

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



Cadwalder Jones Schooner built Porthmadog 1875

Report compiled by:

Graeme Perks

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*Mary Casson***

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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 Casson* was a wooden schooner of 128 tons built by Daniel Griffith in Porthmadog and launched in April 1869. The *Mary Casson* sailed from Portmadoc to Europe, then on to other ports in the North Sea, Mediterranean and Atlantic coasts before returning to Portmadoc. In 1882 a seaman of 16 years killed the 18 years old steward on the *Mary Casson* whilst at sea and was sentenced to 18 months hard labour for manslaughter at Bodmin Assizes.

The *Mary Casson* was aground at St Tudwell’s island in August 1876, refloated and towed to Aberystwith for repairs. The *Mary Casson* was lost in Spain due the incompetence of the local pilot and on his return to England at Liverpool the master, Thomas Davies made a deposition to the collector of taxes. The fact he was deaf after suffering Scarlet fever was reported and he voluntary surrendered his masters certificate which was retained after he failed to regain his hearing.

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 -----	12
7.0 Analysis -----	37
8.0 Conclusions & Recommendations -----	39
9.0 References -----	40
 Appendices:	
Appendix A - Table of Lloyd's Registers entries for the Mary Casson -----	42
Appendix B - The Timeline for the Mary Casson -----	43
Appendix C - Mercantile Navy List -----	56
Appendix D - Crew lists for official number 62835 -----	57
Appendix E - Appropriation Book -----	59
Appendix F - Ports and Other Locations -----	60
Appendix G - Cargo Explanations -----	64

2.3 List of Pictures

Page No.

Front Cover:	Cadwalder Jones Schooner, built Porthmadog 1875-----	1
Fig. 1	Schooner being loaded with slates at Greaves' Wharf, Porthmadog ---	21
Fig. 2	Porthmadog Harbour -----	25
Fig. 3	The Treadmill at Brixton Prison -----	34
Fig. 4	Mediterranean Trade -----	64

2.4 Contributors

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2.5 Abbreviations

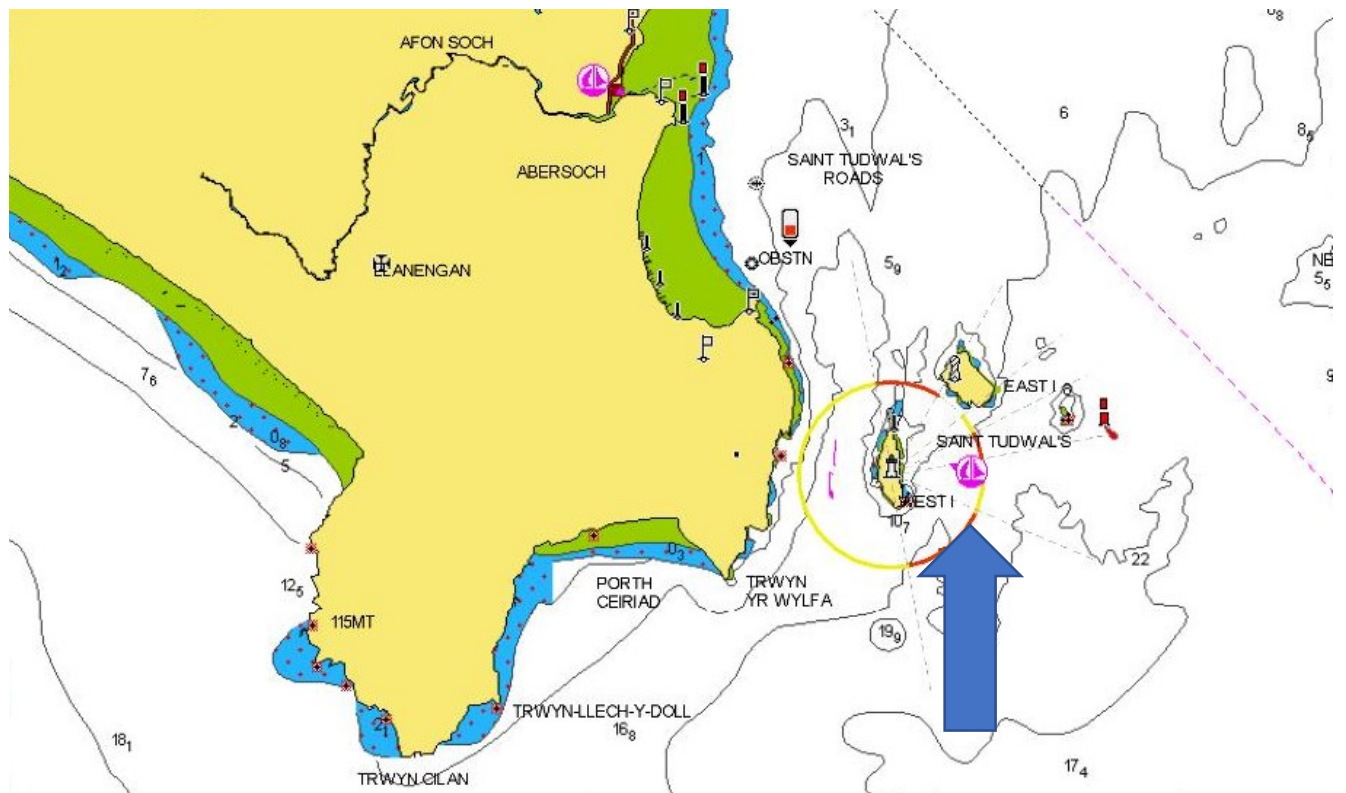
BNA	British Newspaper Archives
BOT	Board of Trade
LR	Lloyds Register of shipping
MADU	Malvern Archaeological Diving Unit
NAS	Nautical Archaeology Society
NAW	National Archives of Wales
NPRN	National Primary Resource Number
OS	Ordnance Survey
SMG	Shipping and Mercantile Gazette
WNL	Welsh Newspapers on Line
w/e	Week ending

3.0 Introduction

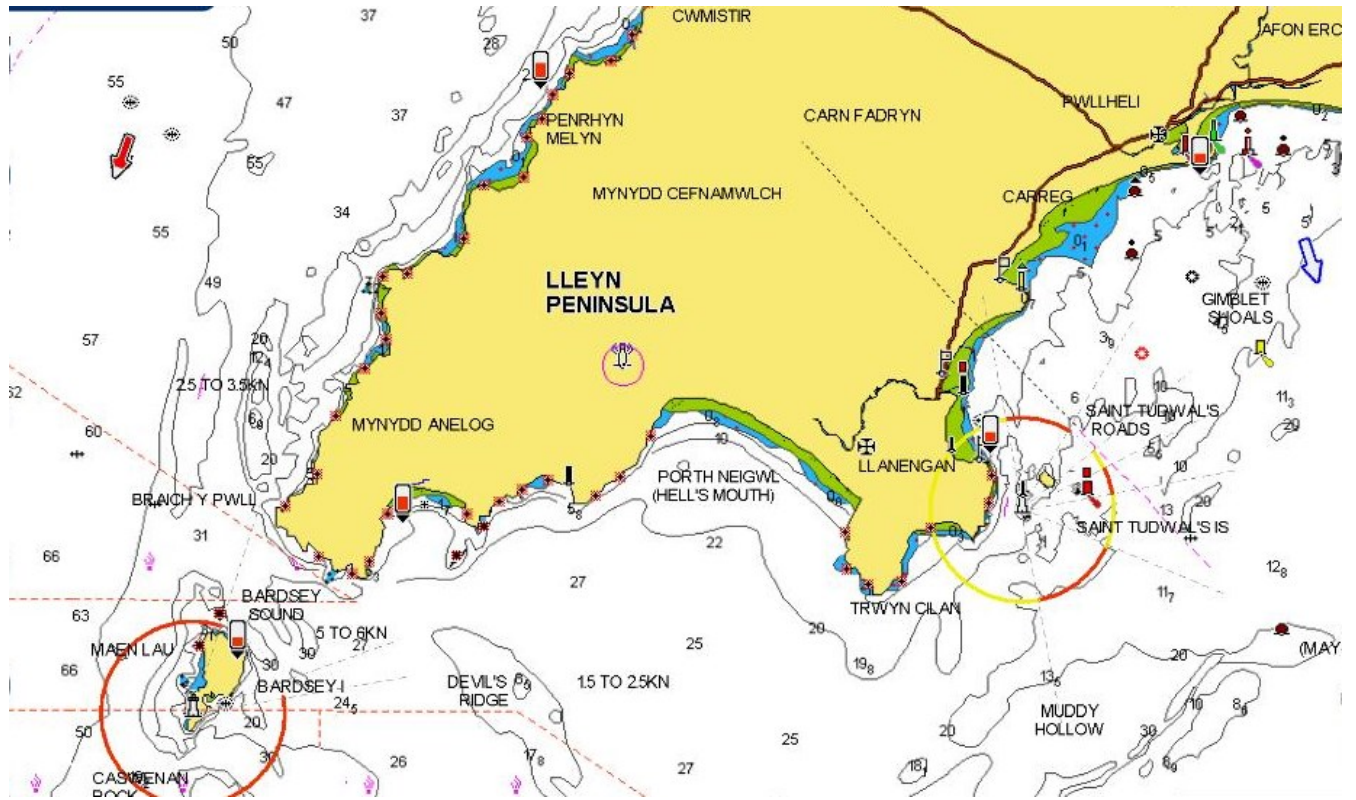
1. I selected Mary Casson to research because she was aground and refloated and wished to identify her and see how much information I could find about her. I also wanted to find out what happened and I wanted to discover:
2. The dimensions of the vessel, who the builder was and when she was built and any other information available about her.
3. Information concerning the voyages, cargo's, any events affecting the vessel, details of its masters, crew and owners.
4. To find out the sequency of events leading up to the loss of the vessel, whenever that was and the event in 1876.
5. To discover the cause of the event in 1876 and if the vessel survived, the cause of its eventual loss.
6. The events that happened after the incident in 1876 and up to and after its loss if it survived.
7. If there were any previous research of the vessel for the 1876 incident and its story.
8. If there was a wreck site for Mary Casson 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 Mary Casson.

4.0 Background

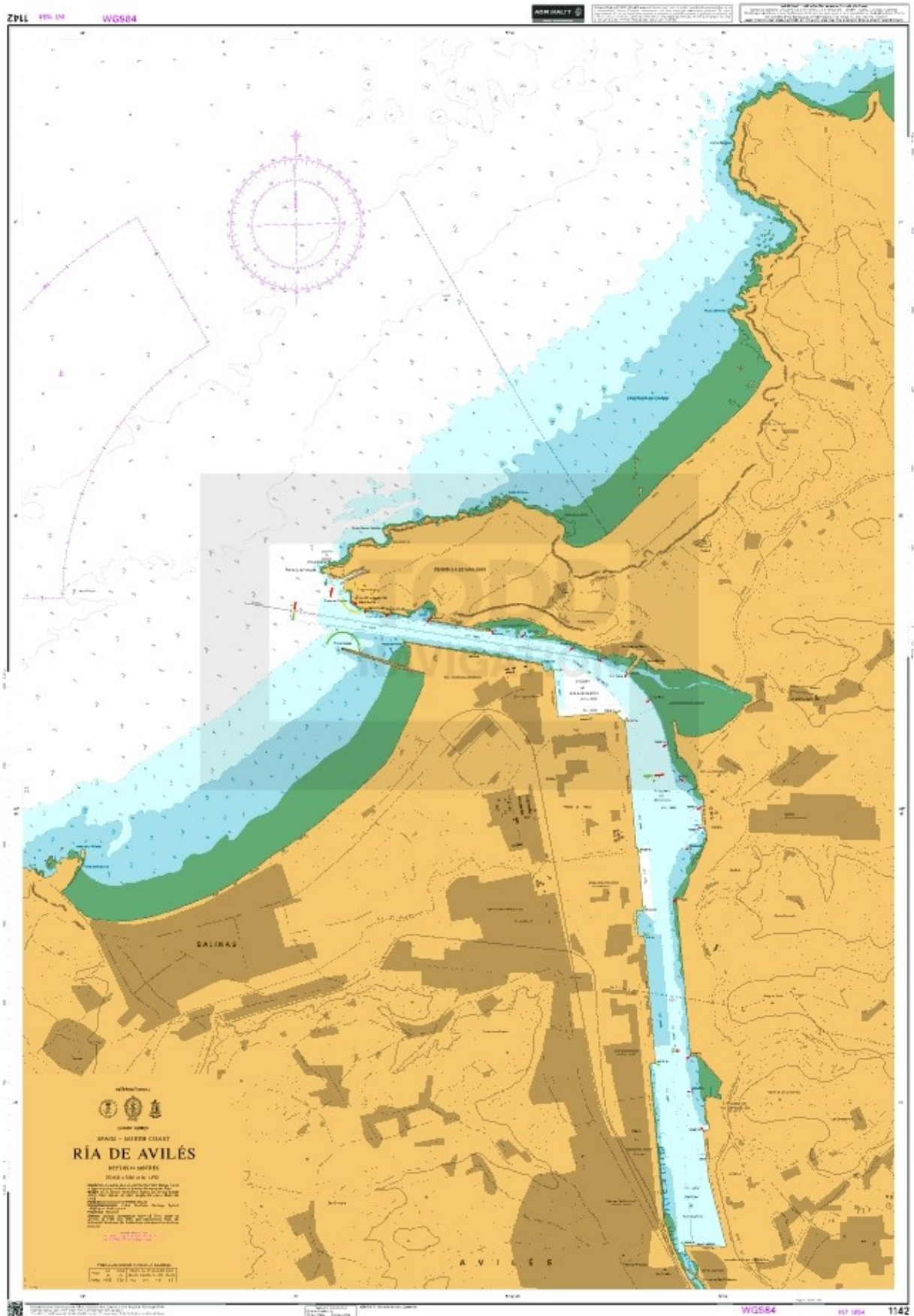
It was reported that the Mary Casson was a wooden schooner built in 1869 and in August 1876 she was aground at St Tudwal's and reloaded



Saint Tudwal's Islands



Saint Tudwal's Islands and adjacent coast



Admiralty-Chart-1142-Ria-De-Aviles

5.0 Research Methodology

I used a Microsoft Pixel laptop with access to my home internet running windows 10 operating system. I also used my Apple I pad for research when I was away from the laptop. The new internet provider has now connected my home by a fibre connection so it is very much faster. The Laptop uses Bing search engine but I also use Google which produces less advertisements and less Americanised content.

