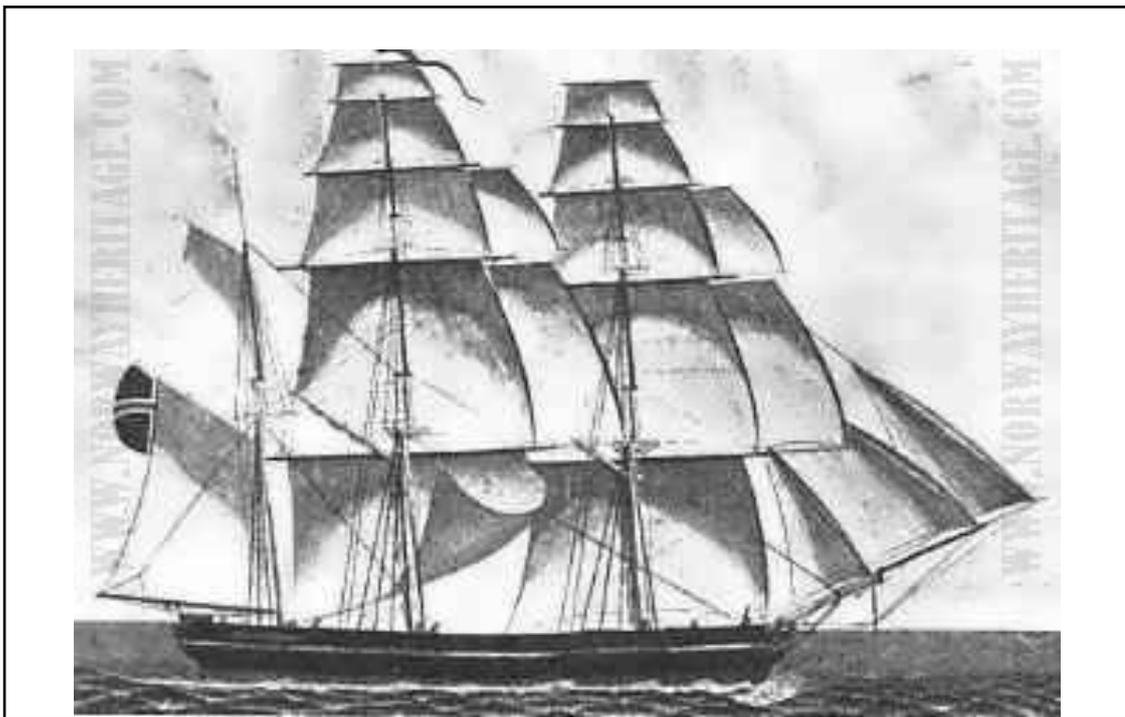


Welsh Wreck Web Research Project
(North Cardigan Bay)
On-line research into the wreck of the:
Miningu



Barque rigged vessel

Miningu of Limerick

Report compiled by:
Graeme Perks

Report Title:

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*Miningu***

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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 Miningu was built in Quebec in 1865 by Charland and sailed to London and put up for sale. It took a year to sell Miningu and she is then registered in Cardiff, sailing to South America with coal before continuing to the Peruvian guano islands to load to return to Britain. These routes continued until 1875 when Miningu sailed for India, returning to France. Miningu then continued sailing her previous routes until the 1879 war between Peru and Chile when she changed to carrying coal to the Cape Verde Islands before continuing to the Southern USA, returning with timber. On her final voyage Miningu was carrying coal to Rio de Janeiro from Cardiff when she foundered in a severe gale in Cardigan Bay near Harlech, with the loss of 24 lives including the masters family.

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 -----	8
5.0 Research Methodology -----	10
6.0 Results -----	12
7.0 Analysis -----	38
8.0 Conclusions & Recommendations -----	40
9.0 References -----	41
Appendices:	
Appendix A – LR entries for Mingu -----	42
Appendix B – Time Line for Mingu -----	44
Appendix C– Appropriation book entry -----	53
Appendix D – Mercantile Navy List entries -----	54
Appendix E – Guano Islands -----	55
Appendix F – Crew list 1879 -----	56
Appendix G – Crew list 1880 -----	66
Appendix H – Crew list 1881 -----	76
Appendix I – Crew list 1883 -----	83
2.3 List of Pictures	Page No.
Front Cover: Barque rigged vessel -----	1
Fig. 1 Chinese slave workers transport to Peru -----	27
Fig. 2 Guano loading <i>mangues</i> -----	28
Fig. 3 Ships waiting offshore to load guano -----	29
Fig. 4 Muntz metal patent stamp -----	92

2.4 Contributors

MADU

2.5 Abbreviations

GAT	Gwynedd Archaeology Trust
IJNA	International Journal of Nautical Archaeology
LR	Lloyds Register of Shipping
MADU	Malvern Archaeological Diving Unit
MNL	Mercantile Navy List
NAS	Nautical Archaeology Society
NPRN	National Primary Resource Number
OS	Ordnance Survey
RCAHMW	Royal Commission on the Ancient & Historical Monuments of Wales
RNLI	Royal National Lifeboat Institution
w/e	week ending
URL	Uniform Resource Locator

3.0 Introduction

- I came across the *Miningu* when researching another vessel and was surprised by the loss of life when she floundered with the master's wife and children on board. The name *Miningu* I thought might produce less unconnected matches searching in the newspapers, but mining was adjusted to fit by the search functions.
- *Miningu* was a wooden cargo barque of 952 tons measure, 166 feet 1 inch long, 34 feet 9 inches breadth, 22 feet 4 inches draught, built as a fully rigged ship by Charland in Quebec, Canada and completed in May 1864. She had a poop deck of 42ft, and a forecastle of 28ft.
- *Miningu* was sailed to England and appeared for sale in London by December 1864 and remained in Surrey Commercial dock shown as refitting with a master until September when she is moved to a buoy owned by East India docks company, with no master. She is sold to Elliot and company of Cardiff and sails there in January 1866.
- *Miningu* was involved in carrying coal from South Wales to South America and later to the Cape Verde Islands. She continued to the Guano Islands after delivering the coal before returning to Europe. She made a return voyage to Bombay arriving in 1876 returning with cotton and linseed delivering it to Havre. She then started making the return voyages from 1879 when the political climate in Peru was unsettled via the southern USA bringing timber. The return port for a number of voyages was the English channel ports in France. She was again sailing to Rio Janeiro with coal when she was lost in a storm in Cardigan Bay.
- The *Miningu* had two masters die of disease while overseas, William Paynter of Yellow fever in Rio De Janeiro and William Collyer in Mobile, USA of a long standing illness.
- The fate of the *Miningu* is unknown as all 24 persons on board perished including the master's wife and 5 children. Two ship's boats and wreckage was washed ashore near Harlech along with body of the master's wife and afterwards 3 of the crew.
- Another vessel of similar size was in trouble on the same night and the crew were saved by the master cutting away some of the masts and running before the wind, driving the vessel up the beach at Harlech. The record low for a storm in the UK was recorded when the weather pattern reached Scotland about two days later.
- In 1870 the Insurance bought to cover a voyage was from a fraudulent Insurance company but fortunately no claim was necessary.

- There is an entry on Coflein for the loss of the Mingu with basic details of the vessel and its loss, but I could find no other research.
- I am sure the boats and wreckage washed up was salvaged but the location of the vessel and its cargo of coal is unknown. The severe weather experienced that night and afterwards is likely to have smashed the vessel to pieces.

4.0 Background

When I started the research I knew that Minguo was a wooden barque built in 1864 of 967 tons gross, which was lost on 23/1/1884.

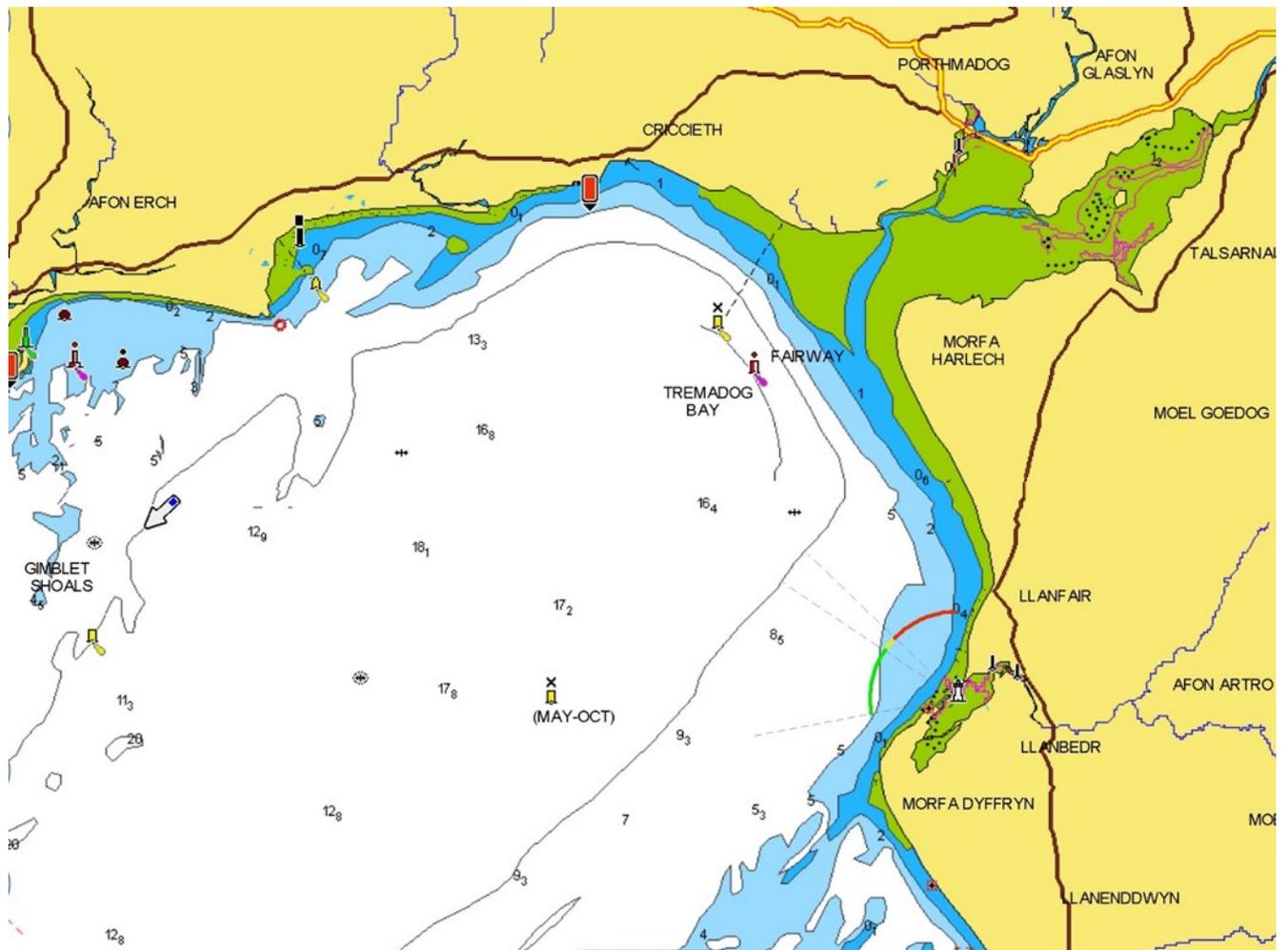


Chart showing Harlech

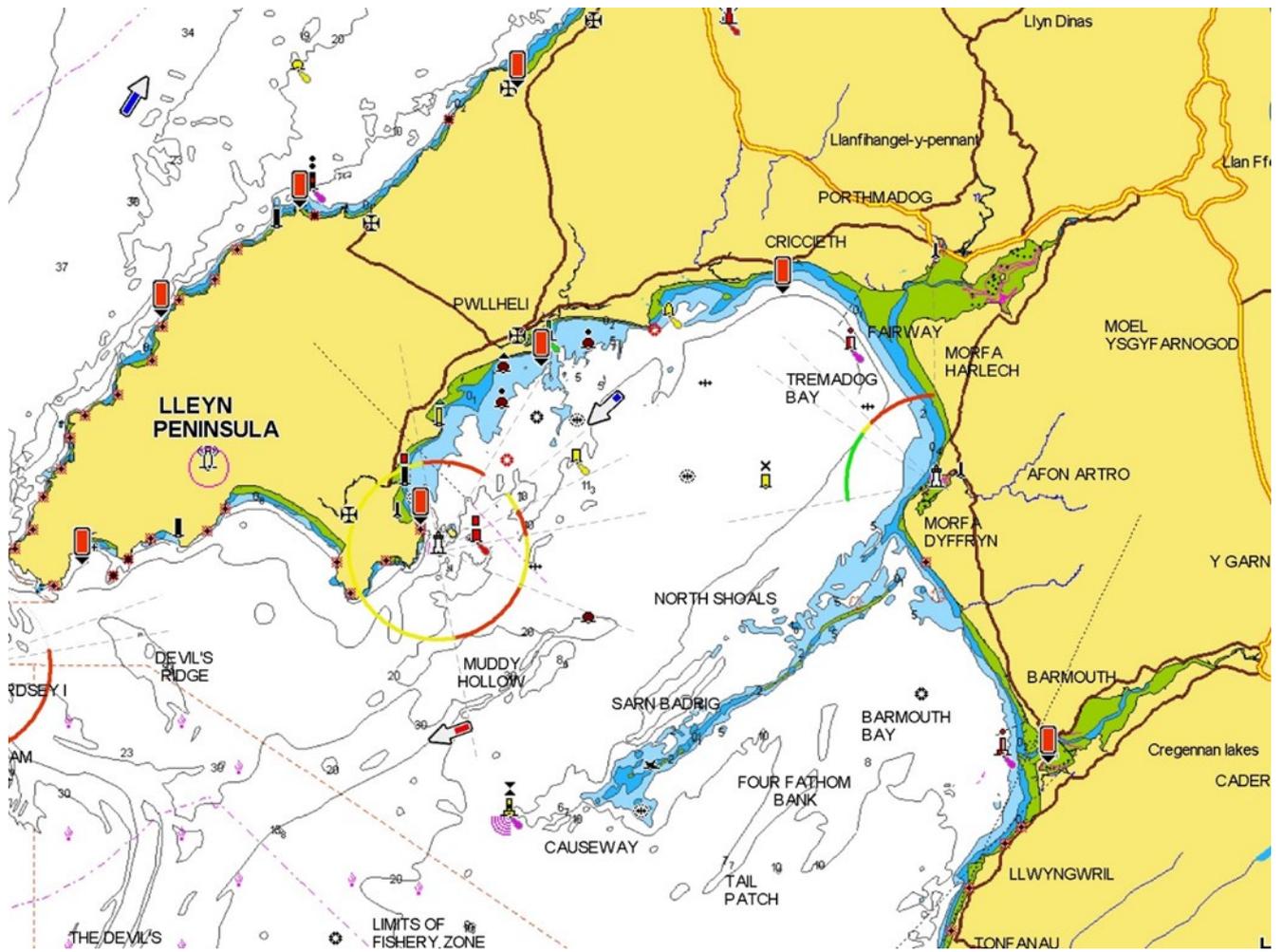


Chart of larger area around Harlech

5.0 Research Methodology

I used a Microsoft Pixel laptop with access to my home internet running windows 10 operating system. I also used my Apple I pad for research when I was away from the laptop and to assist in transcribing reports from the British newspaper archives. The new internet provider has now connected my home by a fibre connection so it is very much faster than the maximum of 18mb sometimes achieved. The Lap top uses bling search engine but I also use Goggle.

I searched Lloyds Register of Shipping (LR) for Mingu looking for details of her dimensions, master, builders and owners in 1864 and I found a match. Then I searched the LR ships plans and surveys, looking for any plans, correspondence or survey reports and found no match. I search LR each year from 1864 to 1884 looking for changes in the record for the vessel.

I searched the Crewlist Project for " Mingu" looking for her official number and links to MNL, appropriation book, crew lists, owner and master with a match. I then searched each year from 1864 to 1884 looking for changes in the record for the vessel. I followed the link to crew lists but some are not available on line, almost all are held by the Maritime History Archive in Newfoundland. The National Archives may hold the lists for some years. The MNL in 1878 gave a fuller address for Elliott and sons, so I searched "Powell Pl., Bute docks" and found it was part of Bute Street later number 120-125, next door to their other businesses at 119 Bute Street.

I followed the link to the Irish Archives and found scans of the original crew lists for some of the years she was registered in Ireland on line.

I searched The British Newspaper Archives for "Mingu Edgar", "Mingu Paynter", looking for sailings, arrivals, a launch, owners, builders and any details of her loss and found a number of matches. To make the search efficient (thousands of possible matches) I only searched in Lloyds List and the Shipping and Mercantile gazette. I then searched "Mingu Colliver" , "Mingu Wright", with matches.

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

I searched Coflein site for "Mingu" and found a match looking for any details of the wreck and a chart.

I search Google for "Elliot" and found some matches in Cardiff. I searched Google for "Guano Islands" and found some matches. I also searched for John McDonnell and found hundreds of matches but one which I was unsure about it but it

seemed a possibility, the opening of a Saw and planning mill in Limerick. This was a reprint of a 1872 article which I went back to the British newspaper archives to find. I followed advertisements which appeared to be the same company and then found a report of the loss of the Mingu which I had not seen before, confirming I had the correct John McDonnell.

6.0 Results

Vessel	Name/s	Mingu		
	Type	Barque		
		Cargo		
Built	Date	May 1864		
	Builder	Charland		
		Quebec		
Construction	Materials	Wood		
	Decks	one		
	Bulkheads	none		
Propulsion	Type	Sail		
	Details	Square Rigged with Mizzen mast rigged fore & aft		
Engine	Details	N/A		
	Boilers			
Drive	Type			
	Number			
Dimensions	Length	166 ft	1 ins	
	Beam	34 ft	9 ins	
	Draught	22 ft	4 ins	
Tonnage	Gross	966		
	Net	924		
Owner	First	Elliot & Co		
		Powell Place, Bute docks, Cardiff		
	Last	Mc Donnell		
		Limerick		
	Others			
Registry	Port	Cardiff and Limerick		
	Flag	British		
	Number	51455		
History	Routes	Cardiff to Guano Islands, Peru and Pacific South America		
		UK to India, Atlantic Americas and Cape Verde Islands		
	Cargo	Guano, coal, timber		
Final Voyage	From	Cardiff		
	To	Rio de Janeiro		
	Captain	Daniel Wright		
	Crew	17		
	Passengers	Captain's wife and 5 children		
	Cargo	Coal		
Wrecking	Date	23/1/1884		
	Location	Cardigan bay near Harlech		
	Cause	NW severe gale force 9 + winds		
	Loss of life	18 plus captains wife and 5 children = 24		
	Outcome	Lost - boats and wreckage washed ashore.		

Shipping and Mercantile Gazette - Tuesday 18 October 1864

An iron SCREW, 12 h.p., 22½ tons; good model; strong built; steams and sails fast; fit for towing and carrying passengers. Apply to
G. H. HARRINGTON and Co.,
 27, Leadenhall-street, E.C.

At LONDON



THE handsome and useful new Ship **MININGU** (pro tem.), 940.94 tons O.M., 951.76 tons register; built at Quebec this year, under special survey of Lloyd's, and classed seven years A. The very best materials have been used, and the utmost care has been observed in her construction; she sails fast, is a good carrier, has a poop, deckhouse, and topgallant forecastle; is a beautiful model, and justly deserves the attention of purchasers. Dimensions:— 166 1-10 × 34 9-10 × 22 4-10. Now lying in the Grand Surrey Dock. Further particulars may be obtained from
M. I. WILSON, 7, Hargreaves-buildings, Liverpool,
 and 18, Austinfriars, London, E.C.

At LONDON.



THE fine new Barque **EUDORA** (pro tem.), 550 tons O.M., 454 41-100 tons N.N.M.:— Length, 137 feet; breadth, 29 feet 7 inches; and

Western Daily Press - Tuesday 30 June 1868

SHIPPING INTELLIGENCE. PILL AND KINGROAD. MONDAY, June 29. —Arrived In Kingroad for Bristol: Miningu, Paynter, Callao — waits several days for water.

Western Daily Press - Tuesday 07 July 1868

IMPORTS FROM FOREIGN PARTS. Thursday, July 2—

Miningu, Callao-W. Smith and Co., 1,400 tons guano.

Western Daily Press - Friday 15 October 1869

IMPORTS FROM FOREIGN PARTS

Tuesday, October 12 —Miningu. Callao— William Smith and Co., 1,400 tons guano, 1,400 dunnage bags.

Cardiff Times - Saturday 30 April 1870

CAPTAIN ABROAD.—We regret to have to announce the death of Captain William Paynter, of the ship Miningu, of Cardiff, at Rio de Janeiro, on the 27th March last, of yellow fever. The deceased was a resident of this town for many years, and was much respected by a large circle of friends.

Bell's Weekly Messenger - Saturday 18 June 1870

PROSECUTION OF INSURANCE DIRECTORS.

At the Justice-room of the Mansion House, on Monday, the further hearing of the charges against the directors of the Monarch Insurance Company was proceeded with. The directors who surrendered before the Lord Mayor were Major the Hon. A. J. F. Jocelyn, Mr. G. E. Bulner, Major W. Carnegie, and Mr. Joseph Taylor. The two other directors, Mr. W. T. Harward, Mr. P. Wright, together with the general manager, Mr. William Hodges, all of whom are included in the summonses, did not appear. Mr. George solicitor, again conducted the prosecution. The counsel for the defence were Mr. Digby Seymour, Q.C., and Mr. Newbon for Mr. Bulmer ; Mr. Ribton for Major Jocelyn, Mr. Besley for Major Carnegie; Mr. Harward, and Mr. Taylor: and Mr. Bryson for Mr. Wright. Mr. Beard, solicitor, watched the case on behalf of Mr. Hodges. It will remembered that this company, which is now in liquidation, was ordered be wound up by the Court of Chancery in March of the present year, after existence about ten months. According to the articles of association was to be paid Mr. Hales Swetnam, who was said to be the promoter, but Mr. Swetnam, who acted as clerk in the Monarch Office, was called, and stated that he did not receive any part of that amount, although several cheques purported to drawn on account of " promotion." It was imputed to the defendants that they issued or authorised the issue of documents representing that a large amount of share capital had been subscribed, whereas it appeared that no more than £818 had been received on the capital account, the whole of which was absorbed in general expenses and directors' fees. Notwithstanding this they continued to carry on the company, and the consequence was that a number of

persons had been defrauded, and several claims for losses which had arisen had not been paid. The prosecution has been instituted by Mr. Dumas, a creditor for £900, who had induced number of persons abroad become agents of the company, believing that the representations made to him were true. Earl Poulett, it will be recollected, was the president of the company, and he asserted that he was not aware of the position the company was in. On Monday the following additional evidence was given Mr. Henry George Ashurst said—I am a merchant, at 9, Fenchurch-street. I am the chairman of the English Assurance Company, which carried on the business of fire and life insurance. About the latter end of 1860 were desirous of disposing of our fire business, and the Monarch was mentioned as company likely to purchase it. On the 7th of January I met Mr. Hodges, the manager of the Monarch, and he gave me copy of the list of shareholders, which I now produce, showing that number of shareholders up to the 17th of August, 1869, amounted to upwards of 19,000, and that £10,000 had been received, including sums paid in advance of calls. I believed that that was true. I asked him what the present position of the company was, and he informed me that since August they had allotted about 5000 shares, so that the position the company at the time spoke to him was 24,000 shares absolutely allotted, and 26,000 conditionally allotted. He further told they had received in the office £15,000, and further amount was in the hands of the agents. He said that £2 10s per share was paid, in five payments of each. I had no suspicion that at that time the directors had not paid anything upon their shares. Upon the faith of the representations made to I entered into a provisional agreement for the sale of the fire business to the Monarch, and got the sanction of the shareholders as soon possible. Before the shareholders met I received a printed copy of the balance sheet of the Monarch Company, do not know who sent it. It was lying on the table at a board meeting. This was about the middle of February. I believed that the contents of the balance sheet and the report attached to it were true. Our loss by reason of this agreement with the Monarch has been about £10,000. The sum of £3000 was to have been paid by the Monarch, then there were renewals of policies, about £4000 or £5000 and in addition the English Company had to pay some losses. Mr. William Tatlock, jun.— I am an insurance agent at St. Michael's Chambers, Cornhill. My father was the underwriter of this company. I was induced to effect insurances in it. Before doing so I saw the small prospectus showing the capital of the company to be £1,000,000, and subscribed £250,000. I went down once to the Joint-Stock Registrar's Office, but could not see list of shareholders of the Monarch. I went second time on another occasion, and then I did see the list. On the 20th of November, 1869, I effected a policy for £1500 with the Monarch for goods in vessel called the Fortune. There was a claim on this policy January last of 87 per cent., being £1050, but not a penny of it has been paid. I produce the policy. It signed by Bosanquet and Wright. On the 3d of September I effected a policy for £150, also signed Bosanquet and Wright. There

was a total loss, but we have not received the amount. I believed the representations in the prospectus to true. Mr. Wm. Tatlock, senior, said, I was underwriter of the Monarch Insurance Company. Copies of the small prospectus were placed upon table direction of Mr. Hodges for distribution to the public. I had not the least notion that the statement that the subscribed capital was £250,000 was untrue. The gross amount of premiums received by in London underwriter of the company was £19,000. That was from April 4, 1869, to January, 1870. At the latter date I went Bristol to conduct the business there, and I had no intimation that the company was stopped till I saw a notice in the newspapers. At Bristol I received premiums for the company from £1500 to £1700. I received copy of the printed balance-sheet of the company, which I believed to true, and I showed it to customers I had no idea that the share list was fictitious, and that only was £800 was paid up capital. The company owes me £350, being the quarter's salary due on the day the company went into liquidation. By Mr. Ribton.—The statements the balance-sheet that £17,000 had been received in premiums in the marine department. and that £7000 had been paid to settle losses are correct. By Mr. Digby Seymore -. Seeing the discrepancy between the statement in the prospectus that the subscribed capital was £72,545, and the statement in the prospectus that £250,000 was subscribed, I wrote to Mr. Hodges for an explanation, and he replied that some had fallen off and that others had not yet been registered. I was appointed the first directors of the company. Mr. Thomas A. Hornsby, insurance broker.—I produce an insurance for £1000 with the Monarch Company. The premium upon the policy was 10s. It was upon ship called the **Miningu**. The voyage is not completed yet. Before effecting the insurance I received a copy of the small prospectus, and I made some inquiries with reference to the capital the company, with which I was satisfied. I effected the policy upon the belief that there was a subscribed capital of £250,000. I have seen the statements contained in the small prospectus advertised in the newspapers. Mr. William Toombs, solicitor's clerk, proved that an action had been instituted against the defendants, and against Mr. Harward and Mr. Wright, on bill for £2000, and that judgment had been signed against Major Jocelyn, but that nothing had been recovered. Judgment was ready to be signed against Mr. Bulmer. Summonses had been served against the defendants in bankruptcy. Mr. Lewis said that this was the close of the case for the prosecution, and asked the Lord Mayor to commit the defendants for trial. He said he would very shortly state what he had proved to be the facts of the case, and he would more particularly direct his attention to the evidence against Major Jocelyn and Mr. Bulmer. Both these gentlemen, with the other defendants, were directors of the company, and as such were presumed to be conversant with the affairs of the company. That being so, he had proved that there was list of shareholders showing 33,000 shares subscribed, which he had proved to be false to the extent of 29,000 shares had also proved that there never had been

more than £818 paid up capital, and that this was one of the grossest frauds that had ever been perpetrated under the nose of the Lord Mayor. The defendants did not deny that there had been a fraud, but what they did say was, that they were not aware there was fraud. He had, however, shown that while the prospectus stated that certain payments were required on each share that was allotted, the defendants had not paid single farthing on the shares allotted to them until January or February in the present year, and that therefore they were not conducting the company in a bona fide manner. He had also shown that the directors had borrowed, and the directors, having borrowed that money must have known that they had not sufficient capital. Mr. Lewis next called attention to the small prospectus of the company, showing a subscribed capital of £250,000, and remarked that the defendants must have known that this documents was in existence. With regard to balance-sheet, he had proved that copies of it were lying on the board-room table. Who had issued that report ? Mr. Carnegie's name was appended to it, and it was stated that it was issued "order of the board". The whole case lay in a nutshell. Every document issued the company contained only about third of truth, and two-thirds of falsehood. The only question for his lordship was not whether considered the defendants to be guilty, but whether there was sufficient evidence which to send the defendants for trial, and submitted that there was ample evidence on which to commit the whole of them for trial. At the conclusion of Mr. Lewis's observations the investigation was adjourned till next morning, when Mr. Ribton, behalf of Major Jocelyn, said that his client had not joined the direction when the first two allotments of shares, now alleged to be fictitious, took place, and that he was entirely ignorant of the thin allotment. He admitted there might have been certain amount of want of caution on the part of Major Jocelyn in allowing the officers of the company to carry on its business without sufficient authority, but he denied that there was any intention on the part of his client to defraud, and asked that the charge against him might be dismissed. Mr. Seymour, Q.C. contended that no case had been proved against his client Captain Bulmer, who was quite unfamiliar with commercial pursuits, and had been induced to join the company by Mr. Swetnam. Some of the transactions of the company Mr. Seymour admitted might properly be investigated, but as the whole management of the concern was left to Hodges and Taylor, with them only the discredit, if any, should rest. Mr. Besley addressed the court on behalf of Major Carnegie, Mr. Tayler, and Mr. Harward, and remarked the want of proof that any-one had been defrauded. The statements in the balance-sheet, he said, were quite true, and he denied that the directors authorised the issue of the prospectuses. Great stress was laid both Mr. Ribton and Mr. Bosley on the absence of the prosecutor from the witness box. The Lord Mayor committed all the defendants for trial, but allowed bail, their own recognizances in £2000 and two sureties in £1000 each.

Shipping and Mercantile Gazette - Wednesday 22 February 1871

BRISTOL— Pill— Feb. 21: NE, fresh. The Mingu ship, Phillips, from Callao, arrived here this morning, was bound for Queenstown for orders, but could not reach that port and came to Kingroad. She has some damage, having sprung foreyard, jibboom, &c. She has been ordered to, and will proceed to Bristol in morning's tide.

Western Daily Press - Friday 24 February 1871

Mingu, Callao—Willam Smith and Co., 1480 tons guano.

South Wales Daily News - Friday 15 November 1872

CARDIFF.

THE MININGU.—We learn that the ship Mingu, of Cardiff, which carried several passengers from this port arrived at Valparaiso on the 26th of September, after a 98 days' passage from Cardiff.

Shipping and Mercantile Gazette - Wednesday 17 September 1873

DUNKIRK—Sept. 16: NW, strong, squally. Brought up the roads yesterday -The ship Mingu, Phillips, from Callao (guano).

Shipping and Mercantile Gazette - Friday 07 November 1873

PORTLAND—Nov. 6: WSW, fresh, fine; bar. 29 60. Put into the roads —Mingu, Phillips, from Dunkirk for Cardiff.

Homeward Mail from India, China and the East - Monday 19 July 1875

July 13 Mingu to Bombay & c. from Newcastle

Sunderland Daily Echo and Shipping Gazette - Tuesday 27 July 1875

The Miningu ship, Philips, from the Tyne for Bombay, was off Shanklin (I.W.), on Saturday, and landed pilot.

Shipping and Mercantile Gazette - Wednesday 15 March 1876

Bombay, Feb. 21.—Charters and Engagements from Feb. 14

For Havre: Miningu, 952, cotton and seeds, £2, full cargo.

THE PUBLIC LEDGER, TUESDAY, APRIL 25, 1876.

BOMBAY SHIPMENTS. List of Ships with Particulars of their Cargoes now afloat from Bombay for Great Britain, Continent, and North America, April 24, 1876.

FOR HAVRE

Miningu - sailed 31 March - 3850 bales cotton, 317 tons Linseed

Lloyd's List - Thursday 17 August 1876

NWJG (Eng. ship) (? NWFG, Miningu, Eng. barq.), Bombay to Havre 99 days out; 15th July, 10 N 26 W

Lloyd's List - Wednesday 08 November 1876

CARDIFF, 7th Nov.—This morning the barque Miningu, of Cardiff, was towing down Bute channel, coal laden, for Monte Video, when a light schooner, name unknown, reaching across channel on port tack, fouled the barque; much damaged; barque apparently uninjured, and proceeded.

Lloyd's List - Thursday 02 August 1877

GUANO ISLANDS loading at or the way to load at [Callao, June 28]

Miningu Chincha Islands

Shipping and Mercantile Gazette - Thursday 20 December 1877

CALLAO, &c. The dates of the islands loading list we give as reported, but there are still, as heretofore, palpable discrepancies between these and those of sailing from Callao, as will be seen on comparison.

South Wales Daily News - Thursday 17 October 1878

MOVEMENTS OF CARDIFF VESSELS

The ship *Miningu*, of Caruiff, arrived at Callao on the 20th August, and sailed on 5th September, for Huanillos, to load guano.

South Wales Daily News - Wednesday 14 May 1879

MOVEMENTS OF SOUTH WALES VESSELS. Ship *Miningu*, Capt Phillips, arrived at Falmouth on the 12th inst, from Callao, and left on the 13th, for Sharpness Dock.

Cornishman - Thursday 15 May 1879

OUR SHIPS AND OUR SAILORS. [Vessels Owned, Partly Owned ; or Partly Officered ; Manned, or Partly Manned, by Cornishmen.]

Miningu, Phillips, left Huanillos, Dec. 28; at Falmouth for orders, May 12.

Gloucestershire Chronicle - Saturday 31 May 1879

PORT OF GLOUCESTER. Imports for the Week ending May 29. From Huanillos —*Miningu*, Phillips, guano, for H. Fox and Co.

Cornishman - Thursday 06 October 1881

DEATHS. Colliver.—Sept.4th at Mobile, after a long illness, borne with great fortitude and resignation, Mr. William Davy Colliver, Captain of the barque *Miningu*, and eldest son of the late Mr. Michael Colliver, of Penzance, aged 47.

South Wales Daily News - Monday 01 May 1882

GREAT GALE AND FLOODS.

SERIOUS LOSS OF LIFE.

DESTRUCTION OF PROPERTY HEAVY SHIPPING CASUALTIES.

A terrific storm occurred on Saturday afternoon, and, as will be seen by the details given below, much damage has been done inland, while the casualties at sea are of a serious character. CARDIFF. A strong gale from W. to N.W., accompanied by heavy squalls and rain, prevailed in the Bristol Channel on Saturday. Several vessels broke adrift in the East Bute Dock at Cardiff, but the damage has been but trifling

SERIOUS CASUALTIES AT PENARTH. A very heavy westerly gale sprang up almost suddenly at Penarth about four o'clock on Saturday afternoon, doing considerable damage in the dock. The Mingu also broke loose, but her anchor was quickly dropped, and she received damage to a very little extent. A number of other vessels broke loose and sustained damage colliding with each other.

The dock and berthing masters and dock gatemen were on the scene, and rendered good service to the several vessels. All coal tipping and other dock work was stopped for the remainder of the day.

Munster News - Wednesday 14 June 1882

McDonnell and Son, Timber Merchants, Limerick, got a cable yesterday, from Vincent, Cape Verde, advising the arrival of their ship, the Mingu— all well, on Saturday last, laden with 1,500 tons of Coal from Cardiff.

Shipping and Mercantile Gazette - Monday 28 January 1884

MININGU.—Caernarvon, Jan. 27.—Two boats, marked Mingu of Limerick, have washed ashore at Pensern, near Harlech. and a vessel lies sunk with her two masts above water off Rhiu, near Ynysgwlan, west of Aberdaron Bay, supposed to be the Mingu. It is feared that all hands are lost.—[The Mingu barque, Wright, sailed from Penarth, Jan. 18 for Rio Janeiro.]

Greenock Advertiser - Wednesday 30 January 1884

The news of two boats having been washed ashore near Harlech during the recent gale caused great anxiety among the inhabitants of Gourock, as Capt. Wright, formerly of the Orissa, was a resident of Gourock for many years. The saddest part of the affair is that if the barque has gone down the captain had all his family on board—viz,, Mrs Wright and five children, the oldest being about 18 years of age and the youngest a baby. Anxious inquiries were being made last night, but so far nothing further has come to light to confirm the supposed loss the vessel. Mr Gibson, Palmerston Buildings, who is the agent for the Mingu, has grave fears about the matter. The Mingu is owned by Mr McDonnell, Limerick, was built Quebec in 1864, and has a registered tonnage of 924. She left Penarth for Rio de Janeiro on the 18th ult.

Dundee Evening Telegraph - Thursday 31 January 1884

LOSS OF A BARQUE AND ALL BOARD.

Confirmatory intelligence was received at Greenock yesterday the loss of the barque Mingu, of Limerick, which sailed from Greenock for Rio Janeiro, via Cardiff, with coals, on the 18th inst. The loss of this vessel possesses melancholy interest in Greenock from the fact that Captain Daniel Wright, the master, and his wife and five children, who were all board, besides the carpenter, named John Aird, and cabin boy named M'Kay, belonged to that town. Nothing whatever is known regarding how the disaster overtook the ill-fated Vessel, how it had already been reported that two boats, marked Mingu, of Limerick, had come ashore near Harlech, and that a vessel lay sunk, with two masts above water, off Rhiw, west of Aberdaron Bay. It is supposed that the barque was putting back from sea through stress of weather, and that being caught in the storm of Saturday night she had foundered. Nothing was then known of the fate of the crew, but telegram has since been received by Mr Campbell, Greenock, father of Mrs Wright, intimating that her body had been washed ashore, and a subsequent telegram arrived stating that three bodies of the crew had also been picked up. With the exception of the parties above referred to, is not known where the other members of the crew of the barque belonged to, they were all shipped at Cardiff. Captain Wright was about 40 years of age, and his wife was a few years his junior. The ages of their five children ranged from two years up to twelve. The carpenter, John Aird, was aged about 29 years, unmarried. The Mingu was vessel of 942 tons, was built in Quebec in 1864, and owned in Limerick by Mr

McDonnell, ex-Lord Mayor of that city. Ship and cargo are, we understand, insured.

Greenock Telegraph and Clyde Shipping Gazette February 1 1884

THE WRECK OF THE BARQUE MININGU. The beam of the Miningu, with her official number thereon, has washed ashore with great quantity of wreckage.

Munster News - Saturday 02 February 1884

SUPPOSED WRECK OF A LIMERICK VESSEL

A telegram from Raubon says :—Two boats belonging to a Limerick vessel named the Miningu, have been washed ashore in St George's Channel, between Cricieith and Harlech, and near the boats has been found the body of a woman believed to have been the wife of the captain of the Miningu. A number of bills were found on the body, receipted at Swansea, and bearing a recent date. Large spars, pieces of ship sides and a figurehead evidently belonging to a large ship, have also been cast ashore near Barmouth. A large quantity of wreckage has been washed up along the Welsh coast for many miles during the past week. The vessel had left England before the late gale, laden with nearly 1,600 tons coal for America.

Caernarvon & Denbigh Herald - Saturday 02 February 1884

FINDING A LADY'S BODY AT MORPHA BYCHAN.

Early last Sunday morning, whilst Mr Joseph Parry was walking along the beach, Mods Bychan, Portmadoc. he found the body of a lady in the water. It had on a black dress hastily put on with a few article of under clothing. She was about five feet in height, had light yellow hair, a wedding ring on her finger, and appeared as if calmly sleeping. A purse was found in her pocket , together with a gold watch. There was 43s 34d in the purse, it is gold and silver. Superintendent Prothero, Sergeant Williams and P.C. W. Williams had the body removed to Treflys Church. The deceased was apparently about 32 years of age. receipted bills were also found on her body. They were from John James and Co., drapers, &c. Cardiff. and Campbell and Co., mercers. &co., also of Cardiff. They were both dated 17. 1. 81. But her name was not on any of them. In all probability she belonged to the vessel which floundered near Bardsey island during the late

gales. The masts of the vessel can be seen. It has since been ascertained by Superintendent Prothero, Portmadoc, and Mr Thomas, Criccieth, who took considerable trouble to find out the lady's relatives that she was the wife of Capt. Wright, of the *Miningu*, wrecked as referred to above.

Caernarvon & Denbigh Herald - Saturday 09 February 1884

THE FINDING A LADY'S BODY AT MORFA BYCHAN

FURTHER PARTICULARS.

The body of the lady washed ashore at Morpha Bychan, Portmadoc, on the 29th inst, has been identified. Last week Superintendent Prothero received information that the body was that of Mrs Wright, the wife of Captain Wright, of the ship *Miniagu*, supposed to have been lost near Bardsey Island during the recent gale. Our reporter had an interview with Mr Campbell, the father of Mrs Wright, last week at Portmadoc. Mr Campbell said that he had identified the body at Treflys church. It was the body of his daughter, the wife of Capt. Wright, of the *Miningu*. The vessel sailed from Penarth on January 18th. Mr Campbell had received a letter from Capt. Wright on the 19th, saying they were sailing on the 18th. Captain Wright had with him a daughter, aged 24, whom he had by his first wife; and Mrs Wright, with four little children, aged respectively, 2, 4, 9, and 11½ years. There was no doubt that the vessel was lost during the late gale, and that all the family and the crew were lost. Mrs Wright was thirty six years of age, She had never been out with the vessel before. The reason why the family went with the ship was that one child wanted to go, and another wanted to go, and rather than offend any of them they were all allowed to go. Mrs Campbell, re Wright's mother, owing to the loss of the family, was dangerously ill. She lived at 9, Ann-retort, Greenock. Mrs Wright was buried at Treflys churchyard on the 31st ult. Mr Campbell was exceedingly obliged to Superintendent Prothero and the Rev Mr Richards, curate, Criccieth, for the kindness they showed towards him in his sad bereavement.

Lloyd's List - Thursday 29 May 1884

LLOYDS NOTICES. THE Committee will be glad of any information regarding the following vessels:

CONSTANCE, Pearce, which sailed from Oporto for St. John's (N.F), on Jan. 10 last;

MININGU, Wright, which sailed from Penarth Dock, for Rio Janeiro, on Jan. 18 last; and

MARTHA JANE, Tyrrell, which sailed from Swansea, for (Ireland), on March 15 last

Henry M. Hozier. Secretary. Lloyd's,

May 27. 1884.

GUANO**A History of the Peruvian Guano Industry by Jeff Lawrence**

The Macabi island group, comprised North ("Norte") and South ("Sur") islands, are around 10km from the town of Puerto Chicama on the coast of the department of La Libertad. At one point they may have formed one larger island but, due to erosion or earthquakes, they have now become separated by a 35m wide channel. North Macabi Island is around 30m high with a diameter of about 1.5km.

The North and South Guanape islands are about 10km from the Morro Guanape peninsula in La Libertad, just south of the city of Trujillo. The two islands are separated by a 2km channel and are surrounded by various small islets and rocks. South Guanape Island is the higher of the two reaching 165m.

The greatest sources of guano were the three (North, Central and South) Chincha Islands, located in the Bay of Pisco 21 kilometres from the city of Pisco in the Ica department of central Peru. These rocky, barren islands are comprised of volcanic rock, are all less than one mile across and, apart from a couple of narrow beaches, are surrounded by high cliffs up to 300 feet high.

In 1838 two Lima businessmen, Carlos Barroilhet and the French-Peruvian Aquiles Alliers, became convinced of the almost magical properties of the guano

and asked an English merchant living in Valparaiso, Chile to send a sample to a merchant in Liverpool by the name of William Myers. Myers had many contacts within the local farming community and decided to hand out samples of the guano to these farmers to try out on their fields. The result was their best harvest for a very long time and in 1841 Professor James Johnston, of Durham University's chemistry department published a paper ('On Guano') in the Journal of the Royal Society of Agriculture which showed that when used alongside more traditional fertilizers the guano performed extremely well. It was soluble, fast-acting and had an immediate effect on the growth of plants. These results captured Myer's attention in such an amount that he put up a large amount of his own money to start importation of the guano. By 1841 the first cargo ship left the Peruvian port of Callao laden with around 2000 tons of guano for its final destination, Liverpool.

All that was required to turn the guano into an almost inexhaustible supply of wealth was an army of workers, equipped with the necessary tools, to chip it away from the rock beneath. Initially these workers were comprised mostly of native slaves, army deserters and prisoners but soon the industry had expanded so much that the local workforce was insufficient and therefore another source of labour was needed. This source took the form of thousands of Chinese workers who travelled across the wide Pacific Ocean, in over-crowded, disease ridden ships, from cities such as Amoy and Macau. The rapid increase in the population in China during the first half of the 19th century led to food shortages and poverty within the country and the these factors, along with the first Opium War between 1839 and 1842 forced many Chinese out of the country to seek their livelihoods elsewhere.

They had signed on, for periods of up to five years, after having been promised riches for both themselves and their families by the English agents at work in China looking for cheap labour. They were also under the false impression that they would actually be going to work in the gold mines of California rather than the guano islands, railways or sugar plantations of Peru. Many died during the five-month ocean voyage, through illness, flogging or from jumping overboard to escape the terrible conditions onboard, although it was estimated that around 30,000 workers still made it to the Chincha Islands between the mid 1840s and the mid 1870s.

The Chinese workers soon became known by the nickname "coolie" (from the Hindu word *kuli* meaning "hired labourer") and had to endure extremely arduous conditions, working up to 120 hours per week (an average of over 17 hours per day with no day off) under very hot, dry conditions. They were also unprotected by the labour laws that applied to other workers and so their masters could do pretty much as they pleased without fear of any legal punishment resulting from

their ill-treatment. Black British slaves were employed to whip or flog any worker who did not pull his weight. Severe misdeeds were punished by tying the miscreant to a buoy in the sea. Instead of the promised riches they received payment of only 1 Peruvian Real per day and a small rice allowance. In order to try and pacify the workers the Peruvian authorities liaised with the British to import opium.

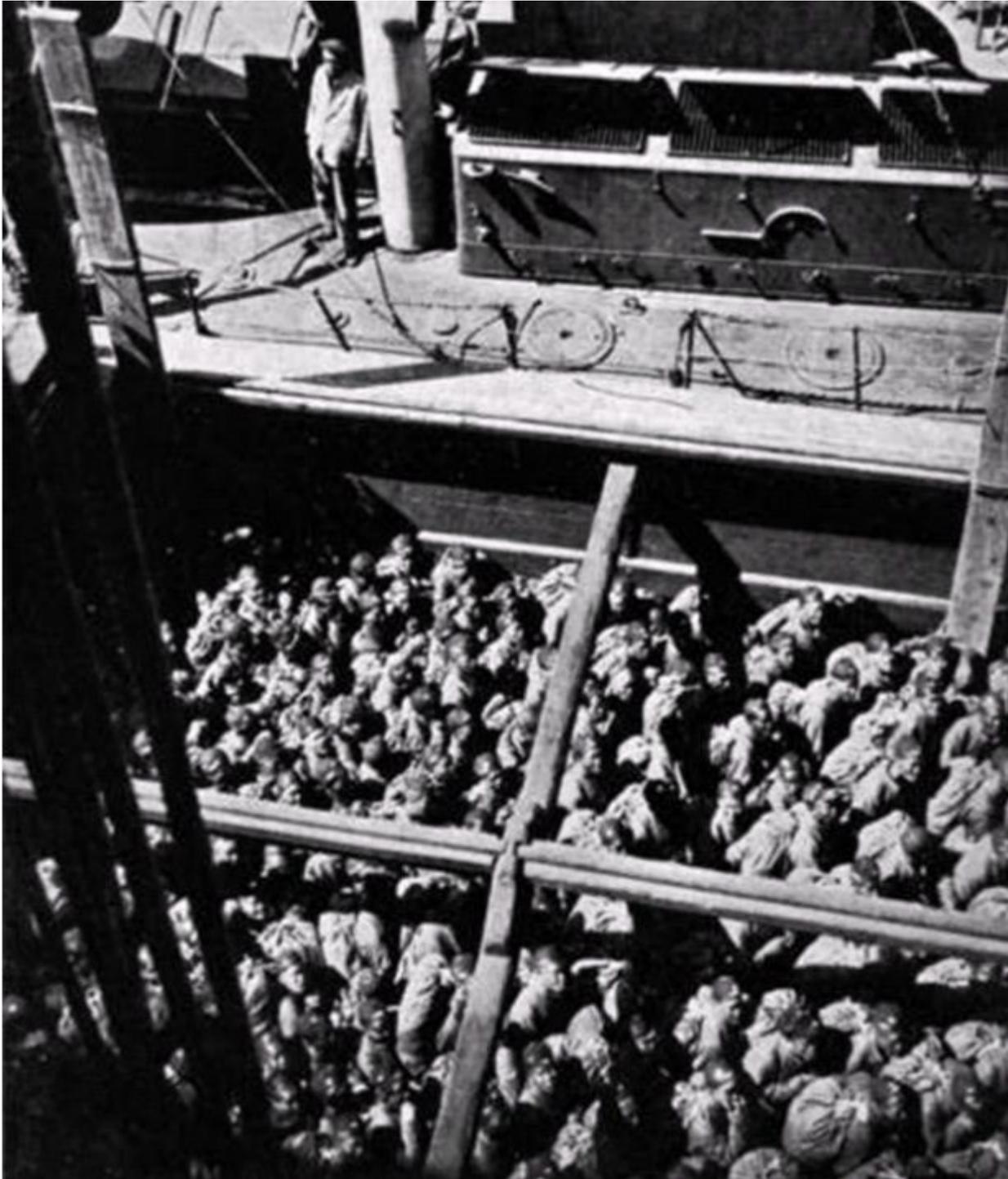


Fig.1 Chinese slave workers transport to Peru

Once the guano had been removed, using picks and shovels, from the huge hills which covered almost the whole area of the islands it had to be transported in wheel-barrows, through distances ranging from only a hundred yards to up to a quarter of a mile, to depots perched high on the edge of the surrounding cliffs. These depots took the form of bamboo enclosures, supported against the cliff-face by chains. The guano was then emptied through canvas pipes called *mangueras*, located in the bottom of the enclosures, into waiting barges far below. The barges then transported the guano to the waiting merchant ships waiting off-shore. It took around three months to fill a ship with guano, especially as much of it was lost into the sea due to careless loading.

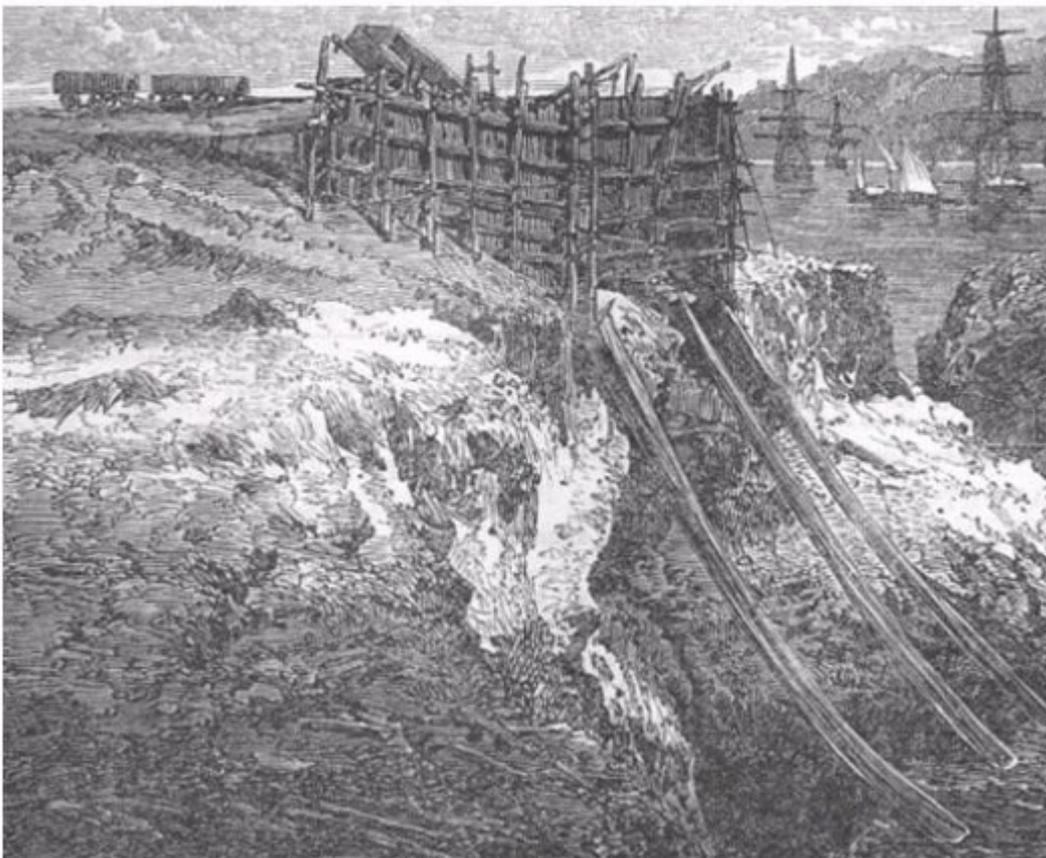


Fig.2 Guano loading *mangueras*,

The inferior food, diseases, dust, ticks from the birds, hard manual labour and scurvy from the poor diet made life miserable for the Chinese so called "coolies".

The majority of the workers were of slender form and not at all used to such a severe workload and a great number of them eventually succumbed to over-working or to one of the various diseases that frequented the islands. Even

amongst those who somehow managed to stay disease-free a large number chose suicide, over-dosing on opium, hanging themselves by their braces or throwing themselves off the high cliffs into the ocean far below. Very few of the 30,000 workers managed to complete the full five year term of their contract. The mortality rate during the first 15 years of the guano industry was between 35 and 40 percent.

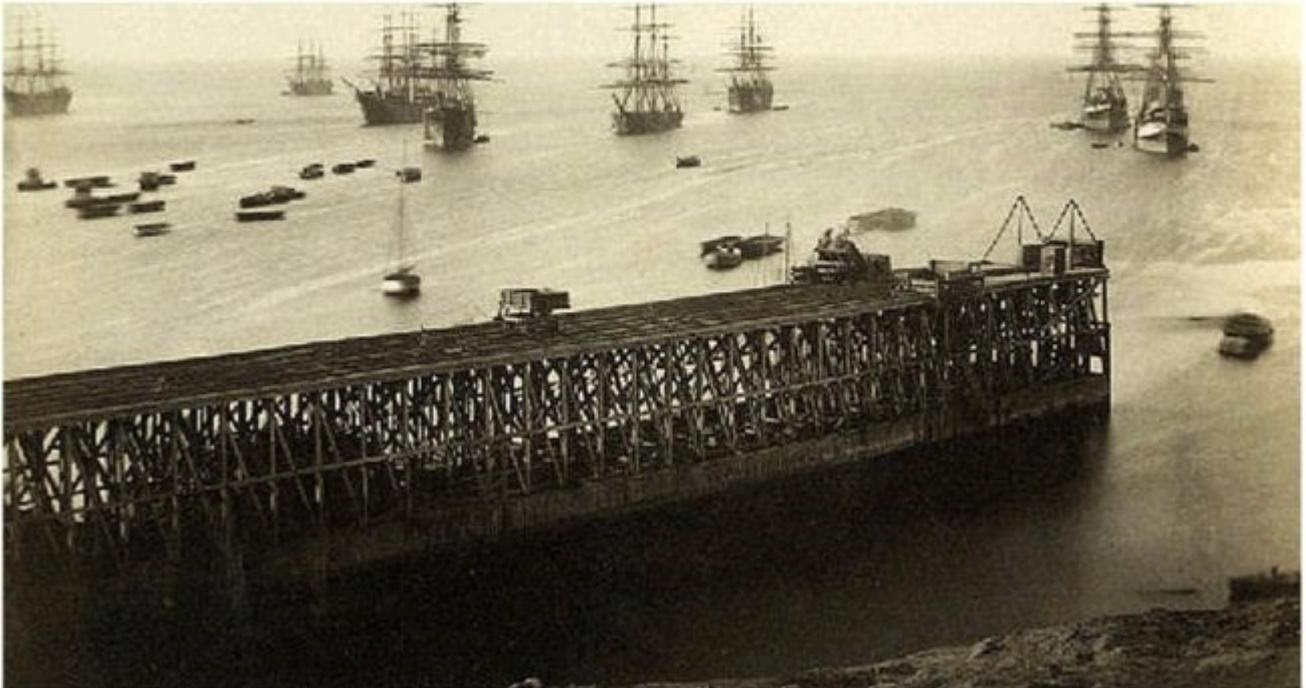


Fig. 3 Ships waiting off shore to load Guano

Joseph Elliot, Cardiff

Slaters Commercial Directory 1880

NOBILITY, GENTRY & CLERGY

Elliott Mr. Joseph, Elberton House, Park place
Elliott Mr. Joseph, jun., 1 St. Andrew's crescent

BONDED AND FREE STORE MERCHANTS

Elliott Joseph & Sons, 119 Bute st., Docks, and 48 Bute st

SAIL MAKERS

Elliott Joseph & Sons, 119 Bute st., Docks

In MNL of 1878 when a fuller address is given for the owner of Mingu, Joseph Elliott at Powell Pl., Bute Docks, Cardiff. A listed building now occupied by Royal Bank of Scotland, built c. 1847 part of terrace known as Powell Place which included six houses later numbered 120-125 Bute Street. Offices of Powell Duffryn Co. until they moved to Pascoe House on opposite side of Bute Street, in 1875.

John McDonnell, last owner of Mingu

LIMERICK CHRONICLE, 21 DECEMBER, 1850

Wreck of the Barque 'Edmond'

ON behalf of those who were saved from the shipwreck of the Barque Edmond, on the awful night of the 19th of November, we hereby beg to offer the expression of our heartfelt gratitude to Laurence Quinlivan, Esq., Mayor of Limerick, to Alderman John Mc Donnell, the charterer of said vessel, and to the Corporation and Citizens generally of Limerick, and to all who subscribed to the fund, for the kind and generous interest they manifested in our fate, and for the charity, the promptitude, and the zeal they have shown in contributing to the amount of over £300 towards the exigencies of our forlorn position, and the relief the necessitous laboured under.

THE CLARE JOURNAL. MONDAY, MAY 1872

STARTING A GREAT SAW MILLS ENGINE

LOCAL ENTERPRISE.

An extremely interesting ceremony was performed on Thursday afternoon, the presence of large number of respectable citizens were invited for the occasion, in the starting of the engine of the great saw mills which have been recently erected by our enterprising fellow citizen, John McDonnell, Esq, J P, Fairyhill, Limerick. These saw mills are situated on Harry's Quay, and adjoin Henry-street, and are admittedly among the most extensive, well as the most compact in the south of Ireland, and reflect the upmost credit on genius and skill of the eminent mechanists and engineers, on the ability of the architect and builders, and need not add on Mr McDonnell who has invested between £5,000 and £6000 in the works. In age of progress like the present when the machine does the work of Hundreds of hands, but which must be obedient to the hand itself, and under the

control of the intellect of man, it very gratifying find that our city is not behind hand in the effect to realise its proper position, or that it lags in the march of improvement. As we entered the spacious area, and came under the covered roof which the ponderous wheels of the rapidly rotating machinery revolve, we could not refrain from congratulating Mr McDonnell on emolument success with which the initiatory movements of the powerful machines have been attended under the able guidance of Mr James Bosworth, of Manchester, the foreman and director of the works. The area enclosed in the workshops and yards is 150 long by 100 in breadth; steam engine of 35 horse power propels the wheels and sets in motion the saws which do their duty with wonderful rapidity, and facility which is astonishing. While looking on we perceived plank of timber of about 20 feet in length, cut quite through from end to end in ten seconds of time and the whole plank in about six cuttings, cut up in about minute. We shall not tempt to state how long under the old saw pit system it would occupy to perform the same work. The steam engine is from the well-known shop of Mr Gray, of Glasgow; whilst the sawing works have come from the shop of Messrs Robinson, of Rochdale, and engine and sawing works are creditable to their builders. There are four of the sawing or cutting machines, some of them are perpendicular, and capable of dividing a great baulk into ten or twelve or more sections; others are fitted with circular saws, which gyrate with a motion quick as the wind, but as certain skilful as a mathematical problem. These are fixed in huge timber frames which appear if they were destined to remain where they are for long years to come. The boiler-room and chimney abaft, a very handsome piece of architectural contrivance, occupy considerable space. The masonry was done by Mr P MacMahon, and the carpentry by Mr Kinnane, Mr Corbett, CE, City Surveyor, was architect. At 3 o'clock pressure was on, and Mr Bosworth, who had arrived from Manchester, to superintend the works, and who is well known practical man of extensive experience in the firm of Messrs Richardson, gave the word, when the noisy din of wheels and saws, and cutting knives was heard, and a cheer raised by the attendant workmen and visitors for the success of the proprietor, who with his son-in-law, Thomas Greene, Esq, J P, of Ennis, and Mrs Greene, and family were present. There were also present—The Rev John Mulqueen, Administrator of Saint Michael's Parish; William Riggs, Shannon View ; Win Spillane, City High Sheriff; Maurice Lenihan, JP; Michael Robert Ryan, JP ; Win Carroll, Secretary, Chamber Commerce ; Alderman Connolly, William Hosford, T C ; Mr De Courcey, City Coroner, and Mrs De Courcey ; James Barry, Stamp Distributor ; Wm Carroll, contractor and builder, Ennis; Ambrose Hall, Sub-Sheriff, William McDonnell, City Treasurer ; James Ryan, T C, and builder, Waterford; Mr Browne, Ryan and Sons, builders ; McCarthy and Guerin, builders and several others who were quite delighted with all that they witnessed. Under the roof of the great workshop, a long table was spread with refreshments, and copious libations of wine. The Rev J Mulqueen, the zealous and excellent

administrator, was at the head, Mr Greene, of Ennis at the foot of the table, and when the works had been seen, and when all were satisfied that they are a perfect success, Mr Spillane, City High Sheriff, said would propose a toast which he felt quite sure they would all ardently respond to as it was the health of Mr John McDonnell, J P, the worthy and enterprising merchant who had invested large capital in the magnificent works which were within their view, and by doing so had shown that Limerick was not behind in the march of reform (hear, hear). He was sorry to be obliged to say that great fault among his fellow citizens of every class and party and persuasion, the running down of all that appertained to their city (hear). They were too fond of deprecating and of lowering in the public estimation themselves and their city (hear). This was a fault of which they ought to rid themselves ; no he hoped and trusted that they would. Where were more opportunities than in Limerick of employing capital, and of improvement in every branch 'of manufacture (hear) and if they wanted proof, surely had they not in pay in the works they came there to witness, and in the success with which these were commenced ? Here was indisputable proof not only of what could be done, but of what their merchants were doing (hear). Under the circumstances he had great pleasure in proposing long life and good health, and every success to Messrs McDonnell (hear, hear). The toast was drank with hearty good will. Mr John McDonnell thanked the High Sheriff, and all the kind friends about him who came to congratulate him on the opening of these mills, which he hoped and trusted he would merit all that had been said of them, and the approval of the public at large (hear, hear). He had no fears of entering on that enterprise, because he knew that the best and most generous of patrons were the public at large, and when he gave good value to the public, he was quite certain that they were determined to appreciate it to the fullest possible extent within their power (hear, hear). He would not stop short where he began if life were spared him. It was, had been observed, an age of progress, and move they must or remain in the back ground, and be forgotten (hear, hear). Old ways were going out; and the merchant or manufacturer who did not move with the times, is certain of being abandoned by the times and rendered inoperative. He would have plaining machines, gouging machines, rabbiting machines, and all other systems of new machinery, and under these circumstances, all he wanted was the co-operation of the public to keep their work at home, and to employ home artisans. He was much obliged to his friends who came about him as they witnessed what native artisans could do and they saw what native architects could do. Corbett had the building in which they were met and in all respects all others employed done their duty admirably

Munster News - Saturday 02 April 1881

THE HARBOUR BOARD—THE LABOURERS' DWELLINGS—MEETING OF THE CONGREGATED TRADES LAST NIGHT. A meeting of the Traded and Labourers of this city was held in the Mechanics' Institute, on last night, for the purpose of considering the action of the Harbour Board at their meeting on Monday in retracting a former resolution to erect labourers cottages. The meeting, at which representatives from the various guilds and labourers society, were present, was presided over by Mr John GODSELL, President of the Congregated Trades. The Chairman in opening the proceedings, said the object for which the meeting was called was a very important one, as it was closely connected with the interests of the Trades and labourers of the city. As they had seen by the report of the Harbour Board meeting held on Monday last, notwithstanding the exertions of their friends, and the friends of the public in general, and when every arrangement had been completed, with regard to the borrowing of the money, necessary for the erection of Labourers' Dwellings, it seemed that a certain portion of the Board had thought proper to any that the buildings should not be erected, and that their rates should not be pledged in connection with such a purpose. It rested with the working men of Limerick to show their fellow citizens that they were determined not to let the matter die out, for it was a matter closely connected with their interests (hear, hear). It appeared to him that there was one section of their fellow citizens who seemed determined to do away with one of the greatest projects of the age—some of the few efforts made to better the condition of the working man, by giving him a comfortable home and a means of enjoying at least a few of the pleasures of life (hear, hear). The project he had referred to tended most to benefit the dock labourers, who, he need hardly say, were some of the hardest working men in the world. The Harbour Board had decided to borrow £3,500, for the purpose of erecting labourers cottages. Everything had been arranged, and the money about to be secured, when a section of the board suddenly cropped up and opposed the pledging of the harbour rates for such a purpose. He asked what harm would it do the Board to give their rates as security for a scheme by which they would not lose a penny if they did not make by it (hear, hear). Security was given by the richest bankers in the world, and there was nothing wrong or surprising in it. No man, whether rich or poor, could go through life without being asked some time or another to go security (or someone or something (hear, hears)). He wished to have it distinctly understood that the working classes were not going fall asleep over the matter. Labourers' dwellings should be very easily erected. The Government were quiet willing to advance the money, yet a small section of the people was unwilling to availing themselves of the offer of the Government to confer a benefit on the working classes (hear, hear.)

A voice—They are a very small section.

Chairmen —A few years would remove them, and the present workingmen of Limerick, but whilst they were there they would fight for the people, and not allow a small Conservative section of the Harbour Board to do away with a resolution that had been unanimously adopted long ago (hear, hear). Let them show that the Trades of Limerick were determined to stand by the labourers under all circumstances, and he hoped that their action would have such a good effect as to make the gentlemen who had opposed the project to give it their earnest support because it would confer great benefits on the working classes of the city (hear, hear). Mr Hogan proposed the first resolution. He explained to the meeting the action of the Harbour Board. The promoter of the scheme had proved beyond any doubt whatsoever that the Harbour Board would not lose a single penny by it, on the contrary it would turn out to be a paying speculation. The promoters of the scheme were as much interested in the success of the Port of Limerick as the opposers. There were Mr John McDonnell (applause), Mr Robert McDonnell [applause}, who were as interested in the port of Limerick as any other merchants. because they were large traders (hear, hear]. Then there was Mr Jerome Connihan [applause], who was very interested in the prosperity of the city, and one of the greatest advocates of the scheme [hear, hear]. On the other hand it was very curious that all the opposers were Protestants._Edited.

Munster News - Saturday 25 June 1881

PETROLEUM, ROYAL DAYLIGHT BRAND.

JOHN McDONNELL

IS now discharging a CARGO of the above, per the Ship " WILD WOOD," direct from New York. consisting of 2,362 BARRELS which will be sold whilst landing, or delivered, on liberal term, from his STORES, MOUNT-KENNETT QUAY, LIMERICK.

Limerick, May 21st, 1881.

Munster News - Saturday 23 July 1881

JOHN McDONNELL

Is now discharging THREE CARGOS of Timber and deals viz:

Per Barque " SIMON," from Dariea, Georgia, N A.

750 TONS HEWN and SAWN PITCH PINE TIMPER.

300 DEALS 4, 5 and 8 INCHES THICK, 9 to 14 inches WIDE. N.B.

Per - Barque. MAGGIEUM, from ST JOHN'S, NB

First Cargo Deals all length. and various widths, consisting of 13,000 piece. BRIGHT SPRUCE, 1st, 2nd., and 3rds, consisting of very superior quality,

And per Barque, HEDWIG SIEBE, from Danzig.

786 RED PINE.

733 RED PINE PLANKS, 4, 5 and 6 inch thick.

28 LOGS of OAK, And-12 FATHONIS LATH WOOD.

This cargo of Danzig Oak and Red Pine. is specially selected for CHURCH BUILDINGS and MANSIONS.

All these Cargoes with others to follow, will be on reasonable terms. Application at MOUNT KENNET TIMBER YARDS AND STORES, or

At McDonnell's, CITY SAW and PLANING MILLS,

Bedford Row, Limerick.

June 11

Dublin Daily Express - Monday 04 February 1884

Intelligence has just reached Limerick of the loss of the ship Mingu, the property of Messrs John McDonnell and Sons, timber merchants. This fine vessel, with registered tonnage of 951, has for some years past been trading between various English ports and South America. On Friday, 18th January, she left Cardiff for Rio Janeiro, with a cargo of coals, and seems to have been caught by the tremendous gales which lately swept through the Channel. Apparently, after having been some distance at sea, the Mingu must have been driven before the wind into Aberdaron Bay. and the latest reports give intelligence that she has become complete wreck off the Welsh coast, near Harlech. Some faint hopes are entertained for Captain Wright, who also had his wife on board, and the crew. A telegram from Ruabon, however, reports that the body of female, supposed that of Mrs Wright, has been washed ashore near Harlech. The supposed fate of Captain Wright is particularly deplored by the owners of the vessel, the greatest possible confidence was placed his nautical skill and judgment by them.

Records held at Glamorgan Records office

ID	Ship	Number	Reference	Type
1378	MININGU	051455		Agreement
1379	MININGU	051455	1866/4 DD PRO RBS C 1/4	Register

Crew lists for Miningu from;

1872 may be held at the National Archives BT99/862

1871-1878 the remainder are held at Maritime History Archive, Newfoundland

1879 to 1883 are held at the National Archives of Ireland and available on line see appendixes

YM in Lloyds register fitted in 1866

Muntz metal, which is usually called "Yellow Metal" or abbreviated as "Y.M." in Lloyd's Register and in ship's logs, is a variety of the alloy brass consisting of 60 percent copper, 40 percent zinc and a trace of iron, named after the English businessman George Frederick Muntz, a metal-roller in Birmingham, England, who manufactured and sold the alloy following his patent of 1832 (#6325). Note: According to Muntz's patent, his alloy can vary to 50% copper and 50% zinc. It was rolled at "red heat."

Its original application was as a replacement for copper sheathing on the bottom of ships, as it maintained the anti-fouling abilities of the pure copper at around two thirds of the price. It became the material of choice for this application and Muntz made his fortune.

It was found that copper would gradually leach from the alloy in seawater, poisoning any organism that attempted to attach itself to a hull sheathed in the metal. Thus, it was used in warm waters as a protection against shipworms (especially the teredo). After successful experimentation with the sheathing Muntz also took out a patent for bolts of the same composition. These too proved a success as they not only were cheaper but also very strong and lasted longer. They also solved the serious problem of electrolysis between the hull sheeting and the hull fastenings, which had previously been made of copper or iron.

MUNTZ METAL HULL SHEATHING by Dr. E. Lee Spence

The felt fitted under the metal was to prevent electrolysis with the hull fittings.

There is a Muntz street in Small Heath, Birmingham named after George Muntz which I travelled along to secondary school, which I always thought was a strange name. He later became an M.P for Birmingham followed by two other members of his family.

Beaufort Scale

Force Waves and sea state Effect on land

8	34-40	Gale	Moderately high (18-25 ft) waves of greater length, edges of crests begin to break into spindrift, foam blown in streaks	Twigs breaking off trees, generally impedes progress
9	41-47	Strong Gale	High waves (23-32 ft), sea begins to roll, dense streaks of foam, spray may reduce visibility	Slight structural damage occurs, slate blows off roofs
10	48-55	Storm	Very high waves (29-41 ft) with overhanging crests, sea white with densely blown foam, heavy rolling, lowered visibility	Seldom experienced on land, trees broken or uprooted, "considerable structural damage"
11	56-63	Violent Storm	Exceptionally high (37-52 ft) waves, foam patches cover sea, visibility more reduced	
12	64+	Hurricane	Air filled with foam, waves over 45 ft, sea completely white with driving spray, visibility greatly reduced	

Wind

- Speed, knots

7.0 Analysis

Miningu was built in Quebec being completed in May 1864 and sailed to London first appearing in an advertisement for sale in October 1864. It lay in the docks under refit and later laid up until January 1866 when it was apparently sold to Elliot & Co and sailed to Cardiff. The golden era of Canadian ship building had ended. It had some sheathing work and yellow metal shown as being fitted in 1866 and a Lloyds survey. It sailed 2 February 1866 with its first cargo to Panama, which may have been coal for the railway running across Panama carrying freight before the Panama canal was built or bunkerage for steamships carrying cargo to it. On its return it had to wait several days for a rise in the tides towards springs to have sufficient water to enter Bristol.

On July 19 1872 Miningu was recorded in Lloyds list and Mercantile and Shipping Gazette as arriving in the River Plate but three lines above it was recorded as arriving at Monte Video on 16th July. The port of Monte Video is about 60 miles distance from the river entrance at Punta Del Este.

The measured tonnage has various figures so I have used the weights from a certificate in 1880 at Cardiff relating to deck cargo, in appendix F. The MNL shows the ownership changing in 1882 but the crew lists show the change occurred in 1880. The owner Elliott and Sons were also sailmakers, bonded and free store merchants.

The last owner John McDonnell was a timber merchant in Limerick, an Alderman and Justice of the Peace.

The LR always showed Miningu as a fully rigged ship but the MNL showed her as barque from when it included rig in 1872. The vessel is described in newspaper reports as a barque from 1881 but I do not know when the change was made.

It took around three months to fill a ship with guano, especially as much of it was lost into the sea due to careless loading by what amounted to slave labour.

After its return in 1879 from Callao, Miningu sailed elsewhere and this coincided with political unrest in Peru and a war with Chile which Peru lost. It wasn't just guano that was supplying the Europeans with their highly prized fertilizers. Another source was found in the deserts of southern Peru, which were rich in mineral salts such as sodium borate and sodium nitrate. The resources of sodium nitrate were estimated to be enough to last for 1000 years if the current export rate through the local port at Iquique, almost 70,000 tonnes per year. It was Peru's defeat in the war that resulted in the loss of the Tarapaca province with its deserts, a provider of great wealth to the country, to Peru's southern neighbour.

In 1880 the Mingu crew list shows five men left at Quebec because they had deserted;

- Glasson Hanson
- K. Barlitt
- William Morris
- William James Daltry
- John Beechin

The crew signing on in Cardiff were mainly paid £2 15s a month with a few earning £3. The replacements taken on in Quebec were paid £5 a month for a journey to Cardiff or another UK port. It was a perennial problem in Quebec losing men to desertion, "crimps" acted to supply sailors to outgoing ships, by persuasion, violence or drink. It was very profitable for the "crimps" who were known to board ships and threaten Captains, mates and crews to obtain sailors. It was made unlawful but continued unabated to almost the end of the century. The authorities finally took effective action after a Swedish sailor on his own ship refused to go with a "Crimp" who shot him dead before escaping to the USA and disappearing. Captains were known to drop pig iron ballast into boats of "crimps" and refuse to rescue the occupants. Many sailors were "shanghaied" and woke up on strange ships.

The British newspaper archives produced most of the records of Mingu's voyages and mishaps, with the Welsh newspapers on line providing the remainder.

The Irish archives provided the crew lists which provided interesting information about the crew and their actions and pay. It also showed the names of the masters children lost with the Mingu on a telegram to complete the list of crew and passengers. The cabin boy M'kay did not sail with the Mingu as a mentioned in a newspaper report, the crew list shows he was discharged after an argument about wages and sailed to Bombay on another vessel.

The Guano papers by Jeff Lawrence were very informative and corrected my misconceptions about the way the guano was collected and the labour involved.

The article on Muntz metal taught me the way the metal sheathing was applied to merchant and Royal Navy ships, it can be used on wrecks to differentiate between them and also in which direction the bows and stern lie.

A Storm force 10 has 9 metre waves and wind speed up to 55 knots, I have chosen conservative figures, the master of the Haab called it a hurricane. The British Isles record is 925.6mbar, recorded at Ochertyre, near Crieff in Perthshire, on 26 January 1884, so probably the same storm that Haab and Mingu experienced and may be a hurricane.

8.0 Conclusions & Recommendations

I have spent about 45 hours researching this vessel with about 95% of that time spent on line.

The wreck site for Mingu is unknown and she certainly broke up, from the newspaper accounts of the time describing wreckage on the beach, including large spars, figurehead and parts of a ships side and her main beam with her official number. A report of a vessel sunk with her two masts above water off Rhiu, near Ynysgwlan, west of Aberdaron Bay, seems too far away for it to be the Mingu when her boats, wreckage, main beam and the body of the master's wife were washed ashore near Harlech. The gales at the time were blowing directly onto Harlech beach so any wreckage from the wreck near Ynysgwlan should be washed up near Porth Neigwl and to wash around headlands to arrive at Harlech seems unlikely.

The original aims of the research have been met, particularly with the scans of some of the crew lists, except I could find no information about the builder.

I think I have taken this research into the Mingu as far as possible on line without paying for sites to try and research the genealogy of the crew and masters.

I have learnt in the research that it is always trying a search on line for items that arise from the vessel because so much information is on line.

9.0 References

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Papers

A History of the Peruvian Guano Industry by Jeff Lawrence 2014

MUNTZ METAL HULL SHEATHING by Dr. E. Lee Spence

Appendices:

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

5	I.B. Sr	Hockaday	120	Srprs62 19·8 11·5	Brxhm	1830	Green&Co	Brixh'm	Drt.Coaster	12	Æ 1	9,65		
6	Sr	E. Jackson	83	len.46Srprs55,57& 68·0 17·0 9·6	60ptxKl	60	1850	Morris&C.	Goole	Rest.46-8yrs Goo. Coaster	C. 3	7,65		
7	I.B. Bg	M'Dougal	93	Srprs60	Yarmth	1805	D.Hayton	Wrkgtn	Wrk.Coaster	C. 3	9,60	6,65		
8	pts.62 Bg	E.Mackenzie	161	NW.&lrp.47,ND.47, 79·0 23·3 13·7	pt62 Srprs62	1805	W.Mckenzie	Blyth	Bly.Coaster	—	—	2,62		
9	Sw	J.Smart	230	ND.W.&TSds33 lrp. 95·3 33·9	45 Srprs	49, 54	&58Drp.59	Jobling&C	SeatonS	Shl.Baltic	—	—	4,62	
910	I.B. Bn	E. Will'ms	141	NW.&TSds34 Drp.5 86·3 23·0 12·2	0 Srprs5	4, 56& 62	Ptmde	1866	Williams&	Ptmade	Pmd.Baltic	12	A 1	4,66
✠1	ptI.B. S	F.Arnold	829	Griffiths 159·0 34·1 20·6	Quebec	1857	Baker&Co	Liverp'l	Liv.N.Amer	(A.&C.P.)	7	A 1	2,10,64	
✠2	F.&YM.64overpt S	W Paynter	952	w.F.&s.66 166·1 34·9 22·4	Quebec	1864	Elliott&C.	Cardiff	Cff.Valparso	5yrs Cont.64-	7	A 1	2,66	
3	ptF.&s.66 F.&YM. 66ptI.B. S	E. Jenkins	281	Charlnd 121·7 25·1 14·6	Scilly	1865	Mumfrd&	Scilly	Sil.S.Amer.	(A.&C.P.)	12	A 1	8,65	
✠4	Bk YM.65ptI.B. S	D.Davies	845	Mumfrd 158·0 33·7 22·4	N.Brns	1857	R. Hughes	Liverp'l	Brs.Callao	5yrs Cont.64-	2	8,65		
✠5	F.YM.&pts.65o verptI.B. S	R.Bevan	785	w.F.&s.65 162·0 33·0 20·0	Quebec	1857	Young&C.	Glasg'w	Liv. India	5yrs Cont.64-	7	A 1	2,5,66	
✠6	F.&YM.66overpt I.B. S	M'Grath	1127	w.F.&s.65ND.62NK 183·2 37·5 23·0	N.Brns	1860	M'Corkll&	Lndndy	Liv.N.Brns	5yrs Cont.64-	7	—	4,61	
7	F.&YM.61ptI.B. Bk	T Amsb'ry	304	M' Morr n7mo. 124·0 29·5 12·6	N.Brns	1864	WM'Lean	St. John	Cly.W.Inds	7mo.	4	A 1	12,64	
8	ptI.B. Bk	D.Black	408	Wallace 144·2 27·2 15·4	Nwestl	1864	Adamsn&	London	Lon.Japan	9mo.	12	A 1	3,66	
9	F.&YM.66G.I.B. I.B. Sr	T.Gilpin	229	Ironframeplank'd 113·9 24·2 12·6	Ipswch	1865	T.Gilpin	London	Ips.Archngl	8mo. (A.&C.P.)	9	A 1	5,65	

Miningu a fully rigged ship, master W Paynter, 952 tons measure, 166 feet 1 inch long, 34 feet 9 inches breadth, 22 feet 4 inch draught, built in Quebec by Charland completed in May 1857, owners Elliot & Co., registered in Cardiff, sailing Cardiff to Valparaiso classified A1 for 7 years in February 1866. Fitted with part felt and sheathed 1866, felt and yellow metal 1866, built with part iron bolts, wales felt and sheathed 1866, chain and anchor tested on approved machine.

In 1868 the changes are dates for the iron bolts is altered to 1865, there is another survey in August 1868, it is sailing from Cardiff to South America. Half time sailing from Cardiff.

In 1869 only change is Part time sailing from Cardiff 1868

In 1870 the yellow metal is replaced in 1871, the master changes to G. Phillips, as it's a British North American ship the sides were opened for survey in April

1871 and classified for 5 years before the same type of survey required again, continued from Cardiff May 1872.

1871,72 no change.

1873 Felt and yellow metal replaced, damage repairs 1874, no other changes

1874 no changes

The next LR on line is 1883 tonnage shown as,924, 967,842, Poop deck 42 feet and forecastle 28 feet added to dimensions, some repairs 1876, wales felt and sheathed 1876, no other changes.

The next LR on line is 1889 no entry.

Appendix B – The Timeline for the *Miningu*

1865

January 17 1865 Surrey Commercial Dock, main dock Mingu,951 Donnell
- refitting

April 21 1865 Surrey Commercial Dock, main dock Mingu,951 Donnell refitting

June 13 1865 Surrey Commercial Dock, main dock Mingu,951 Donnell refitting

July 1 1865 Surrey Commercial Dock, main dock Mingu,951 Donnell refitting

August 22 1865 Surrey Commercial Dock, main dock Mingu,951 Donnell
- refitting

September 20 1865 LONDON AND ST.CATHERINE DOCKS COMPY. Mingu, Silvo,
- light , Jetty buoy

October 3 1865 LONDON AND ST.CATHERINE DOCKS COMPY. Mingu, Silvo,
- light , Jetty buoy

December 28 1865 LONDON AND ST.CATHERINE DOCKS COMPY. Mingu, Silvo,
- light , Jetty buoy

1866

January 11 1866 London and St Catherine's Dock Co., Mingu Light, Shd Bn old

January 29 1866 Penarth arrived Mingu, Paynter from London

February 3 1866 Cardiff entered outwards Mingu 924 Paynter for Panama R W
- Parry

March 14 1866 Cardiff sailed Mingu, Paynter for Panama

April 11 1866 Spoken to at Lat.2 2 N Long.24 10 W Mingu from Cardiff to
- Panama 28 days

July 15 1866 Panama arrived Mingu from Cardiff

1867

September 17 1867 Buenos Ayres arrived Mingu

December 30 1867 Callao sailed Mingu, Paynter for Chincha's Islands

1868

March 4 1868 Callao sailed Mingu, Paynter for England

June 29 1868 Kingroad arrived Mingu, Paynter from Callao

July w/e 5 1868 Kingroad & Pill arrived and passed for Bristol Mingu, Paynter from Callao

1869

January 14 1869 Spoken to at Lat. 57 N Long. 64 W Mingu

February 12 1869 Callao arrived Mingu, Paynter from Monte Video

February 18 1869 Callao sailed Mingu, Paynter for Chinchas

July 2 1869 Callao sailed Mingu, Paynter for England

October 4 1869 Queenstown arrived Mingu from Callao

October 6 1869 Queenstown sailed Mingu, Paynter for Bristol

October 10 1869 Pill passed for Bristol Mingu, Paynter from Callao

October 10 1869 Bristol arrived Mingu from Callao

November 19 1869 Bristol Pill sailed Mingu, Paynter for Cardiff

December 23 1869 Cardiff exports to Rio Janeiro Mingu, 1367 tons coal, Page ,
- Olhsen & Co.

1870

January 5 1870 Cardiff sailed Mingu, Paynter for Rio Janeiro

March 3 1870 Rio Janeiro arrived Mingu, Paynter from Cardiff

March 27 1870 Captain Paynter died of yellow fever

April 7 1870 Rio Janeiro sailed Mingu, Phillips for Callao

November 7 1870 Callao arrived Mingu, Phillips from Guanape

November 13 1870 Callao sailed Mingu, Phillips for Queenstown

1871

February 21 1871 Pill arrived Mingu, Phillips from Callao – unable to make
- Queenstown now for Bristol– damaged

March 17 1871 Bristol, Pill sailed Mingu, Phillips for Cardiff

April 11 1871 Cardiff entered loading Mingu, Phillips for Monte Video

April 17 1871 Cardiff entered outwards Mingu, Phillips for Monte Video

June 8 1871 Spoken to at Lat.3 20 N Long.24 30 W Mingu

June 10 1871 Spoken to at Lat.2 N Long.27 W Mingu

July 16 1871 River Plate arrived Mingu, Phillips from Cardiff

July 19 1871 Monte Video arrived Mingu, Phillips from Cardiff

September 21 1871 Monte Video sailed Mingu, Phillips for Valparaiso

December 29 1871 Valparaiso sailed Mingu (ship), Phillips for Havre

1872

February 3 1872 Spoken at 27S 20W Mingu, Phillips from Valparaiso for Havre

April 24 1872 Havre Roads arrived Mingu, Phillips from Valparaiso

April 25 1872 Havre arrived Mingu, Phillips from Valparaiso

May 19 1872 Havre sailed Mingu, Phillips for Cardiff

June 17 1872 Cardiff cleared Mingu 1350 coal for Valparaiso Powell's Duffryn

June 18 1872 Cardiff sailed Mingu, Phillips for Valparaiso

September 26 1872 Valparaiso arrived Mingu,(ship) from Cardiff

December 8 1872 Valparaiso sailed Mingu, Phillips for Callao

December 18 1872 Callao arrived Mingu, Phillips from Valparaiso

1873

January 9 1873 Callao sailed Mingu, Phillips for Macabi

August 8 1873 Spoken to at 14N 30W Mingu, Callao to Queenstown

September 8 1873 Queenstown arrived Mingu, Phillips from Callao - guano

September 9 1873 Queenstown sailed Mingu, Phillips for Dunkirk

September 15 1873 Dunkirk arrived Mingu, Phillips from Queenstown- guano

November 6 1873 Portland put in Mingu, Phillips for Cardiff from Dunkirk

November 19 1873 Cardiff arrived Mingu, Phillips from Dunkirk

1874

February 5 1874 Cardiff sailed Mingu, Phillips for Monte Video

April 15 1874 Monte Video arrived Mingu, Phillips from Cardiff

June 2 1874 San Francisco arrived Mingu, Phillips from Monte Video

November 21 1874 San Francisco sailed Mingu, Phillips for Queenstown

1875

April 5 1875 Spoken to at 41 6N 29W Mingu Phillips for Queenstown from San
- Francisco

April 28 1875 Queenstown arrived Mingu, Phillips from San Francisco

May 21 1875 Hartlepool west arrived Mingu, Phillips from San Francisco

June 24 1875 Hartlepool west sailed Mingu, Phillips for Shields

July 15 1875 Shields sailed Mingu, Phillips for Bombay

July 24 1875 Shanklin I.W. Mingu,(ship)Phillips from Tyne for Bombay landed
- pilot

July 25 1875 Ship Mingu standing westward off St Catherine's Point

August 20 1875 Signalled NWTG Mingu of Cardiff bound south in Lat. 13 4 N
- Long.27 30 W

1876

January 1 1876 Bombay arrived Mingu from Tyne

February 15 1876 Bombay started loading Mingu for Havre

March 31 1876 Bombay cleared Mingu, Phillips for Havre

April 3 1876 Bombay sailed Minguo, Phillips for Havre

June 24 1876 St Helena passed Minguo (Brit. Ship)

15 July 1876 Spoken to at 10 N 26 W Minguo (Brit. Ship) – 99 days out

August 18 1876 Spoken to off Scilly Minguo, for Havre

August 22 1876 Havre in Roads Minguo, Watts from Bombay

August 23 1876 Havre arrived Minguo, Phillips from Bombay

September 20 1876 The Lizard passed west Minguo of Cardiff for Cardiff

September 22 1876 Cardiff arrived Minguo 924 Phillips from Havre – ballast

November 6 1876 Cardiff cleared Minguo 1381 coal for Monte Video ,Cory Bros.

November 7 1876 Cardiff sailed Minguo 1381 coal for Monte Video

1877

January 20 1877 Monte Video arrived Minguo, Phillips from Cardiff

May 13 1877 Callao arrived Minguo, Phillips from Monte Video

June 19 1877 Callao sailed Minguo, Phillips for Chinchas

June 28 1877 At or on way or loading Minguo Chincha islands

July 23 1877 Chincha Islands loading Minguo

August 13 1877 Chincha Islands loading Minguo

December 17 1877 Spoken to at 43N 25W Minguo, Phillips from Callao to Bristol

December 28 1877 Bristol arrived Minguo, Phillips from Callao

1878

February 13 1878 Cardiff arrived Minguo, Phillips from Bristol

February 15 1878 Cardiff entered outwards Minguo 924 Phillips for Monte Video

March 9 1878 Cardiff sailed Minguo, Phillips for Monte Video

May 22 1878 Monte Video arrived Minguo, Phillips from Cardiff

July 12 1878 Monte Video sailed Mingu, Phillips for Callao
August 29 1878 Callao arrived Mingu, Phillips from Monte Video
September 5 1878 Callao sailed Mingu, Phillips for Huanillos
September 30 1878 Huanillos loading Mingu, Phillips
October 24 1878 Huanillos loading Mingu, Phillips
November 24 1878 Huanillos loading Mingu, Phillips
December 26 1878 Huanillos loading Mingu, Phillips
December 28 1878 Huanillos sailed Mingu, Phillips

1879

January 5 1879 Spoken to Mingu, Phillips 200 miles from Huanillos
May 12 1879 Falmouth arrived Mingu, Phillips from Huanillos - guano
May 12 1879 Falmouth sailed Mingu, Phillips for Sharpness
May 14 1879 The Lizard passed west Mingu of Cardiff for Kingroad
May 16 1879 Sharpness arrived Mingu Barque, Phillips
May 17 1879 Kingroad arrived Mingu, Phillips from Callao for Gloucester
June 19 1879 Gloucester sailed Mingu, Phillips for Cardiff – ballast
June 19 1879 Sharpness sailed Mingu, Phillips for Cardiff – ballast
June 20 1879 Cardiff arrived Mingu, Phillips from Gloucester
June 28 1879 Cardiff entered outwards Mingu 924 Phillips for Bahia
July 28 1879 Cardiff sailed Mingu, Phillips for Bahia
August 6 1879 Spoken to at 10 N 26 W Mingu, barque of Cardiff steering south
October 28 1879 Bahia sailed Mingu, Phillips for Pensacola
December 17 1879 Pensacola arrived Mingu, Phillips from Bahia

1880

January 20 1880 Pensacola cleared Miningu, Phillips for Cardiff

April 2 1880 Cardiff arrived Miningu from Pensacola

June 29 1880 Cardiff cleared Miningu for Quebec

July 15 1880 Spoken to at 47 N 18 W Miningu of Cardiff

August 15 1880 Quebec arrived Miningu from Cardiff

September 11 1880 Quebec cleared Miningu, Colliver for Cardiff

November 8 1880 Cardiff arrived Miningu, Colliver from Quebec

December 20 1880 Cardiff entered outwards Miningu 924 McDonnell for Cape de
- Verds Bovey & Co.

December 21 1880 Cardiff cleared Miningu 1335 coal for Cape de Verds, D Davis
- & Sons

December 27 1880 Cardiff sailed Miningu, Colliver for Cape de Verdes

1881

February 10 1881 St Vincent (C. V.) arrived Miningu, Colliver from Cardiff

April 14 1881 St Vincent (C. V.) sailed Miningu, Colliver for Mobile

May 21 1881 Mobile arrived Miningu, Colliver from St Vincent (C. V.)

June 22 1881 Mobile cleared Miningu, Colliver for Greenock

June 22 1881 Mobile sailed Miningu, Colliver for United Kingdom

August 8 1881 Tail of the Bank arrived Miningu, Picking from Mobile – timber for
- Greenock

August 8 1881 Greenock arrived Miningu, Picking from Mobile – timber

August 30 1881 Greenock sailed Miningu 924 for Cardiff – ballast

September 2 1881 Cardiff arrived Miningu 924 from Greenock – ballast

September 21 1881 Cardiff cleared Miningu 1400 coal for St Vincent (C. V.)

September 22 1881 Penarth sailed Miningu for Cape de Verdes

October 16 1881 St Vincent (C. V.) arrived Miningu, Wright from Cardiff

November 25 1881 St Vincent (C. V.) cleared Miningu, Wright for Pensacola

December 20 1881 Pensacola arrived Mingu, Wright from St Vincent

1882

February 3 1882 Pensacola cleared Mingu, Wright for Greenock

March 21 1882 Greenock arrived Mingu, Wright from Pensacola

April 8 1882 Greenock sailed Mingu, Wright for Cardiff

April 12 1882 Cardiff entered outwards Mingu 924 Wright for Cape de
- Verdes Bovey & Co.

April 17 1882 Cardiff loading Mingu 924 Wright for Cape de Verdes Bovey & Co.

May 6 1882 Cardiff cleared Mingu 1430 coal for St Vincent (C. V.)

May 7 1882 Cardiff sailed Mingu for Cape de Verdes

June 10 1882 St Vincent (C. V.) arrived Mingu, Wright from Cardiff

October 14 1882 Pensacola cleared Mingu, Wright for Penarth Roads

1883

February 4 1883 Newport Loading Mingu 924 Wright for Rio Janeiro – Jones,
- Heard & Co

February 17 1883 Newport sailed Mingu, Wright for Rio Janeiro

June 20 1883 Rio Janeiro sailed Mingu, Wright for Pensacola

August 29 1883 Pensacola sailed Mingu, Wright for Clyde

October 31 1883 Greenock arrived Mingu, Wright from Pensacola

September 21 1883 Cardiff cleared Mingu 1400 coal for St Vincent (C. V.)###

November 23 1883 Cardiff arrived Mingu 924 from Greenock – light

December 11 1883 Cardiff cleared Mingu 1431 coal for Rio Janeiro

1884

January 18 1884 Penarth sailed Mingu for Rio Janeiro

Official Number.	Name of Ship.	Tonnage.	Whether Steam or Sailing Ship.	Port of Registry.	Date of Registry.	Occasion of Appropriation.	Date of Appropriation.
5145	Lucy & Harriet	881	Sail	Liverpool	28 in 1865	New Ship	20. Mar. 1865
2	British Peer	1229	"	"	29 " "	"	" " "
3	Lactie	598	"	"	49 " "	"	" " "
4	Golden Era	1418	"	"	78 " "	"	" " "
5	Arminique	951	"	"	92 " "	"	21. " "
6	Kate Kellock	1175	"	"	93 " "	"	" " "
7	Knights Templar	107	Steam	"	96 " "	"	25. " "
8	Tankerton Castle	1057	Sail	"	99 " "	"	30. " "
9	Live Oak	447	"	"	101. " "	"	14 April
10	Janga	427	"	"	102 " "	"	4 " "
	L. Owen	480	"	P. E. Island	122 " 1864	foot. presented	4 " "
	Regal Adelaide	1385	"	Liverpool	102 " 1865	New Ship	5 " "
3	Gene Bacon	394	Steam	"	105 " "	"	5 " "
4	Admiral Wilson	619	"	"	108 " "	"	6 " "
5	Pacific	1174	"	"	109 " "	"	10 " "
6	Millstern	598	Sailing	"	111 " "	"	12 " "
7	S. Patrick	479	Steam	"	112 " "	First Registry	12 " "

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Appendix D

Mercantile Navy List 1866

mercantile Navy List, 1866, page 261

Ship: MININGU

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

1866		GO	+	-	Page	261	GO	Notes
36675	Minnehaha, St. John, N.B.				51			Samuel F. Brennan, St. John, N.B.
42612	Minnesota, Scarborough	T.K.M.R			846			Michael Hick, Scarborough.
52957	Minnesota, Windsor, N.S.				8			James H. Howton, Cornwallis, King's co., N.S.
21074	† Minnet, Yarmouth	N.D.S.V			18	40		John William De Caux, Yarmouth.
38466	Minnie, Arichat, C.B.				27			J. R. L. McLean, River Bourgeois, co. Richmond, C.B.
30753	Minnie, Cochin	Q.M.D.F			56			Charles H. R. Cogg, Tuticorin, Tinnevely.
52548	Minnie, Cork				218			Rd. Farrell, Youghal, Cork.
8753	Minnie, Dublin				57			John Tyrrell, Fishery, Arklow, co. Wicklow.
44690	Minnie, Liverpool	T.W.F.H			90			Wm. Hy. Fisher, Manchester.
48811	Minnie, Liverpool	V.W.J.B			182			James Magee, Belfast.
48374	Minnie, Lyttelton, N.Z.				17			Jonas Pawson, McIntosh Bay, Banks Peninsula, Cantrbry. [N.Z.]
43995	Minnie, London				46			John Charleton, St. Mary-at-Hill, London. [Middlesex.]
48648	† Minnie, London	V.T.P.D			253	80		Wm. Boyle, Ashton Villa, Brthlmw. Rd. N., Kntsh. Tn.
50092	Minnie, London	W.G.Q.K			408			Adamson and Ronaldson, Leadenhall Street, London.
52703	Minnie, Montrose				229			Joseph Johnston, Montrose.
45650	Minnie, Maldon	V.F.G.J			43			W.C. Murrell, Doekhead, Bermondsey, Surrey.
43393	Minnie, Nassau, N.P.	T.N.R.S			37			James Black, jun., Nassau, N.P.
18167	Minnie, Newry	M.K.R.C			13			James Lewis Carvill, Newry, Armagh.
51736	Minnie, St. Andrews, N.B.				14			Ezra Michell, Campobello, N.B.
48234	Minnie, St. John, N.B.	V.R.W.L			161			William Gray Harrison, Portland, St. John, N.B.
50559	Minnie, St. John, N.B.	W.J.P.M			304			Wm. Miller McLean, St. John, N.B.
9381	Minnie, Shoreham				16			James Page, jun., New Shoreham, Sussex.
46088	Minnie Arnold, Shelburne, N.S.	V.H.B.M			82			Joshua Snow, Shelburne, N.S.
36914	Minnie Gordon, Pictou, N.S.				322			Frank McGurn, Boston, U.S.A.
46302	Minnie K., Liverpool, N.S.	V.H.T.Q			255			Daniel Kellaher, Liverpool, N.S.
49484	Minnehaha, Digby, N.S.	W.D.F.T			177			Gershom Morehouse, Digby, N.S.
53643	Minnie Ha! Ha! P.E.I.				205			James Davidson, Rollo Bay, P.E.I.
45671	Minnow, Preston	V.F.H.Q			43			William Allsup, Preston, Lancaster.
41729	Mino, Liverpool	T.F.S.V			88			Thomas White, Cheekpoint, Waterford.
9405	Minor, Rochester	K.H.D.W			38			Henry Everist, Hoo, Kent.
14331	Minorca, Whitby				214			William Tose, Whitby.
28957	Minos, Swansea				26	80		Charles H. Smith, Swansea.
52753	Minotaur, London				40			Henry Reid, East Greenwich, Kent.
34179	Minotaur, St. John's, Newfoundland				48			John Bowring, St. John's, Newfoundland.
21217	Minstrel, Clay	N.F.K.L			59			Henry Newell, Burnham Overy, Norfolk.
19068	Minstrel, Jersey	M.Q.K.D			182			Rawlin Robin, Jersey.
21592	Minstrel, London	N.G.W.K			32			Wm. Morgan, 48, Gloster Terrace, Hyde Park, London.
21680	Minstrel, Yarmouth				45			W. P. Dowson, Yarmouth.
39629	Minx, Bermuda	S.Q.C.V			37			Wm. Edw. Newman, Smith's Parish, Bermuda.
30740	Minx, Calcutta	Q.M.C.H			178			(c) Marcar Gregory, East India Company.

No changes until 1878 when a fuller address is given for the owner Joseph Elliott at Powell Pl., Bute Docks, Cardiff

No change until 1882 when the Miningu is registered at Limerick and the new owner is John Mc Donnell of Limerick.

No change until 1885 when there is no entry

Appendix E



Guano Islands

Appendix F Crew Lists 1879

1880

* Any Erasure, Interlineation, or Alteration in this Agreement will be void unless attested by some Superintendent of a Mercantile Marine Office, Officer of Customs, Consul, or Vice-Consul, to be made with the consent of the persons interested.

AGREEMENT No. 78980

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

EXECUTED IN SIXTEEN PAGES.

Name of Ship. Miningu,	Official No. 51455	Port of Registry. Cardiff	Port No. and Date of Register. 18/1869	Registered Tonnage. Gross. 966	Net. 924	Nominal Horse-power of Engines (if any). mt
REGISTERED MANAGING OWNER, person appointed under the 38 & 39 Vict. c. 88.			No. of Seamen for whom accommodation is certified. (30 & 31 Vict. c. 124.)		Distance in feet and inches between centre of Maximum load line disc and upper edge of line indicating the position of the	
Name. J. Elliott			Address. (State No. of House, Street, and Town.) Panell place Cardiff		First Deck above it. 4. 6	
					Second Deck above it.	

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

	Bread lb.	Beef lb.	Pork lb.	Flour lb.	Peas pint	Rice lb.	Tea oz.	Coffee oz.	Sugar oz.	Water qts.
Sunday	1	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
Monday	1	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
Tuesday	1	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
Wednesday	1	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
Thursday	1	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
Friday	1	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2
Saturday	1	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2	1/2

SUBSTITUTES.

At the Masters Option as may be necessary during the Voyage

*Lime Juice
Asp. Salt*

The several Persons whose names are hereto subscribed, and whose descriptions are contained on the other side or sides, and of whom _____ are engaged as Sailors, hereby agree to serve on board the said Ship, in the several Capacities expressed against their respective Names, on a Voyage from **Cardiff to Bahia** and/or any other ports or places, trading in any direction or rotation - calling for orders when required - and not to extend beyond the 60th degree north latitude - and not South of 60th degree South latitude for a period not to exceed 18 months or the Ships arrival at her final port of discharge on the Continent of Europe and the United Kingdom

And the Crew agree to conduct themselves in an orderly, faithful, honest, and sober manner, and to be at all times diligent in their respective Duties, and to be obedient to the lawful Commands of the said Master, or of any Person who shall lawfully succeed him, and of their Superior Officers, in every thing relating to the said Ship and the Stores and Cargo thereof, whether on board, in boats, or on shore: in consideration of which Services to be duly performed, the said Master hereby agrees to pay to the said Crew as Wages the Sums against their Names respectively expressed, and to supply them with Provisions according to the above Scale: And it is hereby agreed, That any Embezzlement or wilful or negligent Destruction of any part of the Ship's Cargo or Stores shall be made good to the Owner out of the Wages of the Person guilty of the same: And if any Person enters himself as qualified for a duty which he proves incompetent to perform, his Wages shall be reduced in proportion to his incompetency: And it is also agreed, That the Regulations authorised by the Board of Trade, which are printed herein, and numbered _____ are adopted by the parties hereto, and shall be considered as embodied in this Agreement: And it is also agreed, That if any Member of the Crew considers himself to be aggrieved by any breach of the Agreement or otherwise, he shall represent the same to the Master or Officer in charge of the Ship in a quiet and orderly manner, who shall thereupon take such steps as the case may require: And it is also agreed, That _____
one to four
Sixteen Persons all told shall be the proposed

Any above that number of two hundred.

The authority of the Owner or Agent for the allotments mentioned within is in my possession
[Signature] Superintendent, Officer of Customs, or Consular Officer.

This is to be signed if such an authority has been produced, and to be scored across in ink if it has not.

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

Signed by *[Signature]* Master, on the **3** day of **July** 18**79**

These Columns to be filled up at the end of the Voyage.

Date of Commencement of Voyage.	Port at which Voyage commenced.	Date of Termination of Voyage.	Port at which Voyage terminated.	Date of Delivery of Lists to Superintendent.	I hereby declare to the truth of the Entries in this Agreement and Account of Crew, &c.
3. 7. 79	Cardiff	2. 4. 80	Bahia	3. 4. 80	<i>[Signature]</i> Master.

1 Here the Voyage is to be described, and the places named at which the Ship is to touch, or, if that cannot be done, the general nature and probable length of the Voyage is to be stated.
2 Here are to be inserted the numbers of any of the Regulations for preserving Discipline issued by the Board of Trade and printed on the last page hereof which the parties agree to adopt.
3 Here any other stipulations may be inserted to which the parties agree, and which are not contrary to Law.

W.B.—This Form must not be unstitched. No leaves may be taken out of it, and none may be added or substituted. Care should be taken at the Time of Engagement that a sufficiently large Form is used. If more men are engaged during the Voyage than the number for whom signatures are provided in this Form, an additional Form Eng should be obtained and used.

[Sixteen Pages]

Name of

PARTICULARS OF ENGAGEMENT.

Reference No.	SIGNATURES OF CREW.	Age.	Town or County where born.	If in the Reserve, No. of Commission or R.V.Z.	Ship in which he last served.		Date and Place of joining this Ship.		In what Capacity engaged, and if Master, Mate, or Engineer, No. of his Certificate.	Time at which he is to be on board.
					State Name, and Official No. or Port also belonged to.	Year.	Date.	Place.		
1	2	3	4	5	6	7	8	9	10	
1	<i>C. Phillips</i> Master to sign first.	35	Exmouth		same		1877	Leamuff	81493	2 ^d M
2	<i>W. S. Collier</i>	43	Penzance		do		4 July	do	21782	at once
3	<i>W. S. Collier</i>	43	Penzance		do		4 July	do	21782	at once
4	<i>W. S. Collier</i>	39	Penzance		Ocean Pearl		2 July	Leamuff	81493	2 ^d mate
5	<i>Charles Keegan</i>	39	DO		same		3 do	do	new	do
6	<i>William Frampton</i>	22	Bristol		cause of Cape Breton		3 do	do	Cook	do
7	<i>Ch. Marais</i>	26	France		same		8 do	do	Bl. main	1 July 6 Dec
8	<i>Robert Dicks</i>	23	Leamuff		Glenora of Glasgow		3 do	do	Sailmaker	do
9	<i>Henry Bird</i>	46	Germany		Marquise Leamuff		3 do	do	MB	do
10	<i>James + Williams</i>	38	Rehoboth		Mulhe Lundan		3 do	do	MB	do
11	<i>Louis Cosmat</i>	33	France		Breche Spoil		3 do	do	MB	do
12	<i>Peter Fungay</i>	40	France		Lady Humaird Duimie		3 do	do	MB	do
13	<i>P. J. Duval</i>	38	France		J. W. Harney		3 do	do	MB	do
14	<i>John + Wilson</i>	24	Spain		Seneca Spoil		3 do	do	MB	do
15	<i>W. S. Collier</i>	29	Leamuff		same		3 do	do	MB	do
16	<i>P. J. Duval</i>	48	France		do		3 do	do	MB	do
17	<i>William Payne</i>	32	Sligo		Henry Spoil		3 do	do	MB	do
18	<i>William + Sam</i>	31	Albany		Resolute Albany		4 do	do	Albany mate	do
19	<i>William Mc Carthy</i>	24	Cork		'Phantom' Talcomh	1877	23	at Bahia	MB	24 Oct
20	<i>Charles Hanson</i>	45	Plymouth		'Soldier' Leamuff	1877	23	at Bahia	mate	24 Oct

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

Ship <u>Miningu</u>			AGREEMENT No. 78980					3		
				PARTICULARS OF DISCHARGE, &c. To be filled in by the Master upon the Discharge, Death, or Desertion of any Member of his Crew.				RELEASE (late M).		
Amount of Wages per Week, Calendar Month, or <u>10</u>	Amount of Wages advanced on Entry. <u>10</u>	Amount of weekly or Monthly Allotment. <u>10</u>	Signature or Initials of Superintendent, Consul, or Officer of Customs.	Date, Place, and Cause of leaving this Ship, or of Death.			Balance of Wages paid on Discharge.	We, the undersigned Members of the Crew of this Ship, do hereby release this Ship, and the Master and Owner or Owners thereof, from all Claims for Wages or otherwise in respect of this Voyage. Signatures of Crew (each to be on the Line on which he signed in Col. 1).	Signature or Initials of Superintendent, Consul, or Officer of Customs before whom the Balance of Wages was paid and Release signed.	Reference No.
				Date.	Place.	Cause.*				
11	12	13	14	15	16	17	18	19	20	
			<u>Making</u>		<u>Remains</u>					1
<u>7/10.</u>		<u>4</u>	<u>W. C. Bayly</u>	<u>30/12/79</u>	<u>Penafiel</u>	<u>mutual consent</u>	<u>15.51</u>	<u>M. S. Collier - G.P.</u>		2
<u>4</u>	<u>4</u>		<u>CS</u>	<u>3.4.80</u>	<u>Cuniff</u>	<u>deserted</u>				3
<u>5.5</u>	<u>5.5</u>	<u>2/26</u>	<u>CS</u>	<u>5.1.80</u>	<u>Penafiel</u>	<u>deserted</u>				4
<u>5</u>	<u>5.</u>	<u>2/10</u>	<u>CS</u>	<u>3.4.80</u>	<u>Cuniff</u>	<u>deserted</u>	<u>Nil</u>	<u>Charles Bayly</u>	<u>BRE</u>	5
<u>4/10</u>	<u>4/10</u>	<u>2.5</u>	<u>CS</u>	<u>"</u>	<u>"</u>	<u>"</u>	<u>Nil</u>	<u>William Thompson</u>	<u>BRE</u>	6
<u>4/10</u>	<u>4/10</u>	<u>2.7.6</u>	<u>CS</u>	<u>"</u>	<u>"</u>	<u>"</u>	<u>19.4</u>	<u>Estevias</u>	<u>BRE</u>	7
<u>4/10</u>	<u>4/10</u>	<u>2.15</u>	<u>CS</u>	<u>"</u>	<u>"</u>	<u>"</u>	<u>9.16.11</u>	<u>Robert J. Cook</u>	<u>BRE</u>	8
<u>2/10</u>	<u>2/10</u>		<u>CS</u>	<u>"</u>	<u>"</u>	<u>"</u>	<u>11.17.10</u>	<u>Henry Bird</u>	<u>BRE</u>	9
<u>2/10</u>	<u>2/10</u>	<u>1</u>	<u>CS</u>	<u>"</u>	<u>"</u>	<u>"</u>	<u>6.9</u>	<u>Francis + William</u>	<u>BRE</u>	10
<u>2/10</u>	<u>2/10</u>		<u>CS</u>	<u>"</u>	<u>"</u>	<u>"</u>	<u>11.56</u>	<u>Louis Cormat</u>	<u>BRE</u>	11
<u>2/10</u>	<u>2/10</u>		<u>CS</u>	<u>"</u>	<u>"</u>	<u>"</u>	<u>11.12.11</u>	<u>Victor ...</u>	<u>BRE</u>	12
<u>2/10</u>	<u>2/10</u>		<u>CS</u>	<u>20.1.79</u>	<u>Bahia</u>	<u>deserted</u>				13
<u>2/10</u>	<u>2/10</u>		<u>CS</u>	<u>3.4.80</u>	<u>Cuniff</u>	<u>deserted</u>	<u>9.58</u>	<u>John X. Wilson</u>	<u>BRE</u>	14
<u>2/10</u>	<u>2/10</u>		<u>CS</u>	<u>13.12.79</u>	<u>Penafiel</u>	<u>deserted</u>				15
<u>2/10</u>	<u>3/10</u>		<u>CS</u>	<u>3.4.80</u>	<u>Cuniff</u>	<u>deserted</u>	<u>12.6.10</u>	<u>W. ...</u>	<u>BRE</u>	16
<u>2/10</u>	<u>2/10</u>	<u>1</u>	<u>CS</u>	<u>23.12.79</u>	<u>Penafiel</u>	<u>deserted</u>				17
<u>2.15</u>	<u>2.15</u>		<u>CS</u>	<u>24.12.79</u>	<u>Bahia</u>	<u>deserted</u>				18
<u>2.150</u>	<u>2.150</u>		<u>J. M.</u>	<u>23.12.79</u>	<u>Penafiel</u>	<u>deserted</u>				19
<u>3.00</u>	<u>2.00</u>		<u>J. M.</u>	<u>3.4.80</u>	<u>Cuniff</u>	<u>deserted</u>	<u>14.5.80</u>	<u>Charles ...</u>	<u>BRE</u>	20

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

Name of

PARTICULARS OF ENGAGEMENT.

Reference No.	SIGNATURES OF CREW.	Age.	Town or County where born.	If in the Reserve, No. of Commission or R.V.Z.	Ship in which he last served.		Date and Place of joining this Ship.		In what Capacity engaged, and if Master, Mate, or Engineer, No. of his Certificate.	Time at which he is to be on board.
					State Name, and Official No. or Port she belonged to.	Year.	Date.	Place.		
1	L. Canossi	22	Trance		Amstel Stoker	1880	9/1/80	Pomacelo	A.B.	6. a.m. 21/1/80
2	Peter Mc Neven	22	Liverpool		Amstel Stoker	1880	9/1/80	do	A.B.	6. a.m. 21/1/80
3	Laurie Dick	22	Quinn		Amstel Stoker	1880	9/1/80	do	A.B.	6. a.m. 21/1/80
4	John Donaldson	23	Isle of Man		Amstel Stoker	1880	9/1/80	do	A.B.	6. a.m. 21/1/80
5	Chris Mitchell	23	Mass.		Amstel City of Bristol	1880	9/1/80	do	A.B.	6. a.m. 21/1/80
6	J. Woodk.	31	Germany		Amstel Stoker	1880	9/1/80	do	A.B.	6. a.m. 21/1/80
7	Samuel Redmond	25	Liverpool		Madras	1880	24/1/80	do	A.B.	5/4/80
8	H. Dhorset	30	Portsmouth		Amstel	1880	24/1/80	do	A.B.	24/1/80
9										
0										
1										
2										
3										
4										
5										
6										
7										
8										
9										
0										

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

* The necessary figure

Ship _____

AGREEMENT No. 78980

5

				PARTICULARS OF DISCHARGE, &c. <i>To be filled in by the Master upon the Discharge, Death, or Desertion of any Member of his Crew.</i>			RELEASE (late M).		Reference No.	
Amount of Wages per Week, Calendar Month, Share, or Voyage.	Amount of Wages advanced on Entry.	Amount of Weekly or Monthly Allotment.	Signature or Initials of Superintendent, Consul, or Officer of Customs.	Date, Place, and Cause of leaving this Ship, or of Death.			Balance of Wages paid on Discharge.	We, the undersigned Members of the Crew of this Ship, do hereby release this Ship, and the Master and Owner or Owners thereof, from all Claims for Wages or otherwise in respect of this Voyage. Signatures of Crew (each to be on the Line on which he signed in Col. 1).		Signature or Initials of Superintendent, Consul, or Officer of Customs before whom the Balance of Wages was paid and Release signed.
				Date.	Place	Cause.				
11	12	13	14	15	16	17	18	19	20	
4 00 576			A. H.	3.4.80	Barroff	Disch ^d	372	A. Comessa	BK	1
4 00 576			A. H.	21.1.80	Penrose	did not join				2
4 00 576			A. H.	3.4.80	Barroff	disch ^d	2112	J. Lomen	BK	3
4 00 576			A. H.	de	de	de	282	John Donclason	BK	4
4 00 576			A. H.	21.1.80	Penrose	did not join				5
5 00 —			A. H.	3.4.80	Barroff	disch ^d	2973	J. J. H. K.	BK	6
4 - - 576			G.P.	de	de	de	2146	Samuel Redman	BK	7
4 - - 576			G.P.	de	de	de	336	H. D. Henslet	BK	8
										9
										0
										1
										2
										3
										4
										5
										6
										7
										8
										9
										0

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

[Sixteen Pages.]

10

Name of

ACCOUNT OF APPRENTICES ON BOARD (IF ANY).

Christian and Surnames of the Apprentices at full length. 1	Age. 2	Registry of Indenture.		Registry of Assignment.		Date, Place, and Cause of leaving this Ship, or of Death. <i>To be filled up by the Master.</i>		
		Date of 3	Port of 4	Date of 5	Port of 6	Date. 7	Place. 8	Cause. 9
Arthur T. Mullack	18	3 rd Mar 76	Curaçoff		Remains			
Walter Teppe	16	4.7.79	do		Remains			

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

(TAKEN FROM THE OFFICIAL LOG.)

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

Reference No. in Agreement. 1	Christian and Surname of Deceased. 2	Certificates, if any.		Net Amount of Wages, and total Proceeds of Sale of Effects paid to Superintendent, Officer of Customs, or Consul, as per Account in Form W & E 1. 5	Particulars of Effects (if any) delivered to Superintendent, Officer of Customs, or Consul, as per Account in Form W & E 1. 6
		Description. State whether "Mate's," "Engineer's," "Naval Reserve," &c. 3	Numbers. 4		

Ship _____

AGREEMENT No. 78980

11

PARTICULARS OF ALL

MARRIAGES

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

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

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

CERTIFICATES

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

N. 92. British Consulate Bahia
 Arrived on the 20th day of Sept
 Departed on the 20th day of — 1879
 Returned on the 25th day of Octr



For H. M. Consul
 Joseph J. Morgan

Certify that the within named
 Frederick Duchesne had been left
 in hospital and his wages being
 6/- (six shillings) said amount has
 been handed over to me by the master
 in cash currency of this country.



For H. M. Consul
 Joseph J. Morgan

Dated at Bahia this 25th day of Octr 1879

Shenby certify that William Dunn
 Cook's mate has been discharged
 for bad behaviour and drunkenness,
 his wages being ~~£10~~ ^{£11} paid out
~~by the master to the mate~~
~~in cash currency of this country~~



For H. M. Consul
 Joseph J. Morgan

Dated at Bahia this 25th day of Octr 1879

Certify that I have sanctioned the
 engagements of William M^cCarthy
 and Charles Hanson on the terms
 mentioned in the within written
 agreement, they understand same and
 signed it in my presence.



For H. M. Consul
 Joseph J. Morgan

Dated at Bahia this 25th day of Octr 1879

[Sixteen Pages.]

CERTIFICATES

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

British Vice Consul,
Pensacola Fla. U.S.A.
Vessel arrived Dec 17th
Papers deposited " " } 1879
" returned Jan. 27 } 1880
Osmond C. Howe,
H. B. W. Vice Consul



British Vice Consul,
Pensacