

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



A painting of a similar Barque

Report compiled by:
Graeme Perks

Report Title:

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

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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 May Queen was a barque built in Miramachi N.B. in 1863 by William Sinclair for William Muirhead of Chatham N.B which was sold at Liverpool after the second voyage across the Atlantic. The new owners A.G. Kidston of Glasgow used the May Queen for a voyage to New Zealand returning with wool. The next voyages of the May Queen were to the Far East before returning via New York after two years. The May Queen then sailed to Demerara returning with sugar and rum.

On the return voyage the May Queen struck the Sarn Badrig after a navigational mistake in a storm and the crew abandoned her sinking. The crew were picked up by a passing vessel and taken to Porthmadog. The wreck of the May Queen was washed ashore with only the rum being salvaged from the cargo.

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2.4 Contributors

Madu

Salcombe Maritime Museum

2.5 Abbreviations

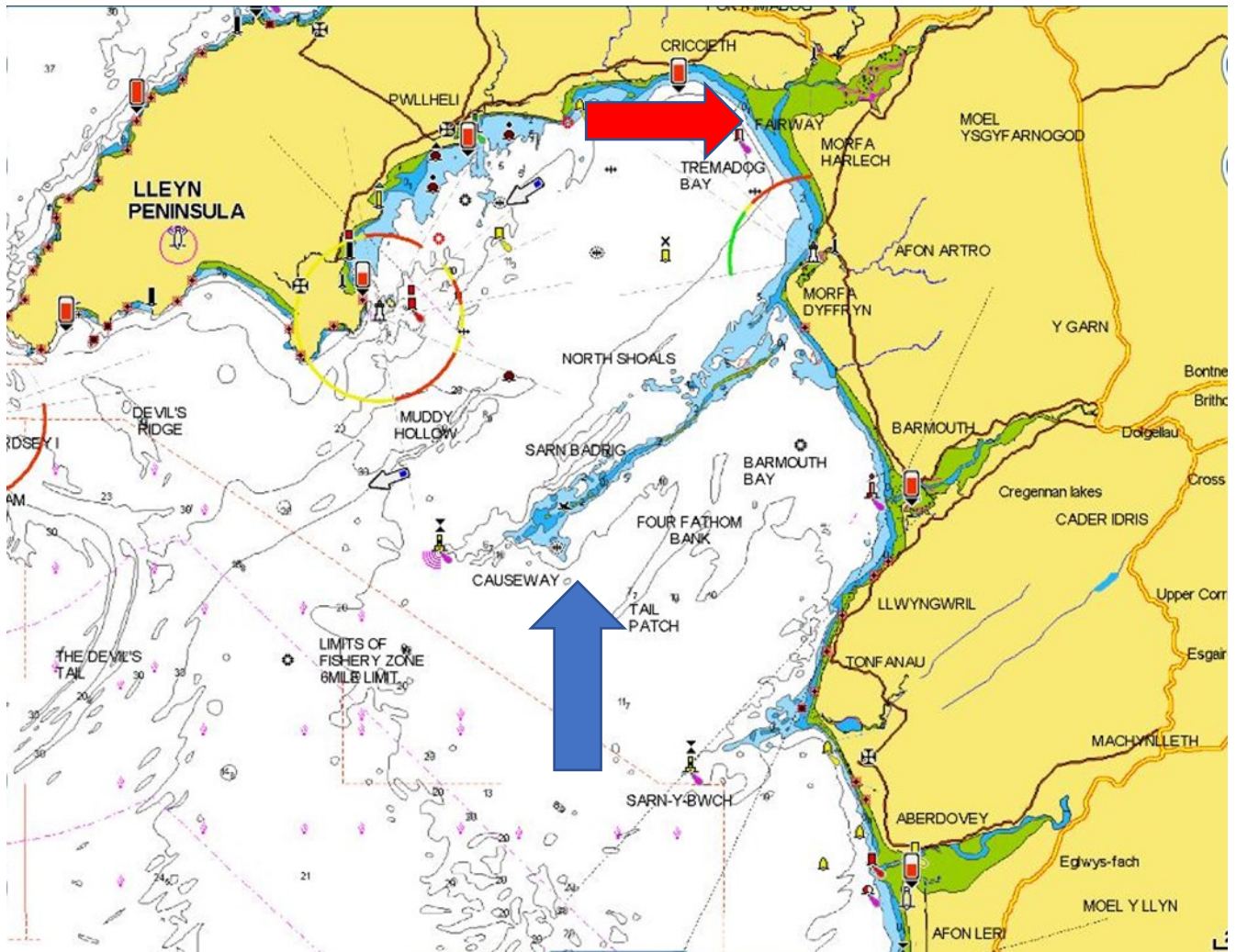
BNA	British Newspaper Archives
N.B.	New Brunswick, British North America
LR	Lloyds Register of shipping
MADU	Malvern Archaeological Diving Unit
NAS	Nautical Archaeology Society
NAW	National Archives of Wales
NPRN	National Primary Resource Number
OS	Ordnance Survey
SMG	Shipping and Mercantile Gazette
WNL	Welsh Newspapers on Line
w/e	Week ending

3.0 Introduction

1. I selected May Queen to research because was a fully rigged ship wrecked at Barmouth and I wanted to identify her and see how much information I could find about her and to find out what happened and wanted to discover:
2. The dimensions of the vessel, although for this period of time apart from the draught, they would have only been recorded in on line information if the Lloyd's survey was available or the vessel had been advertised for sale in a surviving newspaper. 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 1868.
5. To discover the cause of the event in 1868 and if the vessel survived, the cause of its eventual loss.
6. The events that happened after the incident in 1868 and up to and after its loss if it survived.
7. If there was any previous research of the vessel for the 1868 incident and its story.
8. If there was a wreck site for May Queen 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 May Queen.

4.0 Background

When I started this project it was reported that May Queen was a wooden fully rigged ship carrying a cargo of sugar from Demerara, British Guiana (Guyana) and her home port was Liverpool. She was reported wrecked at Barmouth in January 1868.



The Sarn Badrig (St Patricks causeway)





Porthmadog

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 " May Queen" looking for details of her dimensions, master, builders and owners from 1863 with a match in amendments 1863. I then searched yearly until 1868.

I searched LR ships, plans and survey reports for "May Queen" with a match.

I searched the Crewlist Project for " May Queen" looking for her official number and links to MNL, appropriation book, crew lists, and owners with a match. I followed the links for crew lists and found matches.

I searched The British Newspaper Archives (BNA) for "May Queen", "May Queen Lampard", "May Queen Smith" , "May Queen Anderson", "Barque May Queen" and "May Queen Phillips" looking for sailings, arrivals, a launch, owners, builders, mishaps and any details of her loss and found a number of matches. I found a number of May Queen matches, a match with the same masters name, Smith, but a further match showed it was a schooner registered at Faversham, so not the correct vessel. I then found another May Queen, Smith in New Zealand of the correct size 350 tons which I found had sailed from the Clyde and LR showed its intended sailing as Clyde to New Zealand, so this was the correct vessel.

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

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

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

I searched the USA Library of Congress newspapers looking for arrival and departure of the "May Queen" from New York but only found one match for bark May Queen arriving at Boston on 24th December 1866.

6.0 Results

Vessel	Name/s	May Queen	
	Type	Barque	
		Cargo	
Built	Date	June 1863	
	Builder	William Sinclair	
		Miramachi, British North America	
Construction	Materials	Wood	
	Decks	One	
	Bulkheads	None	
Propulsion	Type	Sail	
	Details	Square rigged with mizzen mast rigged fore and aft	
Engine	Details	N/A	
	Boilers		
Drive	Type		
	Number		
Dimensions	Length	130 ft	6 ins
	Beam	28 ft	3 ins
	Draught	12 ft	11 ins
Tonnage	Gross	350 tons	
	Net		
Owner	First	W. Muirhead	
		Chatham N.B.	
	Last	Messrs A. G. Kidston & Co	
		Glasgow	
	Others	A. Symington, Glasgow	
Registry	Port	Miramichi, Glasgow	
	Flag	British	
	Number	43128	
History	Routes	Miramichi to Glasgow, Clyde to New Zealand, London to Singapore & Hong Kong, Hong Kong to New York, New York to London, Glasgow to Demerara	
	Cargo	Wool, General cargo, Timber, Tea	
Final Voyage	From	Demerara 27 th November 1867	
	To	Glasgow	
	Captain	Thomas Phillips	
	Crew	14	
	Passengers	None	
	Cargo	Sugar and Rum	
Wrecking	Date	January 16 th 1868	
	Location	Sarn Badrig	
	Cause	Storm, driven onto Sarn Badrig, after navigational mistake	
	Loss of life	None	
	Outcome	Washed ashore and wrecked	

Liverpool Mercury - Monday 21 December 1863

FOR SALE,

The Superior New BARQUE

MAY QUEEN

350 tons N.N.M. Length. 130 feet 5-10ths breadth, 28 feet 3- 10ths; depth, 12 feet 9-10ths. Built Miramichi this year of the best selected hackmataak, and classed A for seven years at Lloyd's. She will shift anywhere without ballast, takes the ground well, and Sails remarkably fast, having ,sailed the passage home from Miramichi to Fleetwood in 15 days. Carries a large cargo on a light draught of water and is most abundantly found with Sails and stores of every description- Now discharging cargo at Fleetwood.- Apply to

JOHN WARD, Manager,

New Fylde Timber Company Fleetwood; or to

Captain HEWSON, on Board.

