860s, timber, tall ships and gold ruled life along the St. Mary's River, turning Sherbrooke into a prosperous boom town. Gold was discovered in the area in 1861 and Sherbrooke entered a gold rush which lasted two decades.

**Sheet Harbour** is on the Eastern Shore of Nova Scotia, Canada. It is located in approximately 65 miles northeast of Halifax

### **Maritime History Archive**

May hold the crew list for 1897, but it is not available on line.

### **Peter Sutherland junior & Company**

#### **Gore's Liverpool General Advertiser - Thursday 01 February 1872**

##### **BRITISH AMERICA**

Jane,656 of Halifax (P Sutherland) P Sutherland, from St. Mary's , N.S. with 2842 pcs deals and deal ends 50 pcs birch 19 pcs pine timber for P Sutherland, 219 brls herrings order – Brunswick Dock, Reported Jan.27

#### **Liverpool Mercury - Wednesday 27 March 1878**

REFUSING TO PROCEED TO SEA.-At the Lancaster county police court, yesterday, Robert Jordan and William Casey, seamen, were charged with refusing, to proceed to sea in the Patriot Queen. owned by Peter Sutherland and Company, of Liverpool. Mr. Burch an officer of the Local Marine Board, stated that the prisoners signed articles on the 21st instant to proceed from Liverpool on the 25th, in order to join the barque at Glasson Dock. They left Lime street station at 9 20 am. on Monday, and reached Gleason at 12 20. The prisoners and seven other men went on board and got their dinners, and immediately afterwards the prisoners left the ship, without leave. He went up to them and requested them to return as the ship had to sail for New Brunswick that evening, but they, positively refused, although they had received £2 15s. each in advance. - Captain Harper stated that in consequence of the prisoners refusal he could not now sail until Friday or Saturday next account of the tides, and the loss to the owners would be £39 per day. Prisoners offered no excuse for their conduct. - The bench characterised it as a very bad case, and sentenced the prisoners to the serve the full term of ten weeks hard labour each in Lancaster Castle.

**Liverpool Mercury - Monday 17 February 1879**

UNITED KINGDOM MARINE MUTUAL INSURANCE ASSOCIATION.-For carrying on marine insurance business upon the mutual principle, this company was registered 6th instant, as a company limited by guarantee to £5 each member. The subscribers are Tom Dalzell, 11 Litherland-alley, Liverpool, shipowner; Peter Sutherland, jun., 17, Water-street, Liverpool, shipowner; David Jones. 1, Tower-buildings, Liverpool, shipowner; Thomas Sutherland, 51, South John-street, Liverpool, shipowner; Gilbert M. Steeves, Rumford-place, Liverpool, shipowner; A. Armstrong, 3, Redcross-street, Liverpool, shipowner; William Malcomson, 29, Berkley- street, Liverpool, shipowner.

**Liverpool Mercury - Wednesday 27 April 1881**

SERIOUS CHARGE AGAINST A LIVERPOOL CAPTAIN

SETTING FIRE TO A VESSEL.

At the city police court, yesterday, before Mr. T. S. Raffles, Thomas Henry Conauton, captain; Schiffer Conauton, the second mate; and Charles White, the carpenter of the British barque Pride of Wales, belonging to Liverpool, and owned by Messrs. Peter Sutherland and Co., were charged with setting fire to that vessel on the 20th March. Mr. Marks prosecuted, and the prisoners were defended by Mr. Layton. Mr. Marks said the vessel was a Nova Scotian one, but was registered at Liverpool: and when it was 180 miles from land, on the night of Sunday, the 20th March, the ship was found to be on fire. The crew were put into two boats-the captain commanding one, and the first mate the other. The captain's boat landed at Aracaju, and from there were sent to Bahia, where the British consul sent them home to Liverpool. Communications had been received from the Home Office, in which it was stated that the crew of the other boat would shortly land at Southampton from the Tamar. It seemed that three men deliberately swore that the vessel was intentionally set on fire by the chief mate; but, with the exception of the statement by the consist to that effect, no further evidence could be produced at present.

Mr. Raffles why has the consul not sent home the depositions ?

Mr. Cozens said that he was in a hurry to send , home the men, and had done so in a rather informal manner.

A sailor named Jose Alviz, a Portuguese, said that the fire took place on the night of the 20th March. He was in bed at the time, and when aroused saw the

captain and his son (the second mate) coming out of their cabins only partially dressed. Everything that was possible was done to put out the fire. He did not know how it originated. -August Henniger, a German, gave similar evidence.