I searched Lloyds Register of Shipping (LR) for "Mary Casson" looking for details of her dimensions, master, builders and owners from 1869 with a match. I then searched yearly until 1883.

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

I searched the Crewlist Project for " Mary Casson" 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 "Mary Casson", "Casson Davies" and " schooner Mary Casson" looking for sailings, arrivals, a launch, owners, builders, mishaps and any details of her loss and found a number of matches. I also searched "Thomas Parry Portmadoc" and "Thomas Parry Timber" after I found he was a timber merchant looking for details about him and his business with matches. I searched "Deposition Davies" looking for the deposition concerning the loss of the Mary Casson with no match. . I also searched "Daniel Griffith Ship Builder" and "Daniel Griffith" looking for details about him, his business and family, finding matches. I also searched "Morris Davies Llysifor" looking for details of him and his business but only found two records of public contributions.

I searched Welsh newspapers on line for "Mary Casson" looking for sailings, arrivals, a launch, owners, builders and any details of her loss and found some matches. I also searched "Morris Davies Llysifor" looking for details of him and his business but only found two records of public contributions. I also searched " Morris E Davies" but was unable to identify the first owner of the Mary Casson from the matches.

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

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

I searched the National Archives for details of the manslaughter conviction in 1883 which directed the search to Findmypast web site which has two records of Walter James Till about 16 years being tried at the spring Assizes in 1883.

HO140, A Calendar Of Prisoners Tried At The Spring Assizes For The Year 1883 and MEPO6 Police Gazette. A search for the same details for the surname Felix produced no matches. This is a subscription web site.

I searched the Ancestry UK website which has records for a Walter James Till born about 1868 and found possible matches in the calendar of prisoners, 1868-1929 also in London, England, Church of England Marriages and Banns, 1754-1936 married to a Harriet Jane Bertha Stone and other possible matches.

I also searched for details of the prison system in 1883, Bodmin goal. what the sentence of hard labour entailed to understand the sentence passed on Walter James Till who was 16 years old and found matches.

6.0 Results

Vessel	Name/s	Mary Casson		
	Type	Schooner		
		Cargo		
Built	Date	1869		
	Launched	April 10 th 1869		
	Builder	Daniel Griffith		
		Portmadoc		
Construction	Materials	Wood - Oak		
	Decks	One		
	Bulkheads	None		
Propulsion	Type	Sail		
	Details	Fore and aft rigged		
Engine	Details	N/A		
	Boilers			
Drive	Type			
	Number			
Dimensions	Length	87 ft	6 ins	
	Beam	22 ft	5 ins	
	Draught	11 ft	6 ins	
Tonnage	Gross	128 tons		
	Net	122 tons		
Owner	First	Morris Davies & Co		
	Last	Thomas Parry		
		2 Mount Pleasant, Portmadoc		
	Others			
Registry	Port	Caernarvon, Portmadoc		
	Flag	British		
	Number	62835		
History	Routes	From Portmadoc to Europe inc North Sea, Mediterranean and Atlantic ports and Ireland		
	Cargo	Muriate of potash, Slates, Coal, Timber, Flour, Salt, Oil, cement		
Final Voyage	From	Dublin		
	To	Aவில், Spain		
	Captain	Thomas Davies		
	Crew	unknown		
	Passengers	None		
	Cargo	Unknown		
Wrecking	Date	December 1883- January 1884		
	Location	Coast of Spain		
	Cause	Incompetent Pilot		
	Loss of life	unknown		
	Outcome	wrecked		

North Wales Chronicle - Saturday 17 April 1869

PORTMADOC.

SHIP LAUNCH -Early on Saturday last, the 10th inst. a very smart little schooner was very successfully launched at the harbour, Portmadoc. It was built by Mr Daniel Griffiths, shipbuilder, entirely of oak, and reflects credit alike on the builder and his staff of workmen. The following are its dimensions:-length of keel, 80 feet; depth, 11 ft. 10 in.; breadth across beam, 21 ft. 8 in. Tons register, 128; ditto burden, 220; and it is registered at Lloyd's A 1 for twelve years. The launch was an unusually quick and successful one, it being christened by Mr William E. Morris the "*Mary Casson*." The captain will be Mr Morris Davies, and it is intended for the general trade. The shipbuilding trade is very brisk at present in the Port, as there are four or five other vessels in course of building, and, several of them are nearly completed, and will be launched in a short time.

Shipping and Mercantile Gazette - Thursday 02 January 1873

FREIGHT REPORTS,

[from our own correspondents.]

Salonica, Dec. 24.—Nothing doing from here. The schooner *Mary Casson*, 128 tons register, A1, and coppered, has been chartered here by wire, to load either at Patras or in a port of Greece; if fruit 40s per ton of 20 cwt, and if valonia 42s 6d per ton, with 10 percent, primage and 10 guineas gratuity in either ease, for United Kingdom for orders, and if direct port 2s 6d less. T. Levunis.

Shipping and Mercantile Gazette - Saturday 19 April 1873

SCILLY—St Mary's April 18: The weather during the last few days has been very warm and foggy, with the winds prevailing from the southward and eastward. Several ships are the offing.

Put in windbound, —The *Mary Casson*, Davies, from Prevesa; *Ingham Whittaker*, Scattiola, from Alexandria; both for orders.

Llandudno Register and Herald - Saturday 20 September 1873

Portmadoc

FRIDAY SEPTEMBER 12. — Before J.W. Greaves and E.W. Mathew Esq.

Suing for Wages. —Wilhelm Theorin. a Swede, sued Morris Davies, master the *Mary Casson* for £2, the remainder of wages alleged to be due. Complainant, who spoke English very indifferently, was understood to say was engaged on board the *Mary Casson* the 19th May. He enumerated the places had been in ; said that the captain and mate had abused him; that the captain was fined for assaulting him; and that he (Theorin) had been locked up at the instance the consul for leaving the ship. The captain said that Theorin deserted the vessel part of the time, and that the £2 withheld were paid to another party for doing his work when was absent. The captain put in his log book, and after examining this the bench dismissed the case, saying a man had to be engaged while complainant was in gaol for disobedience, and no doubt the consul had only done what complainant deserved.

London Evening Standard - Wednesday 17 December 1873

MERCANTILE SHIP NEWS.

CASUALTIES.—Several vessels broke from their moorings in Belfast Harbour on Monday night, during a gale. The *Eva* of Runcorn, *Mary Casson* of Caernarvon, and *Island Queen* of Belfast, sustained damage.

Lloyd's List - Thursday 22 January 1874

TROON, 20th Jan. The *Mary Casson*, hence to Santander, with coal, has put back here with loss of spars, sails, &c

The Cambrian News and Merionethshire Standard 1st October 1875

A GREAT GALE Many of our readers must have felt this high gale on Sunday night last. Nearly thirty-seven years have gone by since Liverpool was swept by a storm so severe. Considering the comparative brevity of the hurricane—for such it really was- the list of disasters is of deplorable dimensions. Damage to property is reported in all directions. In the town the streets were strewn with the debris of partially-destroyed roofs and demolished chimney stacks whilst in

the suburbs, hundreds of levelled trees and walls bore evidence of the irresistible power of the wind.

PORTMADOC.—The storm broke over this town about, nine p.m. in a great fury. The ships in the harbour knocked against each other, inflicting some though not any serious damage. The most seriously damaged were the *Mary Casson* and the *Venodocian*, moored near the new quay. Two large trees were uprooted and rent near the new church. The roof of the Pontynysgalch Baptist Chapel was much damaged, and the summerhouse of Mr William Jones, butcher, was blown down. slates were blown off the roofs of several houses. On the road to Beddgelert and at Beddgelert itself, several large trees were uprooted, and roofs of houses damaged. The same may be said of Tretnadoc.

The North Wales Chronicle and Advertiser for the Principality 2nd October 1875

PORTMADOC. The hurricane which prevailed on Sunday night was felt severely here.

During the storm two vessels lying at the New Quay got into collision. They were named the "*Venodocian*" and the "*Mary Casson*." It appears there was no one on board either vessel at the time. The "*Mary Casson*" broke her chain and ran foul of the *Venedocian* damaging her bulwarks, &c, The former vessel, however, received the most injury. Her bulwarks, quarter and main sail were carried away. About £60 will cover the injuries she sustained, and £15 those of the "*Venodocian*".

Shipping and Mercantile Gazette - Tuesday 08 August 1876

ABERYSTWICH—Aug. 7: The *Mary Casson* schooner, of Caernarvon, from St Malo (oak timber), has been towed in here with considerable damage to keel and bottom, having been ashore on St Tudwall's Islands.

Lloyd's List - Friday 11 August 1876

RECEIVER'S REPORTS.

Aberystwith, 7th Aug. *Mary Casson* (schr.). of Carnarvon, from St. Malo to Aberystwith : deposition of M. Davies, master. [53.453]

The Star : Guernsey - Thursday 17 May 1877

POLICE COURT.— Wednesday. (Before Sir Stafford Carey, Bailiff, and E MacCulloch and G. Allez, Esqrs., Jurats.)

Cruelty to Animals.

Henry Owens, mate of the schooner *Mary Casson*, of Carnarvon, was produced before the Court by the Guernsey Society for the Prevention of Cruelty to Animals, on a charge of setting his captain's dog on another dog at St. Sampson's on Friday last.

The animals were, it appears, made to fight by the accused, the combat resulting in considerable injury to both.

The Court, after hearing the evidence and the conclusions, sentenced Owens to the payment of a fine of £1, or, in default, to a week's imprisonment. The fine was paid .

Midland Counties Advertiser - Thursday 18 October 1877

CITY SAW MILLS.

CHEAP ROOFING.

THE Undersigned has in Stock Fifty Thousand Double Roman Tiles, which are so much used instead of Slates, Less than half price—namely, 15s. per square (100 feet superficial).

66, THOMAS STREET, DUBLIN.

JOSEPH KELLY,

Discharged ex-schooner **Mary Casson** one hundred tons of the best

LONDON PORTLAND CEMENT,

HOLLICKS & CO., Manufacturers,

Which has been extensively used in this market for years, and well tested; every guarantee given and at moderate rates. City Saw Mills, 66, Thomas-street—**JOSEPH KELLY.**

Dover Chronicle - Saturday 13 November 1880

SHIPPING INTELLIGENCE

November 10th Arrived Mary Casson. Captain Ellis, from Portmadoc, slates for Mr. Finnis

Daily Telegraph & Courier (London) - Tuesday 19 December 1882

FALMOUTH.

On her arrival at Falmouth from the West Indies the brig Mary Casson, of Carnarvon, landed, in custody Walter F. Till, a lad who on the passage homewards a said to have, with knife, pierced the heart of the cook, coloured youth named Norris Jones, causing his immediate death. Till admitted having a knife in his hand, but declared the affair to have been purely accidental. The magistrates today, after a long investigation, directed Till's commitment for trial at the Bodmin Assizes for manslaughter, and the captain and crew were bound over to appear as witnesses.

Magnet (London) - Monday 25 December 1882

A MAN KILLED ON BOARD SHIP.—Walter James Till, aged 16, able seaman, belonging to the Mary Casson, of Carnarvon, was charged before the Falmouth borough magistrates with killing Morrie Jones, the cook, aged 18, on November 10.—The prisoner is a small, inoffensive-looking lad, and seemed to feel his position acutely.—Owen Evans, captain of the Mary Casson, said at noon on Nov. 10 one of the crew came to him while he was in the cabin and told him the cook was stabbed. Ongoing on deck he saw two of the crew laying Jones on his back. He had a wound on the left breast.—Morris Richards, the first mate, said he saw the prisoner and Jones struggling, and Jones struck Till twice. He separated them, but soon afterwards Jones came running along the deck calling witness by name, and saying Till had stabbed him.—The magistrates committed the accused on the charge of manslaughter.

The Tenby Observer Weekly List of Visitors and Directory 1st February 1883

At the Bodmin assizes, on Tuesday, Walter James Felix (16), was convicted of the manslaughter of Morris Jones, steward on board the *Mary Casson*, of Carnarvon, by stabbing him on the high seas on November 10th. For the defence it was contended that prisoner had been roughly treated by the captain and crew, and that he stabbed the deceased during a quarrel in self-defence. He was sentenced to 12 month's hard labour.

Royal Cornwall Gazette - Friday 02 February 1883

MANSLAUGHTER ON THE HIGH SEAS.

Walter James Till, 16, seaman, was indicted for the manslaughter of Morris Jones, on the high seas, on November 10th, 1882. For the defence provocation was pleaded but the jury, after a short deliberation, found the prisoner guilty ; and his Lordship, having commented upon the cruelty to which the prisoner was treated on board ship after the assault, being shut up in a dark hole with his hands tied behind his back for sick weeks, said he would take this into consideration, but the least sentence he could pass was 18 months' imprisonment with hard labour.

Shipping and Mercantile Gazette - Tuesday 04 September 1883

MARITIME INTELLIGENCE.

Mary Casson schooner, Davies, from Dram, Sept. 1, about 15 miles ENE of Whitby, by the Ellen smack, of Lowestoft, at Whitby.

The North Wales Express 22nd February 1884

CURIOUS CHARGE AGAINST A CARNARVON CAPTAIN. —A meeting of the Local Marine Board was held at the Sailors' Home, Canning-place, Liverpool, for the purpose of investigating a charge of incompetency, through deafness, preferred against Thomas Davies, late master of the vessel *Mary Casson*, belonging to this port. Mr T. E. Lemon presided, and there were also present Mr J. Phillips and Mr T. Stamford Raffles, the latter being legal assessor.—Mr Paxton appeared on behalf of the Board of Trade, and Mr Rogers appeared for Captain Davies.—The

case, Mr Paxton said, was of an extraordinary character, the allegation being that Captain Davies was, owing to deafness, incapable of managing his ship. Nothing would be urged against his character.—Mr W. H. Holmes, collector of customs at this port, said that Davies came before him on the 19th January last to make a deposition with regard to the loss of the vessel on the coast of Spain. A pilot had been in charge of the schooner at the time of the wreck. Witness had considerable difficulty in making Davies hear, and had to speak to him through a tube. He understood that Mr Davies lost his hearing from an attack of scarlet fever —It was stated that Captain Davies had consulted several doctors as to his case, and that he had also sought the advice of a female doctor, but was invariably worse after each consultation (laughter).—Witnesses were called as to Davies's capacity to hear, and questions were loudly put to him by the chairman, which he did not hear.—Mr Rogers drew the attention of the board to Captain Davies's excellent character, and to the fact that the loss of the schooner was not caused by any fault of his. Partial deafness, Mr Rogers contended, was not a disqualification in a captain of a small vessel. The defendant's crew understood him, and knew how to make him hear. The members of the board having conferred privately, the chairman said they had, after very careful consideration, determined to adjourn the inquiry until the 13th June next. Captain Davies would meanwhile have an opportunity of seeking from the best aural surgeons a remedy for his deafness. The board sympathised with him in the circumstances in which he was faced.—Captain Davies then voluntarily surrendered his certificate into their hands.

The North Wales Chronicle and Advertiser for the Principality 5th April 1884

Claim, for Demurrage.—David Davies, master of the schooner" *Mary Casson*," sued William Thomas, timber merchant, Wrexham, for £18 6s for demurrage.—Mr F. A. Evans (Messrs Turner, Allanson, and Evans), for the plaintiff, and Mr Pierce, Wrexham, for the defendant.—The vessel, which has been lost, was chartered with a cargo of timber from Norway to Connah's Quay, where she arrived on September 22nd, but the cargo was not discharged until October 8th.—For the defence it was contended that the delay was attributable to the master of the schooner and his men.—Judgment was given for the plaintiff for £6 2s., being three days' demurrage.

Shipping and Mercantile Gazette - Saturday 14 June 1884

ALLEGED INCOMPETENCY OF A CAPTAIN THROUGH DEAFNESS.—A meeting of the Liverpool Local Marine Board was held at the Sailors' Home yesterday (Friday) for the purpose of further investigating the charges of incompetency, through deafness, of Mr. Thomas Davies, late master of the schooner Mary Casson. There were present' Mr. Charles E. Lemon (in the chair), Mr. T. S. Raffles (stipendiary magistrate), Mr. E. B. Drenning, and Mr. Phillips. Mr. Paxton appeared on behalf of the Board of Trade to prosecute the inquiry, but the defendant, Captain Davies, did not appear. Mr. Paxton said there could be no doubt about the fact of the deafness. It was scarcely disputed, but the Marine Board, in order to give him an opportunity to get medical advice, so as to ascertain whether time would help him, adjourned the case for four months, and if he recovered he could come and prove to the satisfaction of the Court that he was able to act in the capacity of master. The solicitors who acted for him had written to him, but he had replied that he did not want professional assistance. The defendant might have appeared and asked for a further adjournment if he choose, but he did not appear to think it worthwhile to take advantage of that, so that the Court was at liberty to deal with his certificate in any way that they may think fit. Physical incapacity was as much a danger as insobriety ; and there was this danger of a man incapacitated holding a certificate, that owners could put him forward as the nominal master and get an uncertified person to manage, although he did not suggest that it would be so in this particular case. After some consideration the Board decided to suspend the certificate until such time as the defendant was able to prove to the satisfaction of the Board of Trade that he was capable of holding it.



Fig. 1 Schooner being loaded with slates at Greaves' Wharf, Porthmadog

Ship building at Porthmadog began almost as soon as the first quay was built commencing in 1825. Shipbuilders moved from surrounding places such as Penrhyndeudraeth and Borth y Gest to beaches such as that by Harbour Station.

Daniel Griffith, ship builder

Slate, Sail and Steam: A History of the Industries of Porthmadog

The Australia Inn, in Porthmadog's high street, was the home of Daniel Griffith, the shipbuilder. He built the *Volunteer*, *New Blessing*, *Sarah*, *Samuel Holland*, *Anne Holland*, *Mary Casson*, *G&W Jones*, all of them, apart from the brigantine *New Blessing*, were schooners of between 110 and 150 tons.

Several of the Australia Inn's Victorian licensees had maritime connections, including ship-builder Daniel Griffith in the 1870s.

North Wales Chronicle - Saturday 06 June 1863

ANOTHER SHIP LAUNCH.-On Tuesday, a fine NEW schooner, built by Mr. Daniel Griffith, Portmadoc, was launched in the Port, amid a large number of spectators. It was named the "*Volunteer*," and is of 115 tons register, and calculated to carry 220 tons. The captain- Mr Jno. Jones, late master of the schooner, "*Margaret*," of Portmadoc.

The North Wales Chronicle and Advertiser for the Principality 4th March 1865

SHIP LAUNCHES.—On Saturday evening last two large vessels, one a brig, and the other a brigantine, were launched in a most successful and splendid manner at the harbour of Portmadoc, amongst a large concourse of spectators. The brigantine is a beautiful model, built of the beat oak, by Daniel Griffiths, shipbuilder. She is 158 tons register, and 300 tons burden, and is entered A 1 at Lloyds for 12 years. The ceremony of christening was performed by Miss Anne Watkins, sister of the captain, Mr. W. Watkins, the name given being "*New Blessing*." The vessel is copper fastened, and altogether is one of best vessels ever built in Portmadoc. The "*New Blessing*" is intended for the foreign trade.

Herald Cymraeg - Saturday 01 June 1867

May 24, at the age of three, from scarlet fever, Owen Lloyd, son of Mr. Daniel Griffith, shipbuilder, Porthmadoc

North Wales Chronicle - Saturday 03 February 1872

PORTMADOC.

LAUNCH-On Saturday morning last, one of the most beautiful launches that we have seen took place at the stocks of Mr Daniel Griffith, Australia Inn, Portmadoc. The vessel glided into the water most gracefully. It is said by competent judges that she was one of the best and finest vessels that Mr Daniel Griffith- a successful builder of vessels for the slate and home trade-has ever made. It is a

schooner of about 200 tons, baptised the "*Griffith and William Jones*," and is intended for the slate trade, and classes thirteen years, A1.

North Wales Chronicle - Saturday 17 February 1872

PORTMADOC NEW CHURCH.

AN Appeal to the public for subscriptions towards the erection of a New Church at Portmadoc, for which an eligible site has been promised on condition that a minimum sum of £2,000 be first collected. Mr and Mrs Thomas Casson will give an Organ, two manuals and pedals.

LIST OF SUBSCRIBERS.

	£	s.	d.
Already advertised	1668	9	7
Mrs Jones-Parry, Plas Tregayan	5	0	0
Mrs Morgan, Llanfor, Bala	3	3	0
Mr Randal Casson	2	2	0
Mr Morgan Lloyd, wine merchant, Carnarvon	2	2	0
Mrs Turner, Manchester	1	0	0
Mr Daniel Griffith, Portmadoc	1	0	0
Mr T. <u>Ll. Pritchard</u> , Festiniog Railway	1	0	0
Mr Robt. Parry, carpenter, late Portmadoc	0	10	0
<hr/>			
	£1684	6	7

Messrs. Ashton and Green, of London, give a complete set of Tablets, with the Commandments, &c., illuminated on enamelled slate.

Subscriptions will be thankfully received by

TREASURERS:

Mr JOHN CASSON, Messrs. Cassons and Co's Bank, Portmadoc.
 Mr JOHN PARRY, National Provincial Bank, Portmadoc.

} Hon. Secs.
 Rev. JOHN MORGAN, Portmadoc,
 Mr THOMAS CASSON, Bank, Portmadoc, }
 1816

North Wales Chronicle - Saturday 03 August 1872

Transfer of License.-The license of the refreshment room at the Portmadoc railway station was transferred to Mr Daniel Griffith, Australia Inn, Portmadoc.

Caernarvon & Denbigh Herald - Saturday 12 April 1873

Alleged Larceny by a Servant. - Hannah Clark, a nurse and charwoman, was indicted for stealing, while in the service of Mr Daniel Griffith, Australia Inn, Portmadoc, a brooch, two sovereigns, a red flannel bodice, and a pair of

stockings, his property. Mr David Pugh, Dolgelley and Holywell, appeared for the prosecution, and Mr Picton-Jones for the defence. Prisoner had been the nurse-tender to the late Mrs Griffiths, and after her death was engaged as housekeeper. The articles of clothing were missed, and the cellar in which the prisoner resided at Borth were searched, they, or articles like those missed, were found there. Mr Picton-Jones submitted that there was not a tittle of evidence against his client and the prosecution had broken down. No witnesses were called as to character, but Dr Griffith, Portmadoc was in court and was willing to give evidence on the point, but the chairman held that it was unnecessary that he should be called. The chairman summed up strongly in favour of prisoner. Looking at all the facts of the case he thought it would be very unsafe to convict her, and if the jury had any doubt she ought to be discharged. The verdict of the jury resulted in an acquittal.

Caernarvon & Denbigh Herald - Saturday 14 June 1873

THE BANKRUPTCY ACT, 1869.

**IN LIQUIDATION RE DANIEL GRIFFITH,
SHIPOWNER, PORTMADOC.**

To be Sold by Private Treaty by the Trustees, William Evan Morris, Portmadoc, and Charles H. Rees, Carnarvon, Public Accountants,

THE Frame of a new Schooner, to class 12 years, of about 170 tons carpenter's measure, together with all the Timber lying in the Yard, Stove, Treemalls, and all other effects. &c.; also the following Shares in Vessels insured in the Portmadoc Mutual Insurance Society, viz,

4-64th	in the	VOLUNTEER,	116 tons.
4-64th	..	NEW BLESSING,	168 tons.
6-64th	..	SAMUEL HOLLAND,	159 tons.
16-64th	..	ANNE HOLLAND,	136 tons.
8-64th	..	MARY CASSON,	128 tons.

Scaled Tenders must be sent in on or before the 17th June to either of the Trustees.

Parties wishing to inspect the property lying in the yard can apply to MR W. E. MORRIS, Portmadoc, who will give them all necessary information.

1034

North Wales Chronicle - Saturday 17 May 1873

GAZETTE NEWS.-Liquidation by private arrangement: David Griffith, Australia Inn and Railway Refreshment Rooms, Portmadoc; Messrs. J. and J. Jones, solicitors, Portmadoc.

The Cambrian News and Merionethshire Standard 20th June 1879

EVANS—GRIFFITHS—June 18th, at the Ynyscynhaïam Parish Church, by the Rev. Erasmus Parry, assisted by the Rev. J. Morgan Jones, Dr. Henry Evans, of Portmadoc, to Catherine Ellen, daughter of the late Daniel Griffiths, shipbuilder, of Portmadoc.

Llandudno Register and Herald - Friday 12 April 1889

PORTMADOC Success.—Mr. W. Lloyd Griffith, son of the late Mr. Daniel Griffith, and brother Mrs. Dr. Evans, has passed the examination of the Local Marine Board for the certificate of master mariner, was examined at Liverpool.



Fig. 2 Porthmadog Harbour

The Victorian photo shows shipbuilding on the right, quarry wharves in the centre, public wharves in the foreground, slate-carrying railway wagons, rows of roofing slates awaiting shipment and a plethora of moored ships.

Thomas Parry, Timber merchant Portmadoc

He was a Land Tax Commissioner, member of a Grand Jury, Liberal political party supporter and a Portmadoc workhouse Guardian, nominated by the ratepayers association (he came top of votes cast in 1883).

North Wales Chronicle - Saturday 05 November 1864

PORTMADOC

Ship Arrival.-On Friday week, the brig Thompson, Captain H. Tickle arrived in Portmadoc from the Quebec, with a large cargo of fine yellow and red pine, consigned to Mr. Thomas Parry, timber merchant, Portmadoc.

Caernarvon & Denbigh Herald - Saturday 21 December 1867

DEATHS

On 13th Inst. Aged 34, at Mount Pleasant, Portmadoc Mrs Ellen Parry, wife of Mr. Thomas Parry, timber merchant.

Llandudno Register and Herald - Saturday 30 August 1873

J. Williams and Sons. Saving Mills, Portmadoc, v. William Prichard, Quarryman, Fourcrosses. —This was an action to recover 22s for sawing timber for defendant in February last Defendant denied having sent or ordered any timber to be sawn. He also declined to receive the timber consigned to him by the plaintiffs to Dolgaregddu Station, and he said the timber was taken possession of by his neighbours, William Kraus and Robert Jones, one whom had gone to America.— Plaintiffs said the timber was sent them be sawn for defendant by Mr Thomas Parry, timber merchant, Portmadoc. Mr Parry was unable without reference to his books to say who gave the order for the timber in question to be sawn. —His

Honour ruled that plaintiffs had not proved they had received the orders of the defendant or his agent, and he nonsuited the case.

Caernarvon & Denbigh Herald – Saturday 17 July 1875

Alterations at the Workhouse.—At the instance of the Local Government Board the guardians are about to build infectious, vagrants, and receiving wards, and make other alterations at the workhouse, on the plans of their architect, Mr M. Roberts, Portmadoc. The contract has been let to Mr Henry Jones, contractor. Penrhyndeudraeth, for £1370, the contractor's sureties being Messrs Thomas Parry, timber merchant, Portmadoc, and David Roberts, merchant, Penrhyn. At the meeting of the guardians this day, the sanction of the Local Government Board was read authorising the guardians to borrow the amount, and this day fortnight was fixed upon as a special meeting to consider the best mode of obtaining the amount.

The Cambrian News and Merionethshire Standard 27th April 1877

PWLLHELI

COUNTY COURT, April 20.—Before Mr. Homersham Cox, Judge.

John Robert Ellis, v. Thomas Parry, Portmadoc.—This was a claim for £8 for watching timber at Abersoch.— Mr. Cledwyn Owen appeared for plaintiff, and Mr. R. Ivor Parry for defendant. Plaintiff said he was employed to watch certain timber at Abersoch by William Parry, carter, Portmadoc, for defendant, at 3s. per tide, or 6s. every twenty-four hours. He said defendant went there after the timber had been landed and promised to pay him, telling him to watch the timber until the last of them had been removed to Portmadoc. Plaintiff was told to employ any number of men, in case of rough weather, and he did employ several men at 3s. a tide. It was log timber.—By Mr. Ivor Parry: He was employed by William Parry, defendant's foreman. When defendant came there, he told plaintiff that he had everything in his hands and would see him paid.:— Mr. Ivor Parry admitted that defendant had spoken to plaintiff respecting certain work for which he had been paid, and for which defendant had his receipt.—By the Judge He watched from the 9th to 27th August last, for defendant. He employed men to make a raft of the log. timber to go to Portmadoc, and sent defendant a bill on the 3rd September. —His Honour remarked, that it would be soon enough for plaintiff to sue when the men he employed sued him.— Thomas Rt. Ellis, plaintiff's son, said he was present at his father's house when the agreement was

made between William Parry and his father. William Parry said that defendant was to pay.-William Parry, carter, Portmadoc, said he asked defendant to watch the timber for Mr. Munroe or Mr. Parry, as he did not know who was to pay. Mr, Parry had requested him to get a man to watch the timber. Defendant said he bought the timber in June last. It was brought in a ship that was too large to be able to go to Portmadoc. He had not told William Parry to get any man to work in his name. The timber was not his until it was delivered to him at Portmadoc, as he had bought it on that condition. Mr. Munroe, the merchant of whom he bought it, complained that the timber was very expensive to take from Abersoch to Portmadoc, and he asked defendant to try to dispose of some of it in the neighbourhood of Abersoch, which he refused to do. He had nothing whatever to do with the timber until it was delivered at Portmadoc. The case was dismissed.

Caernarvon & Denbigh Herald - Saturday 28 April 1877

COUPON TRADING SYSTEM

This is system instituted by the
 . GENERAL EXPENDITURE ASSURANCE CO. (Limited), London.

. For purpose of Assuring
 THE RETURN OF ALL MONEY EXPENDED With the Trade Members of the
 Company.

The Trade Members NORTH WALES who conduct on this system are the following;

PORTMADOC.

Jones, Humphrey, grocer and ship chandler, 3, Highstreet
 Lloyd, David, printer, bookseller, and stationer
 Morris, M. E. chemist, &c.
 Owen, John, draper, Paris House
 Parry, Thomas, timber merchant
 Roberts, John, boot and leather warehouse,
 Percy Howe, High-street
 Roberts, John ironmonger and saddler
 Williams, Ellis, coal, lime, and general merchant.

Also 14 other towns and villages in North Wales.

BENEFITS TO CUSTOMERS The great benefits which the "Coupon Trading System" offers to the public are, that by simply paying ready money and dealing

with the Trade of the Society, any person may, without cost, trouble, liability, secure the ultimate return every shilling spent day to day. Explanatory books, containing full information, may be obtained from the above-named Trade Members.

This advertisement appeared in numerous newspapers in 1877 in North Wales

Coupon Trading System

This is how it worked: on cash payment, the customer received a 5% discount and a coupon and when he had coupons to the value of £5, he exchanged these for a £5 bond with the General Expenditure Assurance Co. This could be put into a half yearly ballot so that the customer could receive part-payment.

Alternatively, the customer could have repayment of one year's expenditure in one sum 15 years afterwards by certificate (rather a long while to wait!) or 80% of the cash value of his certificates, payable at any time. So how was it funded? It was suggested to the customer that his 5% discount would be invested for him by the General Expenditure Assurance Co and these funds would be used in order to pay out on the bonds when they were redeemed. In fact, there was no 5% discount because the trader used the funds he would have set aside for this to pay the Company for the coupons, and it was this money that the Company invested. Hardly what the 21st-century shopper would call "transparent". On the trader's side, it ensured cash payment at a time when payment on credit was all too prevalent, but surely there must have been better ways to invest! The scheme thrived for some years but then the system of drawing bonds was found to be illegal and had to be discontinued. The company went into liquidation in 1883.

North Wales Chronicle - Saturday 13 December 1884

BANGOR COUNTY COURT. MONDAY.-Before His Honour. Judge Horatio Lloyd.

Question of Insuring a Cargo. An action was brought by Messrs James Clarke and Co., ship owners, Savannah, against Thomas Parry, timber merchant, Portmadoc, for the recovery of £8 17s 3d. Mr F. A. Evans (Messrs Turner, Allanson and Evans, Carnarvon), appeared for the plaintiff, and Mr R. H. Pritchard for the defendant, in explaining the facts of the case, Mr Evans said 'the real question, at issue was one of insurance Messrs Dobell and Co., timber brokers of Liverpool, the agents of the plaintiffs, trade made a contract for the consignment of a cargo of pitch pine by the barque "Midas.'" The actual amount of the freight was £744 13s 3d but in the accounts credit was given for cash paid at Savannah, and Messrs Dobell and Co. received a cheque for the balance due as shown in

the defendant's statement, leaving a balance of £8 17s 3d which had been deducted for insurance. He concluded by calling Mr John Wotherspoon, who said he was cashier in the employ of Messrs Dobell and Co., who acted as agents to Messrs Clarke and Son, of Savannah, and transacted all their business, There was a cargo of pitch pine contracted for Messrs Clarke and Son sent them the necessary documents, which they at once forwarded to Mr. Thomas Parry, at Portmadoc. Mr Parry then drew a bill for the cargo. The total amount of the freight was £744 13s 2d, and they wrote to the defendant for the £8 17s 3d, the balance owing for insurance. Subsequently, Mr Parry asked for the policy: of insurance, and they had written for it. 'The defendant had no right to deduct the insurance for which he still owed Messrs Dobell and Co, Cross-examined by Mr Pritchard: It, was the duty of his firm's principals to insure. The contract was that they should insure. Was not aware that the captain of the ship had informed Mr. Parry that the vessel had not been insured. Pritchard then contended that no insurance had been effected. The defendants had drawn from the plaintiffs a sum which was to cover insurance, and the captain of the vessel had given a receipt for the balance of the freight, in which he had allowed the amount for the insurance. Mr. Evans: The captain did not know the circumstances of the case. Mr Pritchard (continuing) argued that the defendant had an insurable interest in the cargo, and the plaintiffs had been requested to cover the stock by insurance if the plaintiffs proved the insurance by providing a policy defendant would have paid the amount. His Honour suggested that the case be adjourned for a month, when, if the plaintiffs produced a policy of insurance, judgment would be entered in their favour; if not judgment would be given for defendants with costs.

Caernarvon & Denbigh Herald - Saturday 27 March 1886

COUNTY COURT

Saturday 20th March. Before his Honour Judge Bishop

A SINGULAR DEFENCE

Thomas Parry, timber merchant, Portmadoc sued Mrs. Jones, Belle Vue, Harlech, for value of timber supplied to her deceased husband in July, The plaintiff (for whom Mr. J. Jones-Morris appeared) and his son gave evidence as to the transaction, and stated that the timber was taken by a man named Pritchard to the *Theta*, Captain Jones' (defendant's husband) vessel.—Mr. Charles Millard we for the defendant, who gave evidence to the effect that she never heard of this matter until last November, and she then informed the plaintiff that her husband was dead before the timber, as alleged, was sold to him. She denied having ever

received applications for payment of the account before November.—Verdict for plaintiff, with costs.

Caernarvon & Denbigh Herald - Friday 10 December 1886

SHIP WRECKS AND LOSS OF LIFE IN CARDIGAN BAY

Our correspondent visited Afonwen on Thursday evening, and had an interview with the captain of the brig *Wild Rose*: that went ashore there about 1 o'clock the previous day. The captain : My name is Captain Torressen. I belong to Mendel, Norway. I sailed from Quebec 37 days ago, fair wind nearly all the way. The crew numbered eight. We had to slip the anchor at the roadstead, when the gale came on. Afterwards, we dropped another anchor with 75 fathoms of chain. The anchor dragged. The hawser was then put out, but it broke. Seeing we were being driven towards the Gimblet Rock, we put sails on, and though we got clear, our sails were blown to shreds. It was occasionally very dark, and we could not see land. I never had such a storm of wind before. When opposite Afonwen, I steered the vessel, and ran her ashore there. I cannot say if there was water in the ship then. There was too much water about us to think of that. When the vessel struck, the sea went clean over her. We went forward. It was about three o'clock p.m. We stayed in her till 11p.m., when I ordered a boat to be lowered from the bow. This was done. Two of the hands went into it, and took a rope ashore. We all got ashore in that way. The Afonwen people were very kind to us—yes, indeed, very kind. We had a cargo of timber for Mr. Thomas Parry, timber merchant, Portmadoc.

Practical sailors say that even if Captain Torresson was a native of Caernarvonshire he could not have taken the vessel into a better place, under the terrible circumstances.

About six Hoylake fishing boats, are ashore at Ceryg Trai and Abererch. The "*Physician*" (Capt. R. Jones) and "*The quarryman*," were driven on the stones near Gimblet Rock. The smack "*Endeavour*" of Portmadoc (Capt. R. Evans), is high and dry on Pwllheli beach. She is loaded with slates. Close to the "*Endeavour*," and under the Towyn Farm is a Plymouth schooner, loaded with coal tar pitch. She is on her beam ends, her cargo washed out by the sea. The fishing smack "*Try Again*" was capsized whilst at anchor in the harbour of Pwllheli. The only loss of life, as far as we know up to the time of writing (Thursday night) took place in connection with the wreck of the "*John and Ann*" of Aberystwyth. Capt. Isaac Jones, and a smack, whose name our correspondent was not able to decipher, owing to it being broken. On one piece of a plank

washed where there was the word "*Jane*," and on the stern of the vessel "*NN*." From this it is supposed her name was "*Jane Ann*." Captain Isaac of the "*John and Ann*" was drowned, though within a few yards of the land. The mate was heard to ask "Where is the captain?" and he was told he had gone ashore. Unfortunately, this did not prove to be the case. The smack whose name is not exactly known, was manned by a crew of three. When she was approaching the beach, a boy was seen in the rigging, and two men were forward and when she struck, the boy fell into the furious breakers and the vessel was opened by the sea and the two men were washed overboard. and all were lost. The poor fellows piteously cried for help, their cries being distinctly heard by a large number of people who stood powerless, on the shore. It is to be deeply regretted that no lines or lifesaving apparatus were to be had on such a serious occasion. The life-saving apparatus on Abererch beach was of much service as by it the crews of the Holylake boats and the "*Scotia*" were saved. The bodies of the four persons referred to above have all been recovered.

A PUNISHMENT THAT BEFITS THE CRIME

The aim of Victorian hard labour in the prison regime was to crush the spirit of inmates and force them to mend their ways. Prisoners were kept in silence during work and the tasks were tedious and often useless. Under the Prisons Act of 1865, prisons were to be a deterrent providing 'hard labour, hard fare and hard board'. It was decreed that 'the treadwheel, crank, capstan, shot-drill and stone-breaking were listed as acceptable types of first class hard labour, and such others as the justices wished to provide had to be approved by the Secretary of State'. This applied to prisoners from 16 years old. The Lord Chief Justice Cockburn told the Committee that led to the 1865 Prison Act that the primary object of the treatment of prisoners should be

...deterrence, through suffering, inflicted punishment for crime, and the fear of the repetition of it.

The prisoner was to work for not more than ten or less than six hours (exclusive of meals), subject to the medical officer's approval. After three months, the justices could prescribe second class labour, which was less severe than labour of the first class. By 1877, the maximum period in which a prisoner was to undertake first class hard labour was reduced from three months to one. There

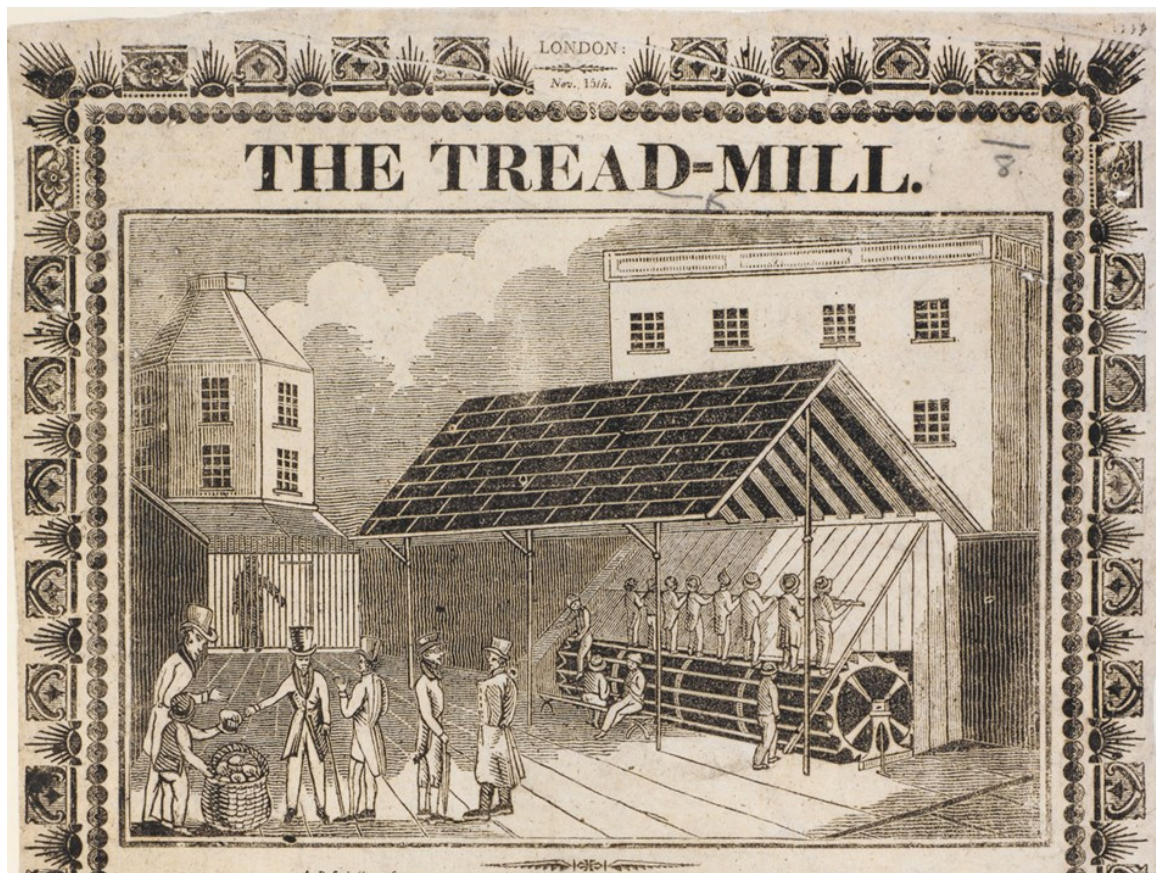
was no hard labour on Sundays, Christmas Day, Good Friday or on days appointed for public fasts or thanksgivings.

The feared Bodmin tread wheel.

Hard labour at Bodmin was indeed just that, a copy of the dreaded treadwheel at Brixton jail was attached to milling machinery at the prison and a brand new monster treadwheel constructed. This one in a great shed, some 80 feet long was capable of housing 32 prisoners at a time in four separate groups of eight, with each convict separated from the next by wooden screens to allow no contact or communication.

The tread wheel was a cruel and bitter experience for the men to go through. Prisoners would do almost anything to avoid working on the treadwheel. In 1850, the surgeon at the House of Correction at Kirton-in-Lindsay reported that: 'They frequently swallow soap, which has the effect of purging them and bringing on a low fever, during the continuance of which it is impossible to put a man on the wheel. They formerly ate large quantities of salt, in order to bring on fever, and to prevent this they were deprived of their salt bags

By 1880, a standardised six hour treadwheel task was introduced which prisoners worked in two equal shifts. Prisoners were allowed five minutes' rest between each fifteen minute session on the wheel and the speed of the wheel was regulated to allow an ascent of thirty-two feet a minute.



A Description of
The Tread-Mill.
"O word of fear,--Unpleasing to a Gamester's ear!"

THE Tread-Mill at Brixton, that "terror to evil-doers," has excited so much attention, that a correct view and description of it, cannot fail of being acceptable to the public. The Tread-Mill is the invention of Mr Cubitt*, of Ipswich, and is considered a great improvement in Prison discipline; so much so, that since its beneficial effects have been experienced at Brixton, mills of a similar construction have been erected at Cold-Bath-fields, and several places in the country.

The above engraving exhibits a party of prisoners in the act of working the Brixton Tread-Mill, of which it is a correct representation. The view is taken from a corner of one of the ten airing yards of the prison, all of which radiate from the Governor's house in the centre; so that from the window of his room he commands a complete view into all the yards.

To provide regular and suitable employment for prisoners sentenced to hard labour, has been attended with considerable difficulty in many parts of the kingdom: the invention of the Discipline Mill has removed the difficulty, and it is confidently hoped, that as its advantages and effects become better known, the introduction of the Mill will be universal in Houses of Correction.

Fig. 3 The Treadmill at Brixton Prison

William Cubitt (1785-1861) had been born into a family of millwrights in Norfolk. His human-powered treadmill was not initially intended as a form of punishment, but from its invention in 1818 it quickly became ubiquitous in Britain's largest jails. The Society for the Improvement of Prison Discipline considered it a form of 'preventive punishment', reasoning that nobody who had been exposed to it would ever risk re-offending. Cubitt would go on to become engineer-in-chief of the South Eastern Railway, and was knighted in 1852 for his work as principle construction engineer on the Crystal Palace in Hyde Park.

OAKUM PICKING

One thing every incarcerated inmate of Bodmin jail had in common was a laborious daily task. One that had to be completed in a given time frame and in total silence. This occupation of time and energy was a good income earner for the prison and that task was Oakum picking.

As a few miles away in Plymouth and Falmouth were a large number of ships all being refitted before setting back out to sea, their old tarred ropes and rigging were in plentiful supply to Cornish prisons. So was the need for a fresh caulking material with which the shipwrights could seal the cracks between the great wooden planks which made up the ships decks and hulls. So the inmates of Bodmin prison had the work to strip out the ropes raw material which was called Oakum. So every day, for up to 2 hours a day, the silent prisoners would be presented with two pounds in weight of trimmed out rigging ropes, short enough so the rope could not be used either for their suicide or for harnessing their captors in a mutiny. Using only their fingers, the prisoners had to unravel the rope, strand by strand and twist apart the fibres which made it so strong between palm and thumb. This occupation was a tedious, mind numbing and for many, a crippling job. One which left the fingers blistered, bleeding and numb. The untwisted fibres falling at his feet destined to be mixed with fresh tar and used in the ship yards, would be collected and weighed. If the prisoner had not recycled the correct amount or had not done so in the allowed time, the punishment was to miss a meal and go hungry for the night or be punished with a whipping or a spell on the tread wheel. Prisoners would included items to make up the weight including water and nails.

Stone breaking at Bodmin was discontinued after an inmate attacked a warder with the hammer breaking his leg.

Bodmin jail is now a tourist attraction whether it attracts the crowds it once did for the 50 public executions held there, which led its own railway station to be built to allow the public to witness the spectacle, I do not know.

An original treadmill has survived at Beaumaris goal, Anglesey which is also open for visitors. This is one of the last working tread wheels in Britain. It is unusual in that it pumped water to the top of the building for use in the cells, meaning that the prisoners were not being forced to work for no reason.

7.0 Analysis

The *Mary Casson* was aground on St Tudwell's Islands before 8th August 1876 and was towed into Aberystwith with considerable damage to her keel and hull on the 8th. The deposition from her master M Davies was recorded but not available on line. The *Mary Casson* was next recorded sailing on November 15th 1876 from Portmadoc to Harburg. The repairs were noted in the LR entry for the vessel.

The master of the *Mary Casson* in 1884 was Davies, the master in 1876 had been M. Davies. An M. Davis was also recorded in LR entries. The master when the *Mary Casson* was lost on the Spanish coast was Thomas Davies. The newspaper report of a demurrage case after the vessel was lost gave the master's name as David Davies.

On occasions in the 1870's the masters name was given as Morris when Davies was the master, Morris is his Christian name.

The *Mary Casson* was wrecked on the coast of Spain while under the charge of a pilot, probably entering or leaving Aviles. The date is unknown but the deposition of the loss was taken on 19th January 1884 at Liverpool. The captain Thomas Davies subsequently lost his master's certificate due to deafness which was noticed on making the deposition of the vessel's loss.

Daniel Morris the builder of the *Mary Casson* held 3/64th shares in her when he went Bankrupt in 1873 and held shares in other vessels he had built. He had another schooner building on the stocks which was offered for sale by private treaty along with the shares.

The newspaper reports of the death of the steward or cook Norris or Morris Jones 18 years by Walter James Felix or Till years are conflicting. The vessel was reported to have arrived from the West Indies but at the time was sailing between Cornwall and France, and the name given for the master is different. Even the sentence of hard labour was 18 months in the Cornish papers and 12 months elsewhere. The manslaughter charge seems to reflect the fact that the accused was mistreated on the vessel and the Judge was reported to have reduced the sentence since he was kept in a "dark hole with his hands tied behind his back for sick weeks" after the incident. The crew lists for this period are held at the Caernarfon office of the Gwynedd archive service and seem the only source to correct some of the errors. It may be that the charges were preferred in Cornwall since the vessel had sailed from there and the incident occurred at sea the police and legal authorities refused to accept the accused for

trial on arrival at the first British port. The Findmypast web site has a record of Walter James Till 16 years being tried at the spring Assizes in 1883 but requires a subscription to view the details. There is no record for the same details for the surname Felix. This record corresponds with the newspaper reports. The "sick weeks" was probably six weeks and is about correct for the time before the vessel could have arrived in Falmouth after the November 10th date given for the death. This is if the police/ magistrates in Ipswich, the first British port after November 10 1882, had directed the vessel to Falmouth, Cornwall as the crime fell in their jurisdiction. It was not until the Prisons Act of 1877 that the Home Secretary took over the costs of prisons from the local rate payers, but not the costs of courts, so a real incentive to avoid accepting a prisoner who could be referred elsewhere. Walter James Till would have been incarcerated in Bodmin goal and as 16 years old would have spent at least one month on the treadmill, additional time would be for punishment for failing to produce sufficient oakum in a shift, talking or other misdemeanours against the prison regulations.

The majority of the newspaper reports came from the BNA with remainder of reports from WNL. The background information came from Google searches including the prison acts and meaning of hard labour.

Fig. 4 gives an indication of cargos from Mediterranean ports available to the Mary Casson.

8.0 Conclusions & Recommendations

I have spent approximately 30 hours on this project with about 90% of the time on line and transcribing the information found.

If there is a wreck site for the Mary Casson it is apparently in Spain, but the location is at present unknown.

The Findmypast web site has details of the conviction of Walter James Till but is subscription site. The Ancestry subscription website may have details of the master's certificates held by the masters and mates of the Mary Casson. It also appears to have further details of Walter James Till including original papers related to the charge of manslaughter.

I found no previous research concerning the Mary Casson and as she was not lost in Welsh waters there is not an entry on Coflein.

The crewlists for the Mary Casson are not available on line so apart from the criminal convictions of the crew or by death their names are unknown. I was unable to identify the first owner of the Mary Casson from the matches for his name but otherwise I have answered the original aims and objectives. He may have been a public accountant as a William Evan Morris was involved in the liquidation of Daniel Griffiths property after his bankruptcy.

The story of the Mary Casson included death of a crew member at the hands of another young member of crew after bullying behaviours but this time at sea. The reported treatment of the offender Walter James Till even caused the Judge to comment and reduce the sentence, at a time when severe punishment was usual. The way the master of the Mary Casson, Thomas Davies, lost his masters certificate was unusual, being discovered deaf when he made the deposition concerning the loss of the vessel. The remainder of the story is not unusual and the final fate of the vessel is uncertain. The circumstances of the reason for vessel appearing in the data base are unknown and more detail would be required to make any further publication useful.

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Appendices:

Appendix A – Table of Lloyd’s Registers entries for the Mary Casson

pt.I.B.	Campbell	Sk M'Arthur	48	59·8|17·2| 8·3	Grenck	1859	Kelso&Co.	Grenck	Cly.Coaster	8 A 1	8,65	
I.B.				Drp.63&67	Scott				Cont.67-	3	9,67	
Bn	Friday		165	100·0|23·8|12·6	Ipswch	1864	Jeffries	London	Lon.Africa	9 A 1		
pt.I.B.					Read	6mo.		H.T.69			3,69	
YM.69	Sr	G.Capper	92	85·6|20·2| 9·5	Nrthwch	1869	L.Capper	Runern	Chs.	8 A 1		
I.B.					Thmpsn	1mo.			(A.&C.P.)		3,69	
6	—	Caroline	Sr	J.Copp'ck	78	75·0|20·0| 9·7	Chester	1864	Hancock&	Chester	Chs.Coaster	9 A 1
I.B.					Srprs69			H.T.69			2,69	
7	—	Casson	Sr	M.Davies	128	87·5|22·4|11·5	Ptmde	1869	Davies&C.	Ptmade	Pmd.Hmbg	12 A 1
pt.G.I.B.					Griffith	4mo.			(A.&C.P.)		5,69	
8	—	Cather	Sr	JWilliams	77	70·0|18·5| 9·0	Almwh	1858	Jones&C	owch	Bng.Coaster	12 A 1
(K)									lk Hds	(L.S.65)	1,65	
9	—	Coles	Sr	W.Ellis	84	58·3|17·7| 9·5	Crnvrn	1853	Ellis&Co	rnvrn	Bng.Coaster	8
I.B.					Srps58N	KlptKlsn	&Srprs64				C. 3	5,64
10	—		Bn	J.M'Giffin	204	103·7|24·6|12·8	P.E.Isl	1865	M'Giffin&	verp'l	Bel.Coaster	7 A 1 A 1
I.B.					175	103·0	12·7	Cmpblt	9mo.	H.T.69	(A.&C.P.)	2,67
11	—	Colvine	Sr	D.Smith	92	78·0|20·5| 9·5	Rthsy	1869	Greenlees&	Cmpbltn	Cly.Coaster	8 A 1

Lloyd's Register of Shipping 1869



Favorite

Schooner Mary Casson, master M Davies, 128 tons, 87.5 feet long, 22.4 feet breadth, 11.5 feet draught, built at Portmadoc by Griffith using galvanised iron bolts, launched April 1869, owners Davies & Co, registered at Portmadoc, sailing Portmadoc to Hamburg, surveyed May 1869 classified A1 for 12 years, tested chain and anchors.

1870, 1871 No Changes

1872 International code number added 62835

1873, 1874 No Changes

1875 tonnage now 122 net, 128 gross, 128 under deck, part time Portmadoc
 . 1875, new survey June 1875 still A1, no other changes

1876 Damage repairs 1876, owners now T. Parry & Co, now registered at Carnarvon, new survey November 1876 at Portmadoc still A1

1877 Master now M Davis, no other changes

1878, 1879 No Changes

1880 marked expired then new survey July 1881, no other changes

1881 Master M Davies added, part time Portmadoc deleted, Cont. Portmadoc
. 1881- 8 years, survey details not visible

1882, 1883 No Changes

1884 now shown built of wood, entry marked "wrecked", no other changes

Appendix B – The Timeline for the *Mary Casson*

1869

June 2 1869 Deal passed Mary Casson from Portmadoc for Hamburg
 June 25 1869 Cuxhaven sailed Mary Casson, Davies for England
 July 1 1869 Shields arrived Mary Casson, Davies from Hamburg
 July 3 1869 Newcastle entered out Mary Casson, Davies for Valencia
 July 15 1869 Off Deal Mary Casson, Jones for Valencia from Newcastle
 August 9 1869 Valencia arrived Mary Casson, Jones from Shields
 September 28 1869 Antwerp arrived Mary Casson, Jones from Valencia
 November 19 1869 Antwerp arrived Mary Casson, Davison from Bath
 November 19 1869 Antwerp put back Mary Casson, Davison for Leghorn
 December 2 1869 Antwerp sailed Mary Casson, Davies for Leghorn
 December 6 1869 Falmouth arrived Mary Casson, Davies from Antwerp
 . for Leghorn

1870

January 6 1870 Leghorn arrived Mary Casson, Davies from Antwerp
 January 12 1870 Leghorn sailed Mary Casson, Morris for Naples
 January 26 1870 Naples arrived Mary Casson, Davies from Antwerp
 February 15 1870 Naples sailed Mary Casson, Davies for Gioja
 April 17 1870 Gibraltar arrived Mary Casson, Davies from Canea
 April 17 1870 Gibraltar cleared Mary Casson, Davies for Falmouth
 May 12 1870 Falmouth arrived Mary Casson, Davies from Canea
 May 17 1870 Falmouth waiting for orders Mary Casson 122, Davies from Canea
 . – Oil
 May 18 1870 Falmouth sailed Mary Casson, Davies for Liverpool

May 19 1870 Liverpool arrived Mary Casson, Davies from Canea
June 14 1870 Liverpool cleared out Mary Casson, Davies for Dundalk
w/e June 16 1870 Portmadoc sailed Mary Casson, Davies
June 28 1870 Hamburg arrived Mary Casson, Davies from Portmadoc
July 18 1870 Hamburg sailed Mary Casson, Davies for France
July 23 1870 Cuxhaven sailed Mary Casson, Davies for France
August 2 1870 Gironde arrived Mary Casson, Davies from Hamburg
August 2 1870 Bordeaux arrived Mary Casson, Davies from Hamburg
August 20 1870 Bordeaux sailed Mary Casson, Davies for Porthcawl
October 19 1870 Cowes I W arrived Mary Casson, Davies from London – General
October 21 1870 Cowes I W sailed Mary Casson, Davies for Pembroke
October 29 1870 Portland put in Mary Casson, Davies from London for Pembroke
November 17 1870 Swansea arrived Mary Casson, Davies from Milford
December 5 1870 Swansea cleared Mary Casson, Davies for Havre
December 12 1870 Havre arrived Mary Casson, Davies from Swansea

1871

January 4 1871 Swansea arrived Mary Casson, Davies from Havre
January 16 1871 Swansea entered loading Mary Casson, Davies for Havre
January 18 1871 Swansea cleared Mary Casson for Havre
January 22 1871 Swansea sailed Mary Casson, Davies for Havre
January 31 1871 Havre arrived Mary Casson, Davies from Swansea
March 7 1871 Hamburg arrived Mary Casson, Davies from Havre
March 21 1871 Hamburg sailed Mary Casson, Davies for England
March 23 1871 Cuxhaven sailed Mary Casson, Davies for England
May 10 1871 Port Madoc arrived Mary Casson, Davies from Dram

May 22 1871 Portmadoc sailed Mary Casson, Davies for Hamburg
 June 7 1871 Cuxhaven arrived Mary Casson, Davies from Portmadoc
 June 17 1871 Hamburg sailed Mary Casson, Davies for England
 July 6 1871 Dramman arrived Mary Casson, Davies from Hamburg
 August 21 1871 Portmadoc cleared Mary Casson, Davies for Rotterdam
 August 22 1871 Portmadoc sailed Mary Casson, Davies for Rotterdam
 September 4 1871 Helvoet arrived Mary Casson, Davies from Portmadoc
 October 7 1871 Helvoet cleared Mary Casson, Davies for St Malo
 October 19 1871 St Malo arrived Mary Casson, Davies from Rotterdam
 November 11 1871 Gravesend arrived Mary Casson, Davies from St Malo
 November 13 1871 London customs house entered in Mary Casson, Davies
 . from St Malo – J Williams
 November 13 1871 London lying Surrey Commercial dock Mary Casson 122,
 . Davies from St Malo
 November 25 1871 London lying Surrey Commercial dock Mary Casson 122,
 . Davies from St Malo

1872

January 30 1872 Holyhead arrived Mary Casson, Davies from Dublin
 . for Portmadoc
 w/e February 10 1872 Port Madoc arrived Mary Casson, Davies from Dublin
 March 13 1872 Broadstairs passed north Mary Casson of Portmadoc for London
 March 17 1872 Cuxhaven arrived Mary Casson, Davies from Portmadoc
 March 18 1872 Hamburg arrived Mary Casson, Davies from Portmadoc
 April 10 1872 Hamburg sailed Mary Casson, Davies for Dublin
 April 18 1872 Cuxhaven sailed Mary Casson, Davies for Dublin
 April 23 1872 Deal anchored Mary Casson of Portmadoc
 April 24 1872 Off Broadstairs Mary Casson, Davies from Harburg for Dublin

May 4 1872 Dublin arrived Mary Casson, Davies from Hamburg
May 27 1872 Portmadoc sailed Mary Casson, Davies for Guestimunde
May 27 1872 St Tudwell's roads passed Mary Casson, Davies for Guestimunde
June 5 1872 Guestimunde arrived Mary Casson, Davies from Portmadoc
June 15 1872 Bremerhaven sailed Mary Casson, Davies for Portmadoc
July 8 1872 Portmadoc sailed Mary Casson, Davies for Stettin
July 26 1872 Elsinor arrived Mary Casson, Davies from Portmadoc for Stettin
August 25 1872 Elsinor in the sound Mary Casson, Davies from Waldermarsvick
. for Antwerp
August 31 1872 Antwerp arrived Mary Casson, Davies from Waldermarsvick
October 9 1872 Antwerp sailed Mary Casson, Davies for Smyrna
December 1 1872 Smyrna arrived Mary Casson, Davies from Antwerp
December 7 1872 Smyrna sailed Mary Casson, Davies for Salonica
December 11 1872 Salonica arrived Mary Casson, Davies from Smyrna
December 22 1872 Salonica sailed Mary Casson, Davies for Patras
December 24 1872 Salonica chartered schooner Mary Casson 128 to load
. at Patras for UK
December 31 1872 Patras arrived Mary Casson, Davies from Salonica

1873

January 1 1873 Patras sailed Mary Casson, Davies for Carvassera
April 17 1873 St Mary's, Scilly arrived Mary Casson, Davies from Prevesia
April 22 1873 St Mary's, Scilly sailed Mary Casson, Davies for Hull
May 6 1873 Hull arrived Mary Casson, Davis from Carvassera
June 24 1873 Portmadoc arrived Mary Casson, Davies from Falmouth
August 7 1873 Bremerhaven arrived Mary Casson, Jones from Port Madoc
August 29 1873 Plymouth arrived Mary Casson, Jones from Bremerhaven

September 6 1873 Portmadoc arrived Mary Casson, Davies from Guestimunde

October 5 1873 Bremerhaven arrived Mary Casson, Davies from Port Madoc

October 16 1873 Bremerhaven sailed Mary Casson, Davies for Portmadoc

November 1 1873 Middlesbrough sailed Mary Casson, Davies for Cardiff

November 26 1873 Newport, Mon. sailed Mary Casson, Davies for Belfast

December 20 1873 Troon arrived Mary Casson, Davies from Belfast

1874

January 20 1874 Troon put back Mary Casson, Davies for Santander - damaged

February 7 1874 Troon sailed Mary Casson, Davies for Santander - Coal

February 9 1874 St Tudwell's arrived Mary Casson, Thomas from Troon for

. Santander

February 27 1874 Falmouth arrived Mary Casson, Thomas from Troon for

. Santander

March 5 1874 Falmouth sailed Mary Casson, Davies for Santander

April 18 1874 Falmouth arrived Mary Casson, Thomas from Santander – Flour

April 29 1874 Falmouth sailed Mary Casson, Davies for Sligo

May 5 1874 Sligo arrived Mary Casson, Thomas from Santander

w/e May 20 1874 Portmadoc arrived Mary Casson, Thomas from Sligo

June 17 1874 Portmadoc sailed Mary Casson, Davies for Hamburg

June 28 1874 Hamburg arrived Mary Casson, Davies from Portmadoc

July 28 1874 Hamburg sailed Mary Casson, Davies for Wyborg

August 1 1874 Cuxhaven sailed Mary Casson, Davies for Wyborg

August 19 1874 Wyborg sailed Maria Casson, Davies for England

September 20 1874 Deal passed Mary Casson, Davies from Wyborg for Falmouth

September 22 1874 Portland roads put in Mary Casson, Davies from Wyborg for
 . Falmouth

September 26 1874 Falmouth arrived Mary Casson, Thomas from Wyborg for
Bridgewater

September 26 1874 Falmouth sailed Mary Casson, Davies for Bridgewater

September 29 1874 Bridgewater arrived Mary Casson, Morris from Wyborg

October 12 1874 Cardiff arrived M. Casson 122, Thomas from Bridgewater - light

1875

February 24 1875 Portmadoc sailed Mary Casson, Davies for Hamburg

March 16 1875 Cuxhaven arrived Mary Casson, Davies from Portmadoc

March 17 1875 Hamburg arrived Mary Casson, Davies from Portmadoc

May 12 1875 Portmadoc arrived Mary Casson, Davies from Dublin

w/e June 23 1875 Portmadoc sailed Mary Casson, Davies for Hamburg

July 2 1875 Cuxhaven arrived Mary Casson, Davies from Portmadoc

July 16 1875 Hamburg sailed Mary Casson, Davies for Tyne

July 21 1875 London customs house entered in Mary Casson, Davies from
Hamburg – Williams

August 12 1875 Off Deal arrived Mary Casson, Davies from north for Liverpool

September 13 1875 Garston old dock sailed Mary Casson, Davies for Portmadoc

September 14 1875 Liverpool sailed Mary Casson, Davies for Portmadoc

w/e September 18 1875 Portmadoc arrived Mary Casson, Davies from Liverpool

September 26 1875 Portmadoc in harbour Mary Casson – damaged in storm

November 18 1875 St Tudwell's Roads arrived Mary Casson, Thomas for
Rotterdam

December 6 1875 Portland roads arrived Mary Casson, Thomas from Port Madoc
for Rotterdam

December 8 1875 Portland roads sailed Mary Casson, Davies for Rotterdam

December 15 1875 Helvoet arrived Mary Casson, Thomas from London

1876

January 3 1876 Hamburg sailed Mary Casson

January 6 1876 Maassluis sailed Mary Casson, Davies for Gloucester

January 13 1876 Gloucester arrived Mary Casson, Davies from Rotterdam

January 31 1876 Cardiff arrived Mary Casson 122, Davies - light

February 8 1876 Cardiff sailed Mary Casson, Davies for Dublin

March 1 1876 Dublin sailed Mary Casson, Davies for Portmadoc

w/e March 8 1876 Portmadoc arrived Mary Casson, Davies from Dublin

April 28 1876 Port Madoc sailed Mary Casson, Davies for Hamburg

May 23 1876 Hamburg arrived Mary Casson, Davies from Portmadoc

June 5 1876 Hamburg sailed Mary Casson, Davies for Middlesbrough

June 12 1876 Middlesbrough arrived Mary Casson, Davies from Hamburg – salt

June 24 1876 Hartlepool sailed Mary Casson, Davies for St Malo

July 1 1876 Hamburg arrived Mary Casson, Davies from Portmadoc

July 23 1876 St Malo sailed Mary Casson, Davies for Aberystwith

w/e August 2 1876 Aberystwith arrived Mary Casson, Davies from St Malo

August 7 1876 Aberystwith towed in Mary Casson, Davies damaged

November 15 1876 Portmadoc sailed Mary Casson, Davies for Harburg

November 18 1876 Milford arrived Mary Casson, Morris from Portmadoc

November 28 1876 Cuxhaven arrived Mary Casson, Davies from Portmadoc

December 16 1876 Cuxhaven sailed Mary Casson, Davies for England

December 28 1876 Stranraer arrived Mary Casson, Davies from Harburg

1877

January 31 1877 Portmadoc arrived Mary Casson, Davies from Colraine

February 1 1877 Portmadoc sailed Mary Casson, Evans for Rotterdam

March 14 1877 Portmadoc sailed Mary Casson, Davies for Hamburg
March 27 1877 Cuxhaven arrived Mary Casson, Davies from Portmadoc
March 28 1877 Hamburg arrived Mary Casson, Davies from Portmadoc
April 21 1877 Bruges arrived Mary Casson, Davies from Hamburg
May 4 1877 Ostend sailed Mary Casson, Davies for Guernsey
May 7 1877 Guernsey arrived Mary Casson, Davies from Bruges
May 15 1877 St Sampson, Guernsey sailed Mary Casson, Davies for London
May 19 1877 Gravesend arrived Mary Casson from Guernsey
May 22 1877 London customs house entered inwards Mary Casson 122, Davies
. from Guernsey - Nicholson
June 5 1877 London customs house cleared Mary Casson, Davies for Dublin
June 6 1877 London customs house sailed Mary Casson, Davies for Dublin
June 7 1877 Gravesend sailed Mary Casson for the coast
August 19 1877 Helvoet arrived Mary Casson, Davies from Portmadoc
August 31 1877 Rotterdam cleared Mary Casson, Davies for England
September 3 1877 Maassluis sailed Mary Casson, Davies for England
September 15 1877 Elsinore arrived Mary Casson from North sea for Baltic
September 25 1877 Portmadoc sailed Mary Casson, Davies for Brake
October 25 1877 Portmadoc arrived Mary Casson from Hamburg
October 27 1877 Milford arrived Mary Casson, Davies from Portmadoc
November 1 1877 Milford sailed Mary Casson, Davies for Hamburg
November 7 1877 Cuxhaven arrived Mary Casson, Davies from Portmadoc
November 27 1877 Hamburg sailed Mary Casson, Davies for Dublin
November 28 1877 Cuxhaven sailed Mary Casson, Davies for Dublin
December 7 1877 Dublin arrived Mary Casson from Hamburg
December 23 1877 Dublin sailed Mary Casson for Portmadoc - Timber
December 24 1877 Portmadoc arrived Mary Casson, Davies from Dublin

1878

February 26 1878 Prawle Point passed east QKPM (Mary Casson brig of
. Caernarvon)

March 6 1878 Elsinore in the sound Mary Casson from North

April 11 1878 Inishowen Head arrived Mary Casson brig from Stettin

April 16 1878 Portmadoc sailed Mary Casson, Davies for Hamburg

May 2 1878 Maassluis arrived Mary Casson, Davies from Portmadoc

May 23-25 1878 Drammen arrived Mary Casson, Davies from Rotterdam

To June 15 1878 Drammen cleared Mary Casson, Davies for Glasson dock

July 17 1878 Glasson dock, Lancaster sailed Mary Casson, Davies for Portmadoc
. – Coal

1879

April 21 1879 Hamburg sailed Mary Casson, Davies for Garston

May 6 1879 Liverpool arrived Mary Casson, Davies from Hamburg

May 9 1879 Garston Old dock arrived Mary Casson 130, Davies from Hamburg

May 20 1879 Garston sailed Mary Casson, Davies for Portmadoc

May 23 1879 Portmadoc arrived Mary Casson, Davies from Liverpool

June 19 1879 Hamburg arrived Mary Casson, Davies from Portmadoc

August 1 1879 Liverpool arrived Mary Casson from Hamburg

August 11 1879 Portmadoc arrived Mary Casson, Evans from Nantes

August 12 1879 Garston sailed Mary Casson, Davies for Portmadoc

September 20 1879 Portmadoc sailed Mary Casson, Owen for Stettin

October 4 1879 Copenhagen arrived Mary Casson, Davies from Portmadoc

October 14 1879 Copenhagen cleared Mary Casson for Baltic

October 17 1879 Elsinore in the sound Mary Casson from Baltic

1880

January 10 1880 Oporto sailed Mary Casson, Davies for Mostyn

March 12 1880 Fishguard sailed Schooner Mary Casson, Davies of & from
. Portmadoc for Hamburg

March 17 1880 Plymouth put in Mary Casson, Davies for Altona from Portmadoc

April 3 1880 Cuxhaven arrived Mary Casson, Davies from Portmadoc

April 5 1880 Altona arrived Mary Casson, Davies from Portmadoc

April 15 1880 Hamburg arrived Mary Casson, Davies from Altona

April 23 1880 Cuxhaven sailed Mary Casson, Davies for Glasson dock

April 28 1880 Cuxhaven sailed Mary Casson, Davies for Runcorn

May 7 1880 Glasson dock, Lancaster arrived Mary Casson, Davies from Hamburg
. – Muriate of Potash

May 10 1880 Liverpool arrived Mary Casson from Hamburg

May 11 1880 Runcorn arrived Mary Casson, Davies from Hamburg

July 3 1880 Cuxhaven arrived Mary Casson, Davies from Portmadoc

July 5 1880 Altona arrived Mary Casson, Davies from Portmadoc

July 26 1880 Cuxhaven sailed Mary Casson, Davies for Bilbao

August 16 1880 Gijon arrived Mary Casson, Davies from Hamburg

September 7 1880 Gibraltar cleared Mary Casson for Saffi

September 18 1880 Whitehaven arrived Mary Casson, Davies from Bilbao

September 28 1880 Whitehaven sailed Mary Casson, Davies for Portmadoc

November 5 1880 Portmadoc sailed Mary Casson, Davies for Dover

November 9 1880 Dover passed west Mary Casson (schr) of Carnarvon

November 10 1880 Dover arrived Mary Casson from Portmadoc - Slates

November 28 1880 Tyne arrived Mary Casson from Dover

To December 28 1880 Cork arrived Mary Casson, Davies from Newcastle

1881

March 12 1881 Fishguard sailed schooner Mary Casson, of and from Portmadoc
· for Hamburg

To March 20 1881 Off Deal Mary Casson from Portmadoc for Hamburg

April 9 1881 Copenhagen arrived Mary Casson, Davies from Hamburg

May 6 1881 Elsinore in the sound Mary Casson, Davies from Malmo for
· Campletown

July 12 1881 Portmadoc sailed Mary Casson, Davies for Brake

July 24 1881 Geestemunde In roadstead Mary Casson, Davies from Portmadoc

July 26 1881 Brake arrived Mary Casson, Davids from Portmadoc

October 4 1881 Geestemunde arrived Mary Casson, Davies from Riga

October 31 1881 Bremerhaven sailed from the roadstead Mary Casson, Davies
· for Oporto

November 19 1881 Falmouth arrived Mary Casson, Davies from Bremen
· for Oporto

1882

January 10 1882 Oporto sailed Mary Casson, Davies for Mostyn

January 20 1882 Connah's Quay, Mostyn arrived Mary Casson, Davies
· from Oporto

January 31 1882 Portmadoc arrived Mary Casson, Davies from Mostyn

March 20 1882 Milford put in Mary Casson, Davies from Portmadoc for Hamburg

April 1 1882 Cuxhaven arrived Mary Casson, Davies from Portmadoc

April 5 1882 Hamburg arrived Mary Casson, Davies from Portmadoc

April 24 1882 Hamburg sailed Mary Casson, Davies for sea

May 16 1882 Ayr arrived Mary Casson, Davies from Hamburg

June 22 1882 Gravesend sailed Mary Casson, Davies for North
June 30 1882 Harburg arrived Mary Casson, Davies from Portmadoc
September 4 1882 Gibraltar arrived Mary Casson, Davies from Adra
September 7 1882 Gibraltar cleared Mary Casson, Davies for Saffi
October 3 1882 Plymouth arrived Mary Casson, Davies from Saffi – for Orders
October 9 1882 Plymouth sailed Mary Casson, Davies for Pentewan
October 30 1882 Pentewan sailed Mary Casson, Davies for St Valery
November 14 1882 St Valery arrived Mary Casson, Davies from Pentewan
December 12 1882 Harwich arrived Mary Casson, Davies from St Valery
. for Ipswich

1883

January 13 1883 Dublin arrived Mary Casson, Davies from Ipswich
January 27 1883 Portmadoc arrived Mary Casson, Davies from Dublin
February 24 1883 Portmadoc sailed Mary Casson, Davies for Hamburg
March 12 1883 Passed Dover Mary Casson of Carnarvon
March 16 1883 Cuxhaven arrived Mary Casson, Davies from Portmadoc
March 24 1883 Hamburg arrived Mary Casson, Davies from Portmadoc
April 23 1883 Cuxhaven sailed Mary Casson, Davies for Glasson dock
May 7 1883 Glasson dock, Lancaster arrived Mary Casson, Davies from Hamburg
. – Muriate of potash
May 15 1883 Glasson dock, Lancaster sailed Mary Casson, Davies for Carnarvon
July 5 1883 Portmadoc sailed Mary Casson, Davies for Keil
July 21 1883 Keil arrived Mary Casson from Portmadoc
To August 11 1883 Drammen arrived Mary Casson, Davies from Keil
To August 22 1883 Drammen cleared Mary Casson, Davies for Glasson dock
September 1 1883 Spoken to Mary Casson schooner, Davies from Dram 15 miles
. ENE of Whitby

September 22 1883 Connah's Quay arrived Mary Casson, Davies from Bremen

October 8 1883 Connah's Quay unloading Mary Casson, Davies - Timber

November 1 1883 Dublin arrived Mary Casson, Davies from Chester

November 1 1883 Dublin loading Mary Casson 122, Davies for Avelles-Betson &Co

November 3 1883 Dublin loading outwards Mary Casson for Avelles

November 15 1883 Dublin loading Mary Casson for Avelles

Appendix C Mercantile Navy List

📄 Mercantile Navy List, 1870, page 257

Ship: MARY CASSON

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

Year	GO	🔍	🔍	Page	GO	📄	🔍	Notes	Search again
43621	Mary Campbell, Dumfries	..	..	18	..	Joseph Oliver, Blackheath, Kent.			
12883	Mary Campbell, Dundee	L.D.Q.T	..	26	..	R. D. Pryde, Dundee.			
10967	Mary Campbell, Greenock	..	..	48	..	James Thompson, Larne, Antrim.			
60278	Mary Campbell, Grimsby	..	..	22	..	Thomas Campbell, Grimsby, Lincolnshire.			
13382	Mary Campbell, Inverness	..	..	15	..	Neil Rankin, Fort William, Inverness.			
45809	Mary Campbell, Ipswich	V.F.S.T	..	166	..	Joseph Jeffery, 33, Aldgate St., London.			
27695	Mary Campbell, Stornoway	..	..	22	..	Jno. Campbell, Harris, Inverness.			
59537	Mary Campbell, Sydney, N.S.W.	..	..	144	..	John Campbell, Sydney, N.S.W.			
62013	Mary Capper, Runcorn	..	..	92	..	George Capper, Barnton, Cheshire.			
47220	Mary Caroline, Chester	V.M.Q.W	..	78	..	William Hancock, Hawarden, Flint.			
3394	Mary Caroline, Inverness	..	..	23	..	John McLean, Kylea, Isle of Skye.			
34526	Mary Carter, St. John's, Newfoundland	..	..	40	..	John Bowering, St. John's, Newfoundland.			
62835	Mary Casson, Carnarvon	..	..	122	..	Morris Davies, Llysifor, Llanystumdy, Carnarvonshire.			
21269	Mary Catherine, Beaumaris	N.F.P.V	..	76	..	James Williams, Amlwch, Anglesea.			
112	Mary Catherine, Boston	H.B.M.L	..	46	..	John Hayes, Fosse Street, Spalding, Lincolnshire.			
39844	Mary Catherine, Montego Bay	S.R.B.G	..	41	..	Robert Knox, St. John, Grand Caymanas, Jamaica.			
49121	Mary Catherine, Pictou, N.S.	..	..	169	..	James Flinn, Pictou, N.S.			
2942	Mary Claret, Lowestoft	H.R.G.C	..	177	..	George Rivers, Lowestoft.			
53653	Mary Colville, Belfast	..	..	175	..	Wm. McGiffin, Rickfergus, co. Antrim.			
13868	Mary Colville, Carnarvon	L.J.S.M	..	95	..	Wm. Ellis, Nantwich, Carnarvonshire.			

62835 Mary Casson of Carnarvon, 122 tons, owner Morris Davies, Llysifor, Llanystumdy, Carnarvonshire

1871 No Changes

1872 Now shown as a schooner built in Portmadoc 1869, no other changes


1873, 1874, 1875 No Changes


1876 Owner now Thos Parry, 2 Mount Pleasant, Portmadoc, Carnarvonshire

1877,1878, 1879, 1880, 1881, 1882, 1883, 1884, 1885 No Changes

1866 no entry

Appendix D Crew lists for official number 62835

Ship	Year	Port	Archive	Archives reference/link	Transcript
	1869		The National Archives	 BT 99/628	
MARY CASSON	1870	Caernarfon	Gwynedd Archives Service		
MARY CASSON	1871	Caernarfon	Gwynedd Archives Service		
MARY CASSON	1872	Caernarfon	Gwynedd Archives Service		
MARY CASSON	1873	Caernarfon	Gwynedd Archives Service		
MARY CASSON	1874	Caernarfon	Gwynedd Archives Service		
	1875		National Maritime Museum ?		
MARY CASSON	1876	Caernarfon	Gwynedd Archives Service		
MARY CASSON	1877	Caernarfon	Gwynedd Archives Service		
MARY CASSON	1878	Caernarfon	Gwynedd Archives Service		

MARY CASSON	1879	Caernarfon	Gwynedd Archives Service
	1880		The National Archives  BT 99/1277
MARY CASSON	1881	Caernarfon	Gwynedd Archives Service
MARY CASSON	1882	Caernarfon	Gwynedd Archives Service
MARY CASSON	1883	Caernarfon	Gwynedd Archives Service
MARY CASSON	1884	Caernarfon	Gwynedd Archives Service
	1885		National Maritime Museum ?

Appendix E Appropriation Book

Appropriation Books, Official Numbers 62801 - 62850 (62835)

Image source [clip](#) CLIP imag

A handwritten ledger page with columns for item names, quantities, units, and dates. Two blue arrows point to the entries for 'Olda' and 'Mary'.

Item Name	Quantity	Unit	Date
Shue Richardson	257	"	2 Jan 1771
62830 Rainbow	47	"	5 " "
1 Camelot	343	Sails	19 Nov 1865
2 Eliza Griffith	113	"	19 Feb 89
3 Ann Griffiths	138	Sails	17 Feb 1869
4 Anemone	15	"	22 " "
5 Mary Cassow	122	"	24 May "
6 <i>Look at item 29/1/70</i> Olda	97	"	June "
7 Mary	214	"	Aug "
8	192	"	" "
9	213	"	" "

Appendix F Ports and Other Locations

Adra, the classical Abdera, is a municipality of Almería province, Spain in the Mediterranean

Altona is the westernmost urban borough of the German city state of Hamburg, on the right bank of the Elbe river. Altona was an independent borough until 1937.

Avilés is a town in Asturias, northern Spain. Avilés is with Oviedo and Gijón, one of the main cities in the Principality of Asturias. Situated in the Avilés estuary, in the Northern Central area of the Asturian coast, west of Peñas Cape. The estuary, which had been closed to navigation since the early modern era, was partially drained and cleared in the 19th century.

Bilbao a city in northern Spain, the largest city in the province of Biscay and in the Basque Country as a whole.

Brake is a city in northern Germany. Brake lies in the centre of the square formed by Bremerhaven, Bremen, Oldenburg and Wilhelmshaven. With its position up from the North Sea on the lower Weser, which can accommodate ocean-going ships.

Bremen is the largest city on the River Weser, the longest river flowing entirely in Germany, lying some 37 miles upstream from its mouth into the North Sea.

Bremerhaven –city at the seaport of Bremen, Germany at the mouth of the River Weser.

Bridgwater is at the edge of the Somerset Levels, it lies along both sides of the River Parrett, and has been a major in-land port and trading centre since the industrial revolution. The railway from Bristol reached Bridgwater in 1841.

Chania (Venetian: La **Canea**) is a city in Greece and the capital of the Chania regional unit. It lies along the north west coast of the island Crete, about 70 km (43 mi) west of Rethymno and 145 km (90 mi) west of Heraklion.

Coleraine - a town near the mouth of the River Bann in County Londonderry
Northern Ireland.

Campbeltown is a town in Argyll and Bute, Scotland. It lies by Campbeltown Loch on the Kintyre peninsula in Western Scotland.

Connah's Quay, known locally as "The Quay" and formerly known as Wepre, is a town in Flintshire, lying within the Deeside conurbation along the River Dee, near the border with England. It is the largest town in Flintshire.

Cuxhaven - Lower Saxony, north western Germany, at the mouth of the Elbe estuary. Hamburg is also on the Elbe.

Drammen is a city and municipality in Viken, Norway. The port and river city of Drammen is centrally located in the south-eastern and most populated part of Norway.

Helsingor, which we call **Elsinore**, guarding as it does the northerly entrance to the Sound, and the entrance to the Baltic Sea which is, at this point, less than three miles wide. The Baltic was a principal source of naval stores, timber above all, but also hemp, pitch, tar, tallow, resin, brimstone, copper, iron-ore and flax.

The Kingdom of Hanover founded a rival town next to Bremerhaven and called it **Geestemünde** (1845). Both towns grew and established the three economic pillars of trade, shipbuilding and fishing. Following inter-state negotiations at different times, Bremerhaven's boundary was several times extended at the expense of Hanoveran territory. In 1924, Geestemünde and the neighbouring municipality of Lehe were united to become the new city of Wesermünde, and in 1939 Bremerhaven (apart from the overseas port) was removed from the jurisdiction of Bremen and made a part of Wesermünde, then a part of the Prussian Province of Hanover

Gijón - Spanish: Xixón is a city in north-western Spain. It is the largest city in the autonomous community of Asturias, and is located on the coast of the Cantabrian Sea in the Bay of Biscay.

Gioia Tauro in the Metropolitan City of Reggio Calabria (Italy), on the Tyrrhenian coast. It has an important port, situated along the route connecting Suez to Gibraltar, one of the busiest maritime corridors in the world.

Glasson Dock, also known as Glasson, is a village in Lancashire, England, south of Lancaster at the mouth of the River Lune. In 1779, the Lancaster Port Commission decided to build a dock at Glasson because of the difficulties of navigating up the River Lune to the port at Lancaster and was at its height the largest port in the north west, importing cotton, sugar and spices.

Gloucester – former port on the river Severn, shipping, salt, bark for tanning leather, and importing coal and grain.

Harburg – Once a separate port, now a suburb of Hamburg, Germany

Helvoet - The history of Hellevoetsluis has always been connected with water, it is a small city in the western Netherlands.. The Kanaal door Voorne (Canal through Voorne) was built in 1830 from Hellevoetsluis to Nieuwesluis (near Heenvliet) and made Hellevoetsluis an out port of Rotterdam.

Inishowen Head This area is situated in the northeast corner of the Inishowen Peninsula where Loch Foyle meets the Atlantic ocean.

Kiel is the capital and most populous city in the northern German state of Schleswig-Holstein. It lies approximately 90 kilometres (56 mi) north of Hamburg. Due to its geographic location in the southeast of the Jutland peninsula on the southwestern shore of the Baltic Sea

Mostyn is a village in Flintshire, Wales, lying on the estuary of the River Dee, located near the town of Holywell. It has a privately owned port that has in the past had a colliery and ironworks and was involved in the export of commodities.

Newport – Monmouthshire, Wales, on the River Usk close to its confluence with the Severn Estuary exports Tin plate & coal.

Pentewan an industrial mineral port built in 1826 by Sir Christopher Hawkins on the site of an earlier harbour. It is one of 3 mineral ports established by local landowners to service the mineral and china clay extraction industries of the St Austell area. The other Harbours are at Charlestown and Par. The port was never successful due to the silting of the river, even though reservoirs were built in 1840 to provide flushing power. The last ship used the port in 1940.

Preveza is a city in the region of Epirus, north western Greece, located on the northern peninsula at the mouth of the Ambracian Gulf.

Safi or Asfi is a city in western Morocco on the Atlantic Ocean. It is the capital of Asfi Province, it is the main fishing port for the country's sardine industry, and also exports phosphates, and textiles.

In English, the city can be called Thessaloniki, Salonika, Thessalonica, **Salonica**, Thessalonika, Saloniki, Thessalonike, or Thessalonice. In 1937 by Greek royal decree, Salonika reverted to Thessaloniki. In fact it had been officially known by the Greek form since the Ottomans were defeated in 1912. It is a Greek port city on the Thermaic Gulf of the Aegean Sea.

Santander- The city owes its existence to the excellent harbour of the Bay of Santander. It was an important port for Castile in the later Middle Ages, and also for trade with the New World.

Shields – Port of Tyne, Newcastle upon Tyne. Shields is a coastal town on the north and south bank of the River Tyne in North East England, eight miles north-east of Newcastle upon Tyne.

St Malo – Northern Brittany, France

Saint-Valery-sur-Somme in the Somme department, is a seaport and resort on the south bank of the River Somme estuary. It is on the Hauts-de-France coast by the Baie de la Somme and at the mouth of the canalised river Somme with sea locks at the eastern end of the town..

Szczecin, German **Stettin**, a port city, in north western Poland, on the western bank of the Oder River near its mouth, 40 miles (65 km) from the Baltic Sea

Stranraer - also known as The Toon, in Dumfries and Galloway, it lies on the shores of Loch Ryan. The railway made it the Min port in the area.

Valdemarsvik is a locality, situated alongside the bay of Valdemarsviken which connects to the Baltic Sea. Industrialization occurred during the 1630s, when Valdemarsvik became a trade port for copper and leather; one of Sweden's largest tanneries was located in Valdemarsvik

Vyborg -Vyborg German: Wiborg is a town in, and the administrative centre of, Vyborgsky District in Leningrad Oblast, Russia. It lies on the Karelian Isthmus near the head of the Vyborg Bay, 130 km (81 miles) to the northwest of St. Petersburg. In the course of the 19th century, the town developed as the centre of administration and trade for the eastern part of Finland. The inauguration of the Saimaa Canal in 1856 benefited the local economy as it opened the vast waterways of Eastern Finland to the sea. Vyborg was never a major industrial centre and lacked large production facilities, but due to its location it served as a focal point of transports of all industries on the Karelian Isthmus, Ladoga Karelia, and south eastern Finland. In 1944 the Soviet Union captured it from Finland during World War II. Finland evacuated the entire population of the city and resettled them within the rest of the country.

Appendix G Cargo Explanations

Muriate of Potash is a fertiliser most commonly called Potash or Potassium Chloride. MOP typically contains 60% potash and is the most widely used form of potash. Muriate of potash is beneficial in production of crops that remove large amounts of potash in the roots, such as potatoes and sugar beets.

VALONIA is dried acorn cups especially from a Eurasian evergreen oak (*Quercus macrolepis* synonym *Q. aegilops*) used in tanning or dressing leather



Fig. 4 Mediterranean Trade