Fleetwood. Dec. 10,1863.

Glasgow Herald - Monday 11 January 1864

FOR SALE, IN LIVERPOOL,

THE splendid new Barque "MAY QUEEN" Length, 130.5; Breadth, 28.3; Depth of hold 12.9; 350.16 tons register and 483 48-94 tons Carpenter measurement. Built at Chatham, N.B., under special survey, and classed at Lloyd's A1 7 years. She is essentially Copper-fastened, Wire rigged and her material and outfit carefully selected.

This Vessel is strongly amid faithfully built, her model and finish very superior, and she is in every respect a most desirable vessel.

For further particulars, apply, in Liverpool, to Messrs. Patterson, M'Cully and Co,, York Buildings; in Greenock to Colin S Caird, Esq.; or here, to

A. G. KIDSTON & CO, 81 Great Clyde Steet

Glasgow Herald - Monday 29 February 1864

RAPID TOWING. - Clyde Shipping Co.'s splendid tug steamer Conqueror arrived here on Saturday, with the barque May Queen, 350 tons in tow having made the run from Bell Buoy in the Mersey to the Tall of the Bank in the short space of 25 hours.

Lyttelton Times - Saturday 20 August 1864

"MAY QUEEN"

FROM GLASGOW.

ROBERT SYMINGTON has much pleasure in calling attention to the

FOLLOWING GOODS,

To arrive by the above vessel, now nearly due.

DRAPERY.

Tapestry and Brussels carpets
Kidderminster do.
Velvet-pile and Axminster hearth rugs
Wool damasks, reps, &c
Shepherd and fancy Tweeds laced coatings
Broad and narrow black cloths ,
Bedford cords, &c
Black and coloured alpacas
Do. do. lustres
Brown Hollands
Cricketing flannel
Embroidered poplin robes
Gent's silk scarfs and ties
Indian combs and other handkerchiefs
Fancy silk and coloured glace
Fancy and embroidered table covers
Huckaback and Turkish towels
Nursery and birdseye diaper
Cotton and merino under-shirts
Do. do. pants
Do. do. hosiery
Mohair, silk, and fancy trimmings

Steel, gilt, and other dents buttons
 Printed felt carpeting
 Brush and rope mats
 Horrocks' shirting and long cloth
 Scotch hollands
 Window do.
 Rolled selesias and cambrics
 Cotton sheeting's, 54, 72, 81 and 90-inch
 Grey calicoes, 33, 36, 68 and 70-inch
 Cotton and union tick
 Ladies and girls underclothing, stays, &c
 Sewed muslin.
 Men's black and drab felt hats
 New prints
 Counterpanes, quilts and toilet covers
 Men's and boy's Tweed suits, &c
 White, scarlet, and blue blankets
 Mattress, cases. &c
 Curled horse hair haberdashery
 &c. &c. &c.

BUILDING MATERIALS.

25 tons galvanized corrugated iron, in zinc lined eases

GALVANIZED IRON RIDGING, NAILS,

20 tons Govan bar and rod iron
 21 cwt pipe, ½, ¾, 1, 1¼ and 1½ inch
 5 tons sheet lead
 10,000 duchess slates
 5,000 countess do
 60,000 feet flooring boards
 70 bills whitewood architraves
 100 barrels cement

PROVISIONS.

40 cases Sinclair's hams and bacon
 20 barrels split peas
 20 do pearl barley
 20 loads oatmeal, in stone jars
 35 boxes Dunlop cheese
 40 do Cheddar

200 cases refined table salt
40 barrels hand-picked blue peas
20 chests superior congou
40 half chests do

ALES, &C.

125 casks Tennant's bottled ale and quarts and pints
80 do Arrol's India pale ale, quarts
20 do, do, do, pints
35 do, do London stout, quarts
15 do, do, do, pints
30 hhd McEwan's No. 3 ale
6 do, do porter
25 qr casks Martel's pale brandy
200 cases Hennessy's do

. Also,

25 cwt best white lead (J. & J. G. Scott's)
10 do putty in skins
50 galls linseed oil, raw
50 do, do boiled
50 do refined pale rape oil
50 do refined spirits of tar
10 cwt do red lead
50 boxes tin plates
4 casks zinc sheets
6 do hollow-ware
9 crates Dutch butter pots
4 bales. 250 each, best tweeled three-bushel sacks
26 coils bolt rope
40 barrels archangel pitch
30 do Stockholm tar
6 combined reaping and mowing machines, by Brigham and Bickerton, Berwick-
on- Tweed
23 cases superior dining, drawing, and bedroom furniture

ROBERT SYMINGTON,
CHRISTCHURCH AND LYTTTELTON.

.
11th July, 1864

Lyttelton Times - Thursday 25 August 1864

LOST. a purse, in Colombo-street, containing two bills of lading, ex May Queen, from Glasgow, and 10s 6d in money.

Whoever finds the same will be rewarded on bringing the said purse to Mr. J. BURNSIDE, Kilmore street west, Christchurch.

Lyttelton Times - Thursday 08 September 1864

IMPORTS

In the May Queen, R. Symington. agent :— 696 Cases, 11 bales, 1 cask lead, 4 cases zinc, 25 qr-casks brandy, 14 do paint, 150 casks, bottled ale, 125 casks bottled beer, 44 chests tea, 9 crates earthen ware, 13 sheets rolled lead, 1183 bars iron, 95 bds, Do, 100 barrels cement, 40 barrels barley and peas, 5289 boards, 67 bds architraves, 6 hhds castings, 413 bags oats, 6 reaping machines, 50 firkins herring, 50 do do , 20 anchors , 30 hhds ale, 6 do porter, 15,000 slates, R Symington ; 26 coils rope, 40 barrels pitch, 30 do tar, 20 casks oatmeal: Order; 1 case, Blakie; 20 half barrels herring, 23 cases preserved fish, M'Millan; 8 cases, 12 cases, 3 bdls, 3 carts, Duncan and Son: 2 cases, George Tayler : 9 cases, 3 bales, 1 cask, C Bonnington ; 4 cases, Burnside; 1 case, Turner; 3 bales, 10 cases, Gavin: 52 cases, Order : 2 cases, 2 bales, James Moor ; 6 cases, 1 pkg, 12 wheels, Booth: 13 cases, 2 bales, Axup, Steward, and Bell ; 9 cases J Williams

Lyttelton Times - Tuesday 13 September 1864

NOTICE.

BARQUE MAY QUEEN, FROM THE CLYDE.

F. H. SMITH, COMMANDER.

This ship having entered at customs, consignees are requested to present bills of lading and pay freight to the undersigned , without whose order no goods will be delivered. Arrangements have been to lighter the cargo at usual rates. Parties desirous of having their goods otherwise landed will please give intimation of the same to the undersigned. All goods not passed for on or before Wednesday, 14th instant, will be cleared and landed at consignees' risk and expense, if impeding the discharge of the ship.

Mohairs, silks, muslins, prints, alpacas
Coburgs, delaines, cireassians Crinolines,
belts. nets Braid and chenille.

Last Season's Goods Selling at a Considerable Reduction on cost prices.

Lyttelton Times - Thursday 29 September 1864

THE UNDERSIGNED have on Sale the following Genuine Seeds — White, red, cow-grass, alsike and crimson clovers, trefoil, lucerne, perennial and Italian ryegrass, cocksfoot, crested dogstail, sheep and other fescues, Timothy, Pons of sorts, and other varieties.

Tares, gorse, broom, mangold wurtzel, turnips, carrots, parsnips, with all the useful varieties of vegetable seeds.

A large assortment of flower seeds.

IMPLEMENTS, &c., MAY QUEEN.

6 Scotch tip carts by Gilmour and Jack of Maybole

Patent horse rake

Excelsior reaping machines

Barrowman's ploughs, with steel boards and extras

French do do wheel ; some chain and fittings

Do drill ploughs

Do grubbers

Aberdeen snaiths, grass, and corn rees

&c., &c., &c.

DUNCAN & SON.

Gloucester-street, Christchurch.

Lyttelton Times - Tuesday 11 October 1864

LYTTELTON.

TUESDAY, 11th OCTOBER, 1864.

20 CHESTS & 40 HALF-CHESTS TEA, &c

ON ACCOUNT OF WHOM IT MAY CONCERN.

MESSRS. WOLEDGE & CO. have received instructions to sell

BY PUBLIC AUCTION,

At the stores of Messrs Hall, Ritchie, and Co., Norwich Quay, Lyttelton,

On TUESDAY, 11th OCTOBER.

On account of whom it may concern. R [S in triangle] § W 104;143.

40 cases containing-

- . 20 chests tea
- . 40 half-do do

S [in diamond] § 1/4.

4 bales corn sacks (400, more or less).

Landed Ex MAY QUEEN, Smith, master, from GLASGOW.

More or less Damaged by Sea Water.

Sale to commence at Noon at the Stores of

MESSRS. HALL, RITCHIE, & CO. North Quay, Lyttelton.

Terms cash.

Lyttelton Times - Tuesday 11 October 1864

BARQUE MAY QUEEN, FROM GLASGOW.

T. H. SMITH, MASTER.

All claims against the above vessel must be lodged with the, undersigned on or before Wednesday, 12th inst., or they will not be recognized.

ROBERT SYMINGTON,
Christchurch and Lyttelton.

7th Oct., 1864.

Lyttelton Times - Tuesday 18 October 1864

FIRST WOOL SHIP FROM TIMARU —We would draw the attention of our readers to our advertising columns, by which it appears the good ship May Queen, Captain T. H. Smith, is to proceed there and load with wool. This is in response to a call made by the wool growers there, and we trust they will all assist to send the ship away quickly.

Lyttelton Times – Thursday 03 November 1864

ON ACCOUNT OF WHOM IT MAY CONCERN.

MILLINERY, EX MAY QUEEN.

MESSRS. J. OILIVIER & SON have received instructions to Sell by
PUBLIC AUCTION,
At their offices, in Christchurch, on FRIDAY, NOVEMBER 4th
At Noon.
One case Assorted Millinery, "W. G." in diamond.
Sale without Reserve.

Lyttelton Times – Saturday 05 November 1864

FATAL BOAT ACCIDENT.—An accident occurred on Thursday afternoon about three o'clock in Lyttelton to a boat belonging to the barque May Queen; she was in charge of Mr. Hay the officer and two young men all belonging to the crew of the vessel. At the time of the occident the boat was returning from the ship to the shore with a parcel for the Captain; it was blowing strong from the NW,. and about this time, the boat was abreast the Countess of Seafield, the wind was frequently changing to N.N.W.; the boat was observed from the poop of the Countess of Seafield to go over, which was caused by a strong puff filling the sheet at the time they were attempting to go about, and unfortunately when the boat had no way on her, therefore the rudder was useless. The three persons in charge of the boat got on the keel, but Mr. Ray, finding the boat was sinking, and being a good swimmer let go his hold to enable the two boys to keep afloat. The carpenter and two others from the Countess Seafield immediately put off in one of their boats to render Assistance. On nearing the boys they called out "Save Mr. Hays first, we are all right ;" but they were taken into the boat, and showed how far true their statement was by assisting at the oars to pick up the second officer. Not More than four or five minutes elapsed before they reached the body

it was found with the face downwards, and on being taken onto the boat showed no signs of life, although those in the boat tried every means in their power to restore animation. Owing to the strong wind blowing, it took half an hour to bring the body on shore. In the first instance they pulled alongside the May Queen and informed those on board of what had happened, and then started for the shore. The body was taken to the Mitre Hotel and the doctor of the Blue Jacket was in attendance at once and applied all the usual means to restore life. Dr. Donald came in a short time and assisted Dr. MacDonald, after persevering for half an hour they pronounced the case hopeless. An inquest was held on the body yesterday at the Mitre Hotel, before Wm Donald, Esq, coroner for district; Mr. W. Cummings was chosen foreman of the jury. After hearing the evidence of two or three witnesses the jury returned a verdict of accidentally drowned. Mr. Ray was a rising young man in his profession. and was greatly respected by the captain, officers and crew of the ship.

Lyttelton Times - Saturday 12 November 1864

COMMERCIAL. TRADE

Our wool season has fairly commenced. The Blue Jacket received the first bale on board on the 10th inst. and is advertised to sail early in January. The Parisian is also on to load direct, and being the smaller ship will most probably get away first. She is advertised to sail on the 15th of January. These two will be followed by the large ship British Empire from Lyttelton and the May Queen, which is to load at and sail from Timaru. The May Queen will be the first ship to load at Timaru for London; and if she has the luck to secure fair weather so as to complete her loading quickly, it will be an achievement that our Timaru friends may well be proud of hereafter. Last season all the shipping powers joined together in loading the various vessels that sailed hence for London with wool. This season there has been some difference of opinion in this matter, and consequently freights have been reduced. The May Queen loads at Timaru at 1d per lb and 5 per cent; the Parisian and Blue Jacket take wool at $\frac{3}{4}$ d we are given to understand the British Empire's charter will hardly have her as much as this. So much for competition.

. Thos. H. SMITH, Commander.
Wool shippers are requested to forward their wool as early as possible. The undersigned is prepared to receive and superintend the shipment of wool and sheepskins.

The ship has room for a limited number of saloon passengers.

For freight or passage apply to

. J. DRUMMOND MACPHERSON, Timaru.

Lyttelton Times - Saturday 14 January 1865

The May Queen, Captain Smith. completed her loading yesterday, and would probably clear for London yesterday.

The Timaru Herald Saturday the 14th January, 1865

Cleared

January 13 - May Queen, barque, 800 tons, Smith, for England. Passengers - Mr and Mrs Hamilton and 1 child.

In the May Queen, J.D. Macpherson, agent. Value of 421,842 lbs of wool £19,402; value of sheepskins £90. Total value of cargo - £19, 492.

Bales	lbs	Exporter
4 bales sheepskins	1,509	Macpherson
321 bales wool	110,797	Macpherson
65 bales wool	31,894	Hargreaves and Co.
309 bales wool	134,925	McDonald Brothers
3 bales wool	1,374	T.W. Hall;
70 bales wool	32,947	Miles and Co.
20 bales wool	6,321	LeCren and Co.

1	bale sheepskins	326	LeCren and Co.
250	bales wool	10,3584	R. and G. Rhodes.

Lyttelton Times – Thursday 19 January 1865

DINNER TO CAPTAIN SMITH.—On Thursday last a dinner was given to Captain Smith, of the May QUEEN, he being the first captain that has loaded vessel from Timaru direct to London, and in shipping parlance, "opened the port." The dinner was held at the Club Hotel, and after due justice had been done to the good things provided, the cloth was removed, and the Chairman (Mr. Woollcombe), after the usual loyal toasts, proposed the health of Captain Smith, drunk with all honours. Captain Smith in returning thanks, mentioned that, notwithstanding all that he had heard against the harbour, he came down here to load, and beyond being compelled once to put to sea, had never met with the least inconvenience in loading here. It was his opinion that there was a very strong prejudice felt against this port, and he should be happy if his having loaded his vessel here in any way tended to remove that prejudice. The usual toasts were then given, and the remainder of the evening spent very pleasantly.

Lyttelton Times - Tuesday 24 January 1865

IMPORTANT SALE OF FURNITURE,

Partially Damaged by Sea Water.

MESSRS. J. OLLIVIER & SON have received instructions from the importer to sell by

AUCTION.

Without reserve, ON THURSDAY, 2nd FEB. At Noon,

AT Mr. OSBORNE'S NEW FURNITURE WAREHOUSES,

Opposite the old Land Office-bridge,

The following first-class Furniture, &c., being the contents of twenty-three cases, marked S in triangle, under R to the left and A.F. to the right. Nos. 45 to 67,

Ex MAY QUEEN.

From Glasgow, ON ACCOUNT OF WHOM IT MAY CONCERN.

1 walnut drawing-room suite, in green repp

1 do do, in green damask

1 rosewood do, in crimson do
1 do occasional table
1 do whatnot
1 walnut do
1 do occasional table .
1 do kneeling chair
1 do card-table
1 do piano stool
2 do work tables
2 French inlaid cabinets
1 walnut revolving canterbury
24 mahogany chairs, hair-cloth
12 birch do do
3 mahogany tables
2 do sideboards
2 do couches, in velvet
12 do chairs, do
4 do 2-door wardrobes
1 walnut do
2 do chests drawers
2 mahogany chests drawers
20 birch French bedsteads
2 walnut cheval glasses (damaged)
2 mahogany do do
1 papier mache table
1 landscape top do
1 chess top do
1 do work-table
2 walnut dressing glasses
1 do writing desk
Fancy inkstands, envelope cases,
2 liqueur cases
1 mahogany consulting table
8 alabaster time pieces
8 pairs French vases
33 pairs cotton sheets
72 skin door mats
31 travelling rugs
10 cwt. curled hair
Feather pillows
Do bolsters
Wool do do

hair mattresses

&c. &c.

23 large sized packing cages

The sale of the above valuable goods will take place by permission, at the New Furniture Warehouse of Mr. A. Oxford Terrace, on Thursday, the 2nd February, and following day if necessary. Sale at noon punctually.

Lyttelton Times - Saturday 11 February 1865

The barque, May Queen, Captain Smith, sailed from Timaru, for London, with a cargo of wool valued at £19,492, on Monday, January 16th, 1865.

Shipping and Mercantile Gazette - Wednesday 14 June 1865

CHINA, JAPAN, SINGAPORE, and BANGKOK —The following splendid first class Clipper SHIPS will be despatched as under:—

Port	Ship	Class	Dock	Last shipping date
SINGAPORE & BANGKOK	May Queen	A1 7	W.I. D.	With despatch

For freight or passage apply to

KILLICK, MARTIN & Co.

28 Nicholas Lane, Lombard Street EC

Shipping and Mercantile Gazette - Friday 05 May 1865

PORT OF LONDON IMPORTS —May 4. [from the customs bill of entry.]

Timaru (N.Z.) [May Queen] 1038 bls wool, 5 bls skins

Hereford Journal - Saturday 17 March 1866

A telegram from Hong Kong, dated Feb. 1, total export of tea to date be 110,625,000 lbs.

Overland China Mail - Friday 29 June 1866

CANTON 26TH June

On the berth at Whampoa for New York 'Music' and 'May Queen.' For London—'Atma' 'Taymouth Castle' and 'Island Queen' all at £5 10 per 30 feet.

Shipping and Mercantile Gazette - Saturday 28 July 1866**FREIGHT REPORTS.**

Hong Kong, June 13.—During the past fortnight the settlements freights have been on small scale, and the last advices from Europe, reporting business to be almost a stand-still, have caused the withdrawal of several charter orders for Europe. In coasting business but little has been done, and that chiefly for Tientsin, lower rates. No change to be reported in home charters. The Taymouth Castle has taken the berth at Whampoa, and is loading at previous rates. The May Queen and Music have been chartered to load at Whampoa for New York.

Settlements for the fortnight have been United Kingdom and Continent: Taymouth Castle, British ship, 627 tons, the berth Whampoa for London current rates. Pradhoe, British barque, 576 tons, Manila for United Kingdom, £3 per ton of wet sugar, or £2 12s 6d per ton of dry, extra if Continent. United States: May Queen, British barque, 350 tons, Whampoa for New York, at £2 10s per ton of 40 feet.

Shipping and Mercantile Gazette - Tuesday 28 August 1866**FREIGHT REPORTS.**

Canton, July 9.—The Island Queen and Alma have left Midland for London. The Tayniouth Castle is engaged to load complete cargo, and the Valdivia and the Cedars have been taken up £3 10s. For New York : the May Queen and Music have sailed, and there are no more ships laid on for that port.

Shipping and Mercantile Gazette – Monday 05 November 1866

HONG KONG September 24th:

Put back, previous to 24—The May Queen, Gilfillan, for Amoy, with loss of jibboom and main topmast sprung, having encountered heavy gales.

Evening Mail - Monday 26 November 1866

By this arrival we have Solomon and Co.'s St. Helena shipping list to the 29th of October

The May Queen, 116 days from Canton for New York, 26th.

Lloyd's List - Tuesday 26 February 1867

May Queen (barq.), New York to London 19 days out, 51 N 16 by the Catherine Duckwitx, at Falmouth.

Glasgow Evening Post - Tuesday 09 April 1867

AT GLASGOW, for MIRAMICHI, N.B. -The A 1 at Lloyd's Barque MAY QUEEN. 350 tons. Captain Hugh Anderson, is now Loading at Springfield shed, and will despatched on 10th inst. For freight or passage, apply to

.
A G. KIDSTON A CO., 81 Great Clyde Street.
Glasgow, April 2, 1867.

Greenock Telegraph and Clyde Shipping Gazette - Wednesday 26 June 1867

QUICK VOYAGE.—The barque May Queen, 350 tons register, Captain Hugh Anderson, sailed from here the 17th April last for Miramichi, where she arrived, and after discharging her general cargo, loaded a cargo of deals, including deck load, again sailed and arrived the Tail of the Bank early this morning—the whole time occupied over the voyage being 68 days. She made the run home in 18 days. This vessel is owned by Messrs A. G. Kidston Co., Glasgow, where she proceeded this forenoon to discharge.

Greenock Telegraph and Clyde Shipping Gazette - Saturday 28 September 1867

ARRIVED AT FOREIGN PORTS

Sydney—Jane Kilgour, Williamson, Batavia, 21th July Cutty Sark, Orr, Melbourne,

for Guam, 30th Demerara—Loading produce, Craigrovnie, Helen Finlayson, and John Ferguson for London; Priscilla, and Claribel, for Clyde, 6th inst

Discharged and unemployed—Grenada, May Queen, and William Gillies
May Queen. Anderson, Clyde, 42 days, 26th ult.

Greenock Telegraph and Clyde Shipping Gazette - Wednesday 30 October 1867

DEATH

At Demerara. the 9th September. Captain Hugh Anderson, the barque May Queen, of fever.

Shipping and Mercantile Gazette - Saturday 18 January 1868

PORTMADOC-Jan. 17 : SW, fresh, wet

The May Queen, of Glasgow, Phillips, from Demerara for Greenock (sugar and rum), struck on the St. Patrick's Causeway last night, and was left by the master and crew in & sinking state in vessel's own boat, which was taken in tow by the schooner Three Janes, and the crew were landed here (14 in number) this afternoon. Two Tugs have gone towards the causeway in search of the May Queen, in order, if possible to tow her to place of safety.

Greenock Advertiser - Tuesday 21 January 1868

Shipping Disaster.— The May Queen, of Glasgow, Phillips, from Demerara for Greenock (sugar and rum), struck on the St Patrick's Causeway on Thursday night, and was left by the master and crew in sinking state in vessel's own boat, which was taken in tow by the schooner Three Janes, and the crew were landed at Portmadoc (14 in number) on Friday afternoon. Two tugboats have gone towards the Causeway in search of the May Queen, in order, if possible, to tow her to a place of safety. The May Queen was a barque of 350 tons, and was built at Miramichi in 1863, then classed 7 years A 1. She was the property of Messrs A. G. Kidston & Co., of Glasgow, and her cargo was for Messrs James Ewing & Co., of that city. Vessel and freight are fully covered by insurance.

The Scotsman - Tuesday 21 January 1868

LOSS OF THE GLASGOW SHIP MAY QUEEN . — The Ship May Queen , 350 tons , belonging to Messrs A , G . Kidston & Co . , Glasgow , run ashore on St Patrick' s Causeway during a severe storm on Thursday night . The crew took to the boats , and were picked up and landed at Port Madoc . The May Queen left Demerara on the 27th November for Greenock , with a cargo of 400 tons of sugar and rum , which is insured largely in Glasgow and Greenock . The total value of cargo and freight is about £ 12,000 and the ship £4,000 .

Greenock Telegraph and Clyde Shipping Gazette - Tuesday 21 January 1868

Ship May Queen. —This vessel, which we noticed yesterday being abandoned, has been driven on the bench about 7 miles south of Portmadoc, and will likely become a total wreck. Crew Rescued.

The Merthyr Telegraph and General Advertiser for the Iron Districts of South Wales 25th January 1868

DISASTERS TO SHIPPING AND LOSS OF LIFE.—News; of more shipping disasters continues to reach Liverpool. The effects of the recent storms appear to be of the most disastrous character. The ship J. P. Tucker- has put into Waterford with captain and crew of the ship Hellvellyn, 1,017 tons, Capt. M'Kella, bound from Greenock to Bombay with a cargo of coals. The Hellvellyn foundered on the 17th inst., about 40 miles off Cape Clear, the crew being rescued, after great danger and difficulty, by the J. P. Tucker. The May Queen from Glasgow, and bound from Demerara to Greenock, with a cargo of rum and sugar, ran ashore on the 16th inst., and was left, in a sinking state by the captain and crew. Two tugboats have gone down to the scene of the disaster. The barque Atlantic, bound from Iquique to Glasgow, has been driven ashore near Cymryan. Should the gale continue, it is believed the vessel will go to pieces but should the wind slip to the north, it is expected that she will be got off. The brig Cheriturn, of Newcastle, bound from New York, has been towed into Waterford, having lost three of her crew overboard, all her sails, and with her decks swept. The Export, from Shields, has been totally wrecked at the Mauritius. About 60 casks of palm oil have been

recovered from the wreck of the Euphrates, near Holyhead, and the wreck is being washed ashore. A large vessel, supposed to be the ship Ambrose, from San Francisco, is reported to be riding heavily off Barford Bank, and it was thought she would have to slip her anchors. The barque Vanda, bound from Iquique to Liverpool, and which went ashore near Roches Point, has completely broken up, and very little of the cargo or wreck will ever be recovered. On Tuesday more shipping disasters were reported at Liverpool. Captain Urquhart, of the steamer Italian, which has reached the Mersey, reports that, on the 9th inst. in lat. 37 N. long. 5 E. while it was blowing a hard gale from N. N. W. with a heavy sea, he observed a barque to windward, under close reefs, showing signals of distress, and shortly afterwards he saw her go down bow foremost. On standing towards the spot he picked up a boat containing the master and all hands of the vessel, which proved to be the Virginia Garcia, of Blyth, from Trieste to Falmouth, with a cargo of wheat.—The Thetis, from Wilmington for Liverpool, which went ashore near Tecumshane, Wexford, has become a total wreck, and the cargo is being washed out to sea.—Two hundred and twenty casks of palm oil have been landed at Holyhead from the wreck of the Euphrates.—One or two vessels which reached the Mersey on Tuesday experienced fearful weather in the Channel; decks were swept, yards and sails carried away, and considerable damage done to the hulls.— the Admiral Lyons reports, at Shields, that on the voyage from Quebec she lost three rudders.

Glasgow Herald - Saturday 25 January 1868

WRECK OF THE MAY QUEEN.-A mast was picked up at Barth Tower on Wednesday, belonging to the May Queen. Under date Harlech, 21st inst., we learn that about 60 sugar hhds. were on the beach from the May Queen, but they were all empty, so that it is feared all the sugar forming the cargo has been washed out; the rum is being landed.

Glasgow Herald - Saturday 25 January 1868

ABANDONMENT OF THE BARQUE MAY QUEEN, OF GLASGOW. REPORT OF THE CAPTAIN. Captain Thomas Phillips, of the barque May Queen, of Glasgow, 350 tons, from Demerara for Greenock, with sugar and rum, Reports: - Left Demerara Nov. 30, and had very bad weather after leaving trade winds; and on Jan. 10 at 3.55 P.M., weather boisterous wind W.S.W., fresh gale, and thick, steering N.E. N., when I saw two islands ahead, which I took for the Saltees. Immediately put the helm to port, and braced up on starboard tack, ship then heading S.S.E. After sailing 2¼ hours on that tack, she struck on a reef, which

turned out to be the Causeway in Cardigan Bay. She continued striking heavily, and driving over the reef slowly. Kept sounding pumps, and found ship making water, stern post and rudder carried away, sea making a clean breach over her. At 11.30 p.m. she drove over the reef into deep water (seven fathoms). Let go starboard anchor, and gave her 60 fathoms cable; then sounded pumps, and found three feet. About 12 midnight all hands commenced pumping, water gaining about nine inches every hour. At 7 A.M., on 17th sounded pumps, and found five feet three inches water in the hold. Ship settling down fast, crew refused to pump any longer. Not safe to remain on board. At 7.30 A.M, finding we could do no more with the vessel, and no assistance at hand, we abandoned her in our boat, and made for the nearest land. About 11.30 A.M. we were picked up by the schooner Three Janes, Roberts, of Portmadoc, and landed at Portmadoc about 3 P.M.

Greenock Advertiser - Thursday 30 January 1868

Portmadoc, Jan. 25. —Fourteen casks of rum have been saved from the wreck the May Queen, reported on 20th instant as having been stranded within this district; the remainder of the cargo, which consisted chiefly sugar casks has washed away,

Coflein

The MAY QUEEN was carrying a cargo of sugar and on passage from Demerara to Liverpool when it ran onto Sarn Badrig.

Sources include:

Wynne-Jones, I, 2001, Shipwrecks of North Wales, 4 ed, pg29

Maritime Officer, RCAHMW, October 2010.

SINCLAIR, WILLIAM (1819-1885)

SINCLAIR, WILLIAM, ship carpenter and master builder; b. Scotland, c1819; m. 1st, 1840, Mary Clouston, of Nelson parish, and 2nd, 1864, Mrs Janet McLean; d. Chatham, 14 Mar 1885.

William Sinclair arrived on the Miramichi around 1835. He was located on Beaubear's Island in the early 1840s and was probably employed in Joseph Russell's shipbuilding yard. In 1846 he was in Saint John, separate from his family. In 1851 he and his family were sharing a home with the James Henderson family in Chatham. Shortly afterwards, he formed a business partnership with Henderson, and Thomas Phillips of Douglastown, to build ships at the former Cunard yard in Chatham. The firm of Phillips, Henderson & Sinclair launched the ship Grand Trianon in 1854 and the barque Summer Cloud in 1855, and then assigned. Later Sinclair was the master builder, with Henderson, of at least three vessels for Gilmour, Rankin & Co.: the ship Annie Laurie (1867), which was the first of the "ABC" ships, so-called, the ship Cycla (1858), and the schooner Doria (1859).

After sixteen years of marriage Sinclair's first wife, Mary Clouston, died in 1856. He was not enumerated on the Miramichi in the census of 1861, but he was back on the river later that year. Between 1861 and 1865 he was the named builder of eight ships for William Muirhead & Co. at Chatham, two of which he constructed jointly with other master builders. The ship Sailor Prince, the first of the Muirhead ships, was "iron kneed, copper-fastened, beautifully modelled, and neatly finished." The ship Glen Cora, the last of the group to which his name is attached, had "as fine an appearance on the water as any vessel that ever floated on the Miramichi."

Another Miramichi vessel credited to Sinclair is the Paradigm, a schooner built for Adam D. Shirreff Jr in 1867. He could have been the William Sinclair who built ships in Saint John in 1868-69. He was, in any event, the master builder of the barque Jennie Armstrong, which was launched from the yard of Adam Tait at Shediac in 1869. He was back on the Miramichi in 1871 and was involved a few years later with James Desmond and other shipwrights in the Miramichi Ship Building Co. This firm went bankrupt while building the large barque Molilamo.

Between 1875 and 1877 Sinclair constructed fourteen smaller boats for government use at lighthouses in the region. In 1877 he built a boat for the Magdalen Island cod fishery. In 1879 he had responsibility for the wood work of a steam tug built at the Miramichi Foundry. He was still classed as a shipbuilder in 1881.

the Miramichi Advance observed that Sinclair possessed "intelligence of a superior order," was given to "a quaintness of speech," and was always "humorous and genial." He and his first wife, Mary Clouston, were the parents of at least nine children, not all of whom survived to adulthood. Their eldest son, William Sinclair Jr, was a shipwright with Gilmour, Rankin & Co. at Bathurst in 1861. There were also children born of the second marriage.

Sources

[m] Gleaner 7 Jan 1840; Telegraph 1 Nov 1864 [d] World 18 Mar 1885 / Advance 19 Mar 1885; Advocate 6 May 1874, 9 May 1877, 6 Feb 1878, 30 Apr 1879, 19 Jan 1916; church records (children's baptisms); Manny (Ships); Morning News 29 Feb 1856, 16 Aug 1869

Library and Archives Canada

Item: 47754: MAY QUEEN

Name of Ship: MAY QUEEN

Year of Registration: 1863

Type of Ship: Wooden Bark

Port of Registry: Miramichi, New Brunswick

Where Built: Miramichi, New Brunswick

Gross Tonnage: 350

Remarks:

Registry closed May 6, 1864

Official Number: 43128

Reference: 1319|42

Volume: 1319

Other Reference:

Old Volume Pages Microfilm Reel # See Volume No.

108 26 C-377

Item Number: 47754

Provincial Archives of New Brunswick**MUIRHEAD, WILLIAM (1819-1884)**

MUIRHEAD, WILLIAM, lumber company head, shipbuilder, JP, MLC, and senator; b. Pictou, N.S., 4 Apr 1819, s/o John Muirhead, a native of Dumfriesshire, Scotland; m. 1844, Ann Gray, of Aberdeen, Scotland; d. Chatham, 29 Dec 1884.

William Muirhead's father came to Nova Scotia in 1817 and was a merchant and shipbuilder at Pictou for a number of years. Around 1831 he and his family settled in Chatham, where William Muirhead completed his schooling and entered his father's field of business. In the 1840s William was a partner of his older brother James Muirhead, who had established himself as a merchant at Travellers' Rest, P.E.I., and engaged in trade by schooner with the Miramichi. The partnership was dissolved in 1848. James Muirhead was later a merchant and shipbuilder in Summerside and a member, at different times, of both the Island Assembly and Legislative Council.

William Muirhead also advanced in business on his own to become the largest of the Chatham shipbuilders. Between 1855 and 1869 he had at least thirty-five vessels constructed at his yard on the town waterfront, under the supervision of Elijah Parsons, William Sinclair, Patrick Carroll, James Desmond, and other master builders.

While Hugh F. Bain was still alive, Muirhead took over operation of a sawmill in Chatham in which Bain had the controlling interest. In 1871, this mill had an assigned value three times that of any other Chatham business, and before long, Muirhead was the leading manufacturer and shipper of lumber on the Miramichi. He became the sole owner of the mill in 1877 when he bought out the interests of the Bain heirs and one other shareholder. The mill burned in 1880. It was replaced the next year with "the finest two-gang steam sawmill in the Maritime Provinces," but by then the business had lost its place of primacy to J. B. Snowball & Co., which opened a huge steam sawmill on an adjacent site in 1872.

Muirhead was a director of the North West Boom Co. In 1872 he was president of the association which built the Chatham Driving Park. He was a shareholder in the Chatham Branch Railway when it was organized in 1873, and he was a director of several companies located elsewhere in the Maritime Provinces.

Muirhead became an ensign in the 1st Battalion of militia in 1850. In 1855 he was appointed a justice of the peace. In 1868 he was named to the Legislative Council of New Brunswick. He retained his seat until 1873, when he was appointed to the Senate, as successor to Peter Mitchell.

Muirhead and his wife, Ann Gray, had seven children living at home when the census of 1861 was taken. The children included Agnes J. Muirhead, who later married John Sadler, and William W. and Henry J. Muirhead, both of whom became businessmen in Chatham. For several years William W. Muirhead took care of his father's shipbuilding interests, "both at home and in ports abroad." In 1884 he took over operation of the Miramichi Foundry, but by 1892 he was bankrupt. Everything he owned, including "Sunnyside," his splendid Chatham residence, passed into the possession of the Merchants Bank of Halifax.

Sources

[b] Graves [m] official records [d] World 31 Dec 1884 / Advance 29 May 1879, 10 Jun 1880, 28 Apr 1881, 2 Jun 1892; Advocate 19 Dec 1877; Arbuckle; Can. Parl. Guide 1874; Facey-Crowther; Fraser (C); Gleaner 30 May 1848, 11 Aug 1855; Guardian 16 Nov 1903; Manny (Ships); Manny index; Williston Collection

The Kidston Family

JOHN JOHNSTON 02 APRIL 2010

The background of the family is of interest as it explains the source of their business interests and fortunes in the first half of the 19th century and is a fascinating illustration of the entrepreneurial developments of the West of Scotland at that time. There had been Kidstons living at Logie, close to Stirling, since the middle of the 16th century and for generations they had been farmers — not always successful.

In 1765 a Richard Kidston, born in 1736, emigrated to Virginia and later the same year his wife and family joined him. In 1773 Britain attempted to start taxing her American colonies, which then joined together to form the United States of America, and Richard joined the United Loyalists, being a Royalist like his forebears in Scotland.

Three years later, when the American War of Independence started, he fled to Maine. It would appear that he with many other United Loyalists fought with the British Army, and he was captured by the colonists at New York on November 25

1783. Managing to escape from the prison in New York he fled in a small boat with only what he was wearing. He was lucky to be picked up in the Atlantic by a ship proceeding to Halifax, Nova Scotia.

Richard established himself as a merchant at Halifax and eventually as a shipowner. He exported timber to Glasgow and imported goods from that city. He died in 1819 at the age of 79.

His many ships passed to his son, William Kidston, who had by this time moved to Glasgow and formed his own business, William Kidston and Sons, with offices and warehouses in Queen Street. William Kidston was born in 1757 at Logie and in 1784 married Catherine Glen at Halifax, and they had a family of seven. He died in 1831. Business prospered and by 1820 the firm was involved in wholesale china manufacturing, shipping — they acted for Cunard, another Halifax family — and general merchanting.

The potteries in Glasgow at Anderston and Finnieston, Verrivale and Lancefield were extensive with a large export trade to South America and the East Indies. The Scottish Pottery Society has identified several pieces found in Indonesia.

By 1839 the firm had become too large with too many Kidston's trying to run it and it was decided to divide the business:

Richard Kidston — the home market (William Kidston and Sons);

Archibald Glen Kidston — the export and shipping fleet (A.G.Kidston and Co). This business prospered under his son, George Jardine Kidston (1835-1909) who lived at Finlaystone near Langbank in Renfrewshire. His granddaughter married General Macmillan whose descendants live there today. At the top of the stairs is a large portrait of George Jardine Kidston in hunting pink. The shipping business prospered and developed into the Clyde Shipping Company;

Robert Alexander Kidston — the potteries (Kidston and Co). There are a number of articles on the history of the potteries in the journals of the Scottish Pottery Society. Although, or possibly because, the products were of a high quality the firms were not financially successful and eventually Robert Kidston moved to Stirling. His son Adrian worked for the family firm, William Kidston and Sons, and then went into banking, becoming manager of the Helensburgh branch of the Clydesdale Bank in 1885.

George Jardine Kidston the chairman of the Clyde Shipping Company, Limited, was born at Glasgow on 12th February, 1835, and is of a name well known in various arenas of Glasgow enterprise. The company of which he is the head is understood to be the oldest steamship company in existence. It was started in

1815 for the purpose of carrying goods by lighters and steamers from the shipping at Greenock up the shallow Clyde to Glasgow. In 1856, when the concern was sold, its fleet consisted of four small tugs, three small luggage steamers, and eight lighters. One of the steamers was the famous Industry, which figures in so many old pictures of the Clyde, and whose engines are preserved at Kelvingrove. The purchasers of the business were Mr. Kidston and his two brothers and two other friends, and from that day to this the fleet has grown till it comprises twenty-six steamers of from 5000 tons downwards, and nineteen tugs, and is familiar in all the coasting ports of the United Kingdom.

Port-Glasgow Express - Wednesday 11 August 1909

Death of Mr Kidston of Finlaystone.

The death of Mr George Jardine Kidston, which took place yesterday, removes from the list of Clyde shipowners one of its most prominent names. Mr Kidston belonged to a generation of business men very few of whom now remain, and he continued until very late in life to take a great practical interest in all that concerned shipping and ship owning. In 1856 he and his brothers Richard and John in company with two other gentlemen, bought up what was described in the advertisement of the day as the "valuable tugs, luggage steamers, and lighters, well found in anchor, , chains, hawsers, etc.," of the then Clyde Shipping Company. This company is believed to be the oldest steamship firm in existence, dating as it does from 1815, when some Clyde shipowners and merchants provided lighter.; to carry cargo up the then shallow river and small steamers to carry goods between Glasgow and Greenock. For some time before he died he was the only survivor of the original company, and during the latter part of his life he was managing director. Mr Kidston, who resided at Finlaystone House, Renfrewshire, was a Deputy-Lieutenant of the county, and took a great interest in its affairs. He was a keen hunter, and was very popular on his estate and throughout the county generally. In Glasgow he took little part in public life except in matters pertaining to his own profession. He was for nearly 14 years chairman of the Clyde Lighthouses Trust, a position which he resigned in June, 1909. He was elected a trustee in 1871, and was appointed chairman in 1895. His policy as chairman was broadminded and liberal, and during his term of office many important works were carried out. He was seventy-four years of age

7.0 Analysis

The May Queen was recorded as a barque when she was first registered in British America and on the LR surveyors report in 1864 and not a fully rigged ship as initially reported. She was always described as a barque, including when she was wrecked.

The LR surveyor's report of 1864 (Appendix D) mentions the fitment of the Felt and yellow metal, which was marketed as Muntz metal patented by George Frederick Muntz of Birmingham a metal roller. This was a replacement for copper sheathing previously used to prevent fouling on vessels but was only two thirds the price. The remainder of the report covers the bower anchors on the vessel which were replaced as they were under weight for the vessel under Lloyds rules and the remaining anchors which were tested. It also covered the anchor chains.

The Glasgow Herald 11 January 1864 offering the May Queen for sale at Liverpool gives A. G. Kidston & Co., as agents in the sale but they became the owners.

The voyage of the May Queen to New Zealand carrying general cargo produced a comprehensive list of the goods making up the cargo. It also appears some of the cargo was damaged by sea water and other items were not claimed by the shippers and were sold at auction. The sales were headed "To whom it may concern" and contained details of the markings on the packing cases. It was the first vessel to carry wool to London direct from Timaru and appears to have been fully loaded with almost £19,500 worth of wool and skins.

The next voyage of the May Queen was to the far east, to Singapore, Bangkok and Hong Kong. It was two years before she returned to London after making voyages from Hong Kong to New York, via St Helena, (see Fig.2) which means she came around the Cape of Good Hope since the island is 2,500 miles the wrong side of the Atlantic from Cape Horn the alternative route. The modern route is through the Suez canal avoiding the Cape, St Helena and 5,500 miles shorter, but is now more likely to be via the Pacific Ocean and Panama canal (which opened in 1914).

The May Queen appears to have been intended for the routes sailing ships could still compete with the steam ships on the deep sea routes. The steam ships displaced sailing ships from the short haul routes but were until after about 1881 unable to compete on the deep sea routes the May Queen sailed. The routes to Australia, China, South America and Africa were still the preserve of sailing ships until steam ships with higher pressure boilers were permitted, with their higher efficiency and the Suez canal opened.

The master changed to Anderson before her next voyage to British North America returning with timber but he died on the last voyage in Demerara of Fever. The new master Thomas Phillips made a navigational mistake in a storm which resulted in the May Queen striking Sarn Badrig and being abandoned. The cargo of sugar was washed out of the Hogsheads by the sea and lost. The rum being salvaged.

The BNA produced all the details of the voyages of the May Queen until her loss when the WNL also produced reports. The background information came from Google searches.

8.0 Conclusions & Recommendations

I have spent about 30 hours on this research with 95% of the time on line, anything containing Queen in this period produces thousands of possible matches. The limited arrivals and sailing made by the May Queen produced few newspaper reports particularly when she was sailing between Hong Kong and New York.

The May Queen was washed ashore after the crew abandoned her so there is no dive site.

There is limited scope for further on line research, the crew lists being held in Canada or the National Maritime Museum and a subscription is necessary to ancestry.com which may reveal details of the masters. A subscription to American newspapers on line may provide details of the New York arrival and departure in 1866/7

The research has answered most of my questions, but unfortunately the crew lists are not available on line. There is an unusual amount of detail of the cargo to New Zealand and the return cargo. The voyages between Hong Kong and New York and New York to London are a gap in the information. The builder and owners are also well documented. The illustration in Fig. 4 gives an idea of the general cargos carried from the various ports when specific information is unavailable.

No other research was available on Line for the May Queen apart from the Coflein entry.

This vessel certainly sailed vast distances but there is little additional information that may be available for any further publications. The story of its loss is a familiar one for the causeway with the crew being picked up by a passing vessel.

9.0 References

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Appendices:

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

Madras	S M ^c Nab	670	160-0	29-5	19-5	Dmbtn	1863	J. Kerr	Grenck	Cly. China	10	A	1
Madge	Bg	167	94-5	23-0	12-7	Ptsm ^h	1863	Smith & C	London	Pts. India	11	A	1
70 Mariner	Bn HSprag'e	99	81-6	20-1	8-2	PE Isl	1854	T. Heal	N'wpri	NptN Amer	4	A	1
1 Mona Sew	E. Bourn	693	190-0	28-5	17-2	Mdlsbr	1863	China & Japp	London	Stk Sngapre	9	A	1
2 Mary Eliza-	G. Burns	70	67-6	19-2	9-0	Perth	1863	G. Burns	Perth	Dun. Coastr	7	A	1
3 Margaret	R. Morris	47	65-3	17-6	7-1	Brnth	1863	G. Davies	Barmth	Bar.	9	A	1
4 May Queen	Lamperd	350	130-5	28-3	12-9	Mrmci	1863	W Muirhed	Mirmci	Mch. Glsgw	7	A	1
5 Mabel	W P Frith	64	69-0	17-3	7-9	Pmb	1863	A. Harris	Milford	M. Coaster	7	A	1
6 Maggie	Bg Climng	205	103-8	24-0	12-9	PEI	1863	A M Millan	P. E. Isl	P. Ivrrp'l	4	A	1
7 Marina	Bk D. Taylor	282	117-7	25-6	14-9	Dund	1863	Taylor & Dundee	Dund	Mer	10	A	1

Lloyd's Register of Shipping 1863
by Lloyd's Register Foundation, Heritage & Education Centre.



4. May Queen, Barque, master Lamperd amended to Smith, 350 tons, 130.5 feet in length, 28.3 feet breadth, 12.9 feet depth, built by Sinclair in Miramichi in June 1863 using part iron bolts, owner Muirhead amended to Kidston & Co, registered at Miramichi amended to Glasgow, sailing Miramichi to Glasgow amended to Clyde to New Zealand survey in July 1863 A1 7 years, new survey march 1864 still A1. Fitted with felt and yellow metal 1864.

1864, 1865, 1866 No Changes

1867 master now Anderson, Fitted with new felt and yellow metal 1867, sailing from the Clyde. Marked abandoned.

1868 No Record

Appendix B – The Timeline for the *May Queen*

1863

August 19 1863 Clyde arrived May Queen 454, Lampard from Miramichi – deals

September 22 1863 Lamlash sailed May Queen, Lampard for Miramichi

November 3 1863 Chatham, Mira arrived May Queen, Lampard from Clyde

w/e December 12 1863 Fleetwood arrived May Queen, Hewison from
 . Miramichi – deals

December 29 1863 Liverpool arrived May Queen (Barque) from Fleetwood

1864

April 21 1864 Greenock sailed May Queen, Smith for Lyttleton & Canterbury NZ

May 23 1864 May Queen Barque Lat. 6N Long. 23W from Clyde for New Zealand

May 27 1864 May Queen Barque Lat. ½ N Long. 23W from Clyde for New Zealand

September 7 1864 Lyttleton, NZ arrived May Queen, Smith from Clyde

October 18 1864 Lyttleton, NZ projected departures May Queen Barque for
 . Timaru in a few days

December 3 1864 Lyttleton cleared May Queen Barque 350 tons, Smith for
 . Timaru - No Passengers

December 9 1864 Timaru arrived May Queen, Smith from Lyttleton

1865

January 16 1865 Timaru sailed May Queen, Smith for London

May 4 1865 Gravesend arrived May Queen from Canterbury

May 6 1865 West India dock discharging May Queen 350, Smith

May 18 1865 London loading May Queen, Smith for Singapore & Bangkok

May 30 1865 London loading May Queen, Smith for Singapore & Bangkok

July 3 1865 Deal came down river and proceeded May Queen for Singapore

November 7 1865 Singapore arrived May Queen, Gilfillian from London

December 19 1865 Singapore sailed May Queen, Gilfillian for Bangkok

1866

February 2 1866 Off St Helena May Queen Barque

June 24 1866 Hong Kong, Whampoa arrived May Queen, Gilfillian from New York

Prior July 9 1866 Hong Kong, Whampoa sailed May Queen for New York

September 4 1866 Straits of Sunda arrived May Queen from Hong Kong
 . for New York

October 22 1866 St Helena arrived May Queen, Gilfillian from Canton

October 26 1866 St Helena sailed May Queen, Gilfillian for New York

December 24 1866 Boston arrived May Queen

1867

March 1 1867 Gravesend arrived May Queen from New York

March 2 1866 London customs house entered inwards May Queen 350, Gilfillian
 . from New York

April 1 1867 Glasgow entered outwards May Queen, Anderson for Miramichi
 . Broker A G Kidston

May 21 1867 Miramichi, Chatham arrived May Queen, Anderson from Glasgow

June 25 1867 Glasgow arrived May Queen, Anderson from Miramichi

July 13 1867 Glasgow sailed May Queen, Anderson for Demerara – General cargo

August 26 1867 Demerara arrived May Queen, Anderson from The Clyde

November 27 1867 Demerara sailed May Queen, Phillips for Greenock

1868

January 16 1868 Driven onto St Patricks Causeway May Queen, Phillips

Appendix C – Ports and Other Locations

Xiamen also known as **Amoy** is a sub-provincial city in south eastern Fujian, People's Republic of China, beside the Taiwan Strait.



Fig. 1 Amoy (Xiamen) Town and Harbour from Kalangsu (Gulangyu) in 1874.

The large rock in the fore ground is known by Europeans as Six Mile Rock and Chinese as Sail Windlass Rock. The harbour has a tidal range of 18 feet.

Cape Hatteras is a cape located at a pronounced bend in Hatteras Island, one of the barrier islands of North Carolina.

Chatham is now an urban neighbourhood in the city of Miramichi, New Brunswick, Canada.

Lamlash is a village on the Isle of Arran, in the Firth of Clyde, Scotland. It lies three miles south of the island's main settlement and ferry port Brodick, in a sheltered bay on the island's east coast, facing the Holy Isle.

Lyttelton is a port town on the north shore of Lyttelton Harbour at the north western end of Banks Peninsula and close to Christchurch, on the eastern coast of the South Island of New Zealand.

Miramichi is the largest city in northern New Brunswick, Canada. It is situated at the mouth of the Miramichi River where it enters Miramichi Bay.

Sarn Badrig, also spelled Sarn Padrig (Welsh for 'St. Patrick's causeway'), is one of several more or less parallel shingle reefs extending under the sea in Cardigan Bay on the west coast of Wales. The causeway is made of glacial deposits left by

receding ice sheets at the end of the last ice age. Sarn Badrig is the longest and most northerly of these, and extends south-westwards under the sea from Mochras Point, near Harlech, parallel to the Llŷn Peninsula for a length of about 12 miles, and can be seen at low tide. It is a hazard to shipping.

The **Saltee Islands** are a pair of small islands lying 5 kilometres off the southern coast of County Wexford in Ireland.

St. Helena island, part of the British Overseas Territory also encompassing Ascension and Tristan da Cunha islands, is a remote volcanic outpost in the South Atlantic Ocean.



Fig. 2 Location of Saint Helena in the southern Atlantic Ocean

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

The **Tail of the Bank** is the name given to the anchorage in the upper Firth of Clyde immediately North of Greenock, between Inverclyde and Argyll and Bute.

Timaru is a port city in the southern Canterbury region of New Zealand, located 157 km southwest of Christchurch and about 196 km northeast of Dunedin on the eastern Pacific coast of the South Island.

Hong Kong and **Whampoa** Dock was a Hong Kong dockyard, once among the largest in Asia.

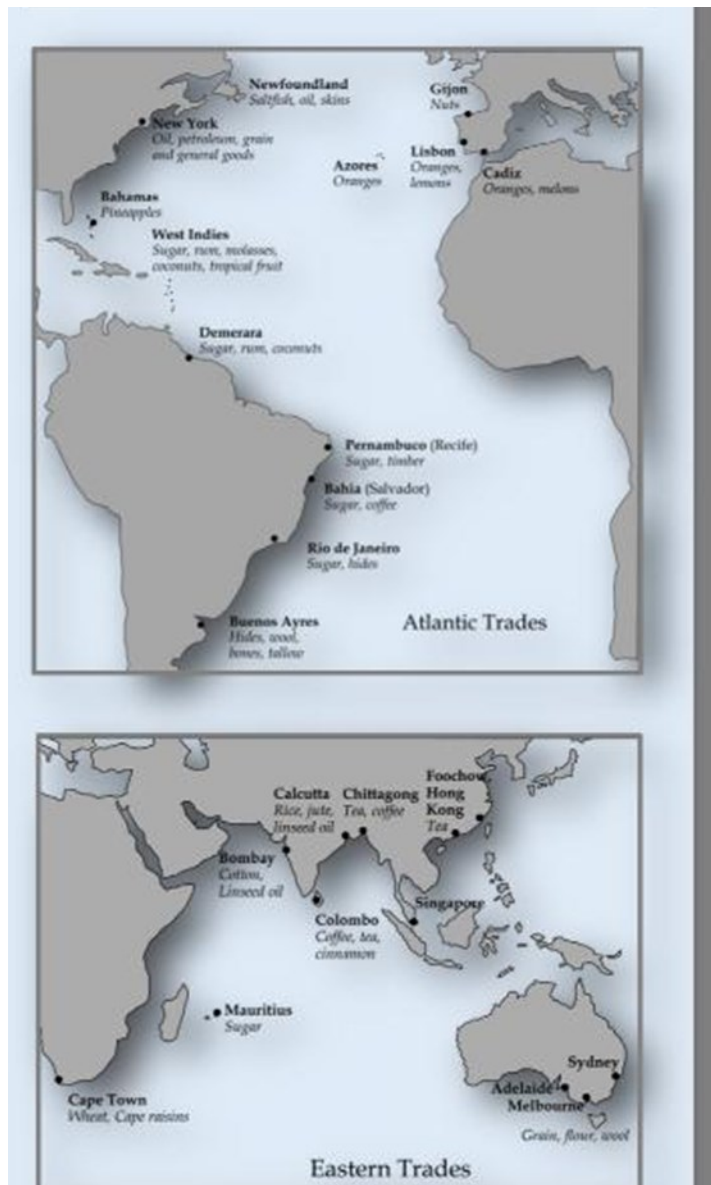


Fig. 3 Eastern & Atlantic Trade

Appendix D – LR Surveyors Reports

21514

REPORT of SURVEY for REPAIRS.

No. 21514 Survey held at Glasgow Date 5th March 1864
 on the Barque "May Queen" Master Smith
 Tonnage 350 Built at Miramichi When built 1863
 By whom built Wm. Sinclair Owners C. C. Pittston & Co
 Port belonging to Glasgow Destined Voyage New Zealand
 If Surveyed Afloat or in Dry Dock Patent Slip, Barclay's Quay

Last Survey, No. 127 Port Miramichi Classed Y D

REPAIRS Re-caulked from keel to gunwale and sheathed with Yellow Metal on hull to the ribs; Lower Part of keel all fore and aft and between both Decks over

Now supplied with One Admiralty Patent Power Anchor No. 3-26. Subst. to 16 1/2 tons; One Steam Anchor 6-1-24; One Hodge 1-2-7; 90 Fathoms of 1/4 in Chain Cable Subst. to 28 1/2 tons

The Two Power Anchors previously on board have been Subst. to 16 tons each; 150 Fathoms of 1/4 in Chain Cable Subst. to 28 1/2 tons; 1/2 in. Chain Weight of Admiralty Anchor previously on board 15-2-0 & 15-1-14; Hodge Anchor 3-2-13

Present Condition of the

Decks	<u>New</u>	Treenails	<u>New</u>	Windlass and Capstan	<u>New</u>
Waterways	<u>do</u>	Breasthooks and Stenson	<u>do</u>	Pumps	<u>do</u>
Comings	<u>do</u>	Transoms, Pointers, and Crutches	<u>do</u>	Boats	<u>do</u>
Upper Deck Beams & Fastenings	<u>do</u>	Timbers of the Frame	<u>do</u>	Masts, Yards, &c.	<u>do</u>
Lower Deck Beams & Fastenings	<u>do</u>	Keelsons	<u>do</u>	Sails	<u>Complete</u>
Planksheers	<u>do</u>	Clamps and Shells	<u>do</u>	Anchors	No. of <u>3 1/2 in. Patent Hodge</u>
Sheerstrakes	<u>do</u>	Ceiling	<u>do</u>	Cables	<u>Complete</u>
Topides	<u>do</u>	Rudder	<u>do</u>	Hawsers and Warps	<u>do</u>
Wales	<u>do</u>	Copper	<u>White</u> When put on <u>1864</u>	Standing & Running Rigging	<u>do</u>
Plank (Bottom) and Counter	<u>do</u>				

General Observations and Opinion,

Caulking of Bottom, Deck, & Waterways New & Good

The Two Power Anchors previously supplied are of the Admiralty Pattern but not up to the full height or prescribed by the Rules and beg to leave the signing of the figure, 1, for the Committee's consideration

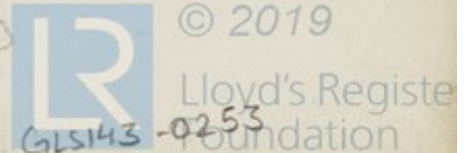
The Amount of Fee.....£ 1 : : : is received by me.

Special..... 1 : 1 :

Certificate (if required) - : 5 :

Committee's Minute 12th April 1864

Character assigned 7th record



Appendix E – Mercantile Navy List

Mercantile Navy List, 1865, page 249 Ship: MAY QUEEN
 Image source: [clip](#) Crew List Index Project

Year	GO	Page	GO	Notes	Search again
1865	GO	249	GO		
34554	May Flower, St. John's, Newfoundland.	S.H.W.N	32	..	Frederick Joseph Wyatt, St. John's, Newf
38155	May Flower, Yarmouth, N.S.	T.P.B.L	30	..	J. A. Hatfield, Argyle, Yarmouth, N.S.
43448	May Queen, Alloa	P.G.K.L	1055	..	William Thomson, Leith.
25537	May Queen, Dartmouth	T.L.R.S	20	..	(b) Chas. A. W. Rycroft, Manydown Park
42913	May Queen, Faversham	T.M.Q.B	108	..	John Usher, Faversham.
43128	May Queen, Glasgow	T.G.M.	350	..	A. Symington, Glasgow.
42384	May Queen, Halifax, N.S.	T.J.N.M	42	..	Joseph Pezzrine, Torbay, N.S.
5151	†May Queen, Hartlepool West	O.C.	394	90	Pile, Sp... Co., W. Hartlepool, Durha
28829	May Queen, ...	W.G.	18	..	James ... Sandsting, Orkney.
50010	†May Queen, London	S.Q.F	478	80	General ... Screw Collier Co., 17, Gracecht
39647	May Queen, Tobago	Q.L.E	57	..	Isaac B... saacs, Scarborough, Tobago.
30599	Mayara ... yaram, Bombay	T.W.C	694	..	Hajee Ja... thomed bin H. Abdool Laliff,
44707	Mayfield ... verpool	S.R.J	186	..	Alexr. R... albeattie, Galloway.
39940	Mayflow ... Antigua	S.M.F	20	..	James H... l, St. John, Antigua.
38930	Mayflow ... Arichat	N.B.C	45	..	Polycarp... ain, Grand Ruisseau, co. Ric
20405	Mayflow ... Baltimore	J.B.L.S	23	..	James Sum... n, Sherkin Island, Cork.
4182	Mayflower, Beaumaris	L.R.H.W	26	..	John Jones, Bangor, Caernarvon.
15210	Mayflower, Dartmouth	R.O.T.S	32	..	Thomas Whiteway, Brixham, Devon.
17743	Mayflower, Grimsby	J.N.V.M	23	..	Robert Suggitt, Cleethorpes, Grimsby.
35728	Mayflower, Halifax, N.S.	J.T.M.N	20	..	John E. Shatford, St. Margaret's Bay, Hal
6459	Mayflower, Hull	Q.R.W.B	46	..	(b) Thomas Oswell, Kingston-upon-Hull.
7569	Mayflower, Hull	V.H.S.Q	16	..	Joseph Naylor, Pattington in Holderness,
31666	Mayflower, Launceston	L.B.S.G	70	..	William Moore, Table Cape, Tasmania.
20918	Mayflower, Liverpool	M.D.F.V	78	..	J. S. Marwood, 3, Mersey Street, Liverpool
46287	Mayflower, Liverpool, N.S.	J.S.G.F	122	..	Daniel Kellaher, Liverpool, Queen's co., N.
12424	Mayflower, London	T.C.I.P	106	..	John H. Brennan, 5, Great Tower Street, Ci
16844	Mayflower, London		263	..	Hughes & Browse, 25, E. I. Chambers, Lead
7264	Mayflower, Newcastle		18	..	David Carr, Newcastle.
19554	Mayflower, Peel		17	..	Robert Thompson, Peel, Isle of Man

1866 Owner charges to A.G. Kidston & Co 81 Great Clyde Street, Glasgow

1867, 1868 no changes

1869 No Entry

Appendix F – Appropriation Book Entry

Appropriation Books, Official Numbers 43101 - 43150 (43128)

Image source [clip](#) CLIP images


Notes Search again

The image shows a handwritten ledger page with columns for ship names, numbers, and dates. Two blue arrows point to the entries for 'Terapia' and 'Staircase Adelaide'.

Ship Name	Number	Date
Champion	157	24
Amacord	389	25
Industry	16	23
Our Hope	250	26
America	211	27
Nyanza	417	3 June 1863
Key Success	350	2
Terapia	325	8
Staircase Adelaide	280	22 July
John Stewart	34	25
Princess Alfred		15 Oct
Lady Daly	218	15 July 1862
Lass of Galloway	223	28 May 1863

Appendix G Crew Lists index

Crew lists for official number 43128

[Notes](#) [← Previous page](#) 

Crew lists from 1861 onwards

Ship	Year	Port	Archive	Archives reference/link	Transcript
	1861		National Maritime Museum ?		
	1862		National Maritime Museum ?		
	1863		Maritime History Archive	 MHA	
MAY QUEEN	1865		National Maritime Museum	 RSS/CL/1865/1535	
	1867		Maritime History Archive	 MHA	
	1868		Maritime History Archive	 MHA	