Mr. Raffles said that there was no evidence against , the prisoners as yet, and would, therefore, pending the arrival of the rest of the crew, take their own recognizances to appear on Monday- the captain to give a surety of £50, and the second mate and carpenter sureties of £20 each.

### **Liverpool Daily Post - Saturday 07 May 1881**

#### **THE CHARGE Of SETTING A BARQUE ON FIRE.**

At the City Police Court, yesterday, before Mr. Raffles, Thomas H. Conauton. master the British barque Pride of Wales, bound for Pensacola, U.S.A. ; Schiffer Conauton, son of the captain, and second mate ; William Robinson, first mate ; and Charles White, carpenter, were brought up on remand charged with wilfully setting fire to the above named vessel on the 20<sup>th</sup> March. The proceedings were instituted in consequence of statement made the Consul at Bahia by one of the crew. Mr. Marks, in opening the case for the prosecution, said the vessel, which Messrs. Peter Sutherland, jun., and Co. were the managing owners, left Santos on the 4th March, and took fire on the 20th. A short time previous to the fire two or three suspicious things occurred. One of the boats, which had been in a very bad state of repair, and which was not considered seaworthy, was suddenly put into sailing order ; three barrels were ordered by the captain and second mate be filled with water and corked, and the latter officer, upon the steward clearing the cabin table, ordered that person to throw a book overboard, but upon ascertaining afterwards that it was the logbook the mate seemed vexed. When the fire broke out the repaired boat put out, and the casks of water placed in it. The lamps, also, which before had been trimmed amidships, were for some days after the departure the ship from Santos trimmed in the topgallant forecastle, where, with the tar that was sprinkled about with oakum, there was much more likelihood of fire: indeed, the conflagration originated in that part of the vessel. From the evidence of the greater number of the witnesses, all reasonable endeavours seemed to have been made to extinguish the flames; the vessel was put before the wind, and every proper precaution was taken. William Fisher said he was A.B. board the British barque Pride of Wales. He acted as sail maker, and joined the vessel in Santos, from whence they sailed for Europe on the 4th March in ballast. On Sunday night, the 20th of March, at about a quarter to twelve the vessel, caught fire the topgallant forecastle. Witness was walking up and down near the wheel, when the man on the look-out, a negro, gave the alarm. Witness

put the helm up, thinking ship was coming down on them, but finding that such was not the case he put the helm down, and called down the captain cabin saying the ship was on fire. Captain, exclaiming "Good God," rushed hurriedly upstairs, looking very frightened, and not half dressed that was the time the first mate was on deck, and buckets of water were thrown on the flames. A few minutes afterwards flames were all over the ship, and every endeavour was made to put the fire out. After working unsuccessfully for that purpose, the captain and crew left the ship, there being sixteen men all told. Two boats were put out, the captain being in charge of one, and the chief mate of the other. There had been a quantity of tar in the topgallant forecastle, and some sailor must have knocked the bung out of the cask, for soon after the fire broke out the tar spread all over the deck. Previous to the fire one the boats in which they left the ship, and which before had not been used, was painted and done up. Witness believed the catastrophe was accidental, and was caused the negligence of one of the crew in trimming the lamps in the topgallant forecastle instead of amidships. Joachim De Silva, seaman, said he joined the ship at Santos. The fire broke out the March, and witness was on the poop at the time. Someone shouted out that the ship was on fire. Ten days after the ship had left Santos the carpenter ordered witness to trim the lamps in topgallant forecastle; they had not been previously trimmed in that part of the ship.

Mr. Layton.—Witness had never been sea before.

William Kruxfeldt said was a saddler (laughter).

Mr. Raffles.-Were these men stowaways?

Mr. Layton. No, sir; they were the best crew that could be got. Witness, continuing, said he was aroused from sleep by the alarm of fire, on the day of fire he was ordered to fill three casks and cork them. When the fire was discovered, water was thrown on to it. Witness thought the fire was caused through carelessness in lighting lamps, but did not think it was premeditated.

In replying to Mr. Raffles, Mr. Layton, explaining the filling of the tanks with water before the fire broke out, said it was usual for Vessels going to Barbadoes, the barque was due for molasses, to sweeten the barrels for their reception.

Jose Alvez said he was cook and steward on board the, barque, and had been at sea for seven years. He joined the vessel Santos. Witness was sleeping in the cabin when the fire occurred. A few days before the fire had thrown the logbook overboard upon being requested to do so by second mate, but the mistake was afterwards found out, and was called a fool for his pains. Mr. Raffles - Witness knew nothing to lead him to believe that the ship had been set on fire. Other evidence was called, in the course of which it was elicited that amongst crew

were a butcher, a saddler, a man who had never been to sea before, and two negroes, all acting seamen.

Mr. Raffles said his duty would be to dismiss the men. As far could tell, there was nothing to justify him in sending the case further, for he did not see that there was any evidence against them all. Mr. Layton applied for certificates of discharge; but The Stipendiary declined to grant them, remarking that the custom was only observed in cases of assault.

### **Judson Newcombe**

#### **Lloyd's List - Friday 12 November 1875**

LLOYD'S CAPTAINS' REGISTER. Board of Trade, Nov., 1875. The following is a list of Captains to whom Masters Certificates have been issued by the Registrar-General of Seamen, together with the names of the ports at which the examinations took place.

Colonial Certificates. Halifax. N.S, 27th May. 1875. William Jacob Messervey (fore and aft), William Henry Smith. Joseph White Priest, Ronald Morrison, Judson Newcomb

#### **Wrexham Guardian & Denbighshire & Flintshire Advertiser 29 July 1876**

NEWCOMB-HAMER -On the 12th inst., at Menai Bridge Church, Llandisilio, Anglesey, by the Rev. J. Jones, Captain Judson Newcomb, of Nova Scotia, to Lizzie, eldest daughter of Mr Richard Hamer, Mostyn Arms Hotel, Menai Bridge.

#### **Express and Echo - Friday 27 February 1880**

SEAMEN REFUSING DUTY. At the Falmouth Police court, yesterday, before Messrs. W. H. Solomon (Mayor), T. Webber, and W. F. Newman, borough magistrates, Joseph Vernon and John O'Brien, two seaman, belonging to the ship Mary Durkee, were charged with disobeying the lawful commands of the master of the vessel (Captain Judson Newcomb). Mr Harry Tilly appeared for the captain. Captain Judson Newcomb said he left Cardiff on the 5th inst. bound to Rio. They experienced bad weather, and having received damage to the rudder-stock he put the ship into Falmouth on the 21st inst., to have the repairs made good. The work was being done, when, on the 24th, the two defendants refused to do any

more work. The repairs were being effected under the supervision Mr. Bowden, Lloyd's surveyor, and the vessel was tight, and would that night be in every respect seaworthy and ready for sea. The men had received a month's advance. He had a crew of 16 hands on board. Mr. Bowden, Lloyd's surveyor, said he had examined the vessel. Her hull and rigging were in good condition. The pumps were sounded, and she was scarcely making any water. He considered her perfectly seaworthy. He asked the two what they wanted done; they said they could not tell. The men, in defence, stated that their reasons for leaving the ship were that they were in danger of life from the wheel when the ship jumped, and also from the abuse of the captain. O'Brien said the ship was seaworthy, but he complained of the captain's conduct, Vernon said it was no use going on board again ; he would be tortured to death, and not die a natural one. Vernon was sent to prison for four weeks, and O'Brien three weeks

### **Cardiff Times - Saturday 13 November 1880**

Dock Robbery.—William Case, a labourer, in the employ of the trustees of the Marquis of Bute, was charged with stealing 10lbs of Muntz's metal from the Roath Dry Dock, the property of Mr Judson Newcombe, the master of the ship Mary Durkee, at present undergoing repairs there. He was found guilty, but in consequence of previous good character, he was only sent prison for 14 days with hard labour.

## 7.0 Analysis

The BOT enquiry reported the date the Mary Anne was built was 1878 but as I started researching the vessel I saw reports of sailings earlier in the 1870's with the same captain. I found a listing in MNL in 1870 for the vessel with the same owner as when she was lost in 1879. I searched on the official number in MNL and found she had been condemned in 1/11/1877. A search in 1877 found the vessel had been driven ashore in October 1877 near Fleetwood and by following the trail I found she had been sold by auction as a hull in December 1877. So she had been sold by the Insurance company as a total loss.

The depositions from the master and mate after her loss in 1879 mentioned she had just come out of dry dock and the leak which developed they thought would stop as the timbers expanded. It was then a possibility that the previous owner purchased her at the auction and had her repaired/rebuilt, then proposed that she was a new vessel. I found this not to be the case when I found the L.R. entry for the vessel spelt with Mary Anne with an "e" as it was larger than the previous Mary Ann and was registered in Halifax N.S. in 1878.

I have included some newspaper articles from the previous Mary Ann to show details of her loss and the way Peter Sutherland operated sending out a master to bring vessels purchased but lying in British North America back to Liverpool.

The British newspaper archives provided almost all the reports concerning the vessel and her owner.

The argument between the master and owner of the Mary Anne and the secretary of the RNLI branch at Abersoch show the difficulty in the 1870's of communicating between a vessel and the shore. The weather was fine with little wind so the lifeboat crew were not expecting to see vessels flying distress signals and the flags that were flown were end on to the shore. The master seems to have made the wrong decision of where to seek help to operate the pumps on the vessel and then claimed he could not land on the mainland. It appears the only chance of saving the vessel was to run her ashore but if the BOT inquiry was correct she was probably badly damaged and the owner was financially better off if she sank, instead of paying for a large repair.

Judson Newcomb from Nova Scotia seems to have returned there after his marriage as the next vessel he is recorded as being the master, is the barque Mary Durkee 880 tons, owned by Amasa Durkee of Yarmouth, N.S. until its sale in 1884.

I have seen vessels built in British North America been fitted with yellow metal (Muntz metal) on their arrival in Britain but the Mary Anne was not, and so

needed a dry dock to clean off fouling before her last voyage. The fouling would have considerably slowed her speed and not fitting yellow metal which lasts about five years appears a false economy.

## 8.0 Conclusions & Recommendations

I have spent about thirty hours on this report, with 95% of that time on line. The name Mary Ann was very popular in the time being researched, both for vessels and as a female Christian name, producing tens of thousands of matches for a search for "Mary Anne" and selecting only Lloyds List and the Shipping and Mercantile Gazette still produced several thousand possible matches.

The use of the same name by the same owner using the same master in such a short period of time caused some confusion and I checked to ensure the vessel had not been repaired and continued being used as other vessels often were at this time. The difference in size and the finding of a new entry in the MNL clarified that there were two vessels not one.

I achieved most of the goals I set myself at the beginning of the research except for any information concerning the builder. The crew list is not available on line so only the names of the master and mate are known from the depositions made of the loss.

The wreck site is not known only a general location but with a cargo of 750 tons of iron it should show up on a suitable seabed survey, if it has not done so already.

The story of the Mary Anne is short and lacking incident except for her loss which is uninteresting especially since the reason it happened is not certain.

## 9.0 References

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

<https://coflein.gov.uk/>

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

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

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

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

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

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

## Books

Ship Wreck Index of the British Isles, Richard & Bridget Larn

## **Appendices:**

### **Appendix A – Table of Lloyd’s Registers entries for the *Mary Ann***

First entry 1879 Mary Anne, barque, 599 tons gross & net 572 tons under deck, 148 feet 2 inches long, 32 feet 8 inches breadth, 18 feet 9inch draught, P 27 tons, built in Nova Scotia by McIntosh in 1878, owner P. Sutherland registered at Liverpool, unclassified.

No change or further details in 1879 when it is updated and marked LOST

### **Appendix B – The Timeline for the *Mary Ann***

1879

January 6 1879 Liverpool arrived Mary Ann, Newcomb from Sherbrooke

March 13 1879 Liverpool loading Mary Ann 598, Newcomb for St Mary’s N.S.

March 14 1879 Liverpool cleared out Mary Ann, Newcomb for St Mary’s, N.S.

April 26 1879 Halifax arrived Mary Ann, Newcomb from Liverpool

May 10 1879 Halifax sailed Mary Ann, Newcomb for Sheet Harbour to load

- deals for Barrow

June 7 1879 Ship Harbour, N.S. sailed Mary Ann, Newcomb for Liverpool

August 20 1879 Quebec arrived Mary Ann, Newcomb from Barrow

September 5 1879 Quebec cleared Mary Ann, Newcomb for Glasson Dock

September 6 1879 Quebec sailed Mary Ann, Newcomb for Glasson Dock

October 2 1879 Lancaster, Glasson Dock arrived Mary Ann, Newcomb from

- Quebec

October 25 1879 Lancaster sailed Mary Ann, Newcomb for Boston via Troon in

- ballast

November 4 1879 Troon sailed Mary Ann, Newcomb for Boston, USA – pig iron

November 14 1879 St Tudwall’s sank

## Appendix C

**lip** Home CLIP databases Contact CLIP

Appropriation Books, Official Numbers 77801 - 77850 (77823)

Image source CLIP

Notes

8	New bra	14	Steam	"	1/77	18 July 77	
9	George Dow	15	Sail?	"	1/75	12 Aug 75	
77820	A. H. Annie	108	Steam	"	1/82	29 Sep 82	
1	Sultan	52	Sail?	Halifax	2/87	31 Oct 78	Toist reg
2	Eliza Smith	44	"	"	48	2 Nov ..	..
3	Mary Anne	599	"	"	78	29 "	"
4	Howard	1063	"	"	51	30 "	"
5	James H. Collins	57	"	"	78	5 May 79	"
6	Abby G.	23	"	"	79	13 ..	"
7	Hannah L.	314	"	"	10/79	19 ..	"
8	Effie Sweet	179	"	"	79	.. ..	"
9	Water Boat	2	Steam	"	1/79	31 ..	"
77830	Robbie Burns	73	"	"	79	18 June ..	"
		1	1-2	"	15	.. ..	"

## Appendix D

**MNL**

29<sup>th</sup> November 1878 appropriation book entry Halifax Nova Scotia, 51/78

1879 77823 Mary Anne, Halifax N.S., Barque built in Sherbrooke N.S. in 1878, 599 tons, owned by Charles S McIntosh, Sherbrooke, co Guysboro, N.S.



Fig. 1

Pig iron ingots



Fig. 2

N flag flown over C flag to indicate distress

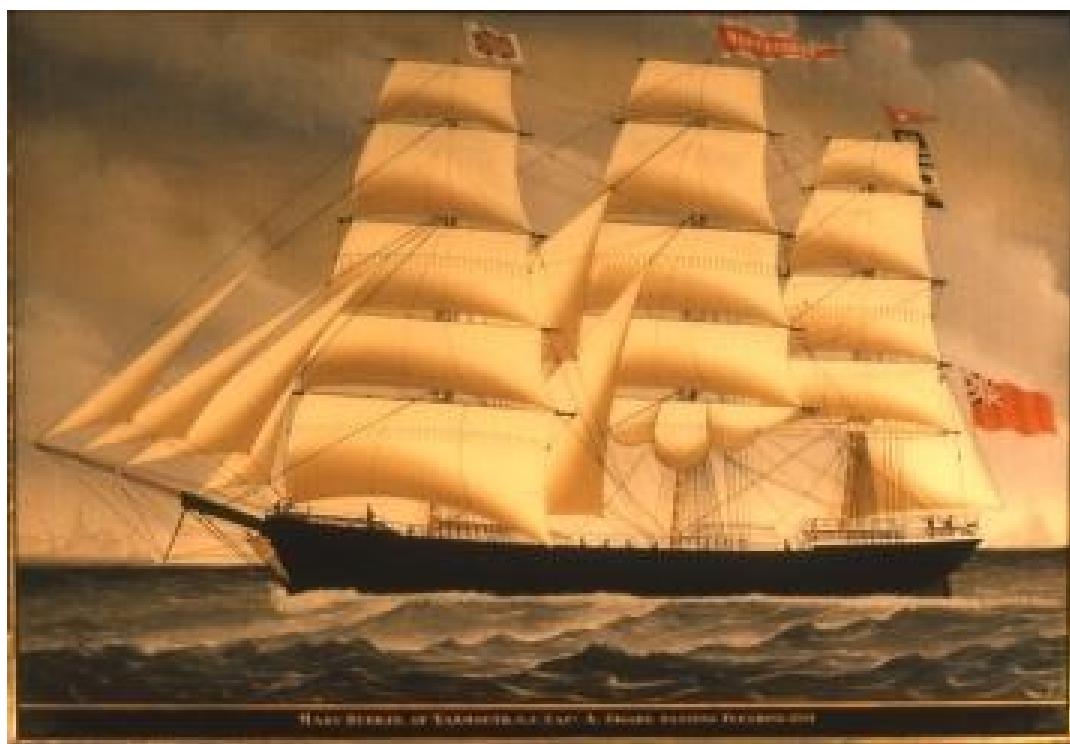


Fig.3 Barque Mary Durkee, master Judson Newcomb 1880-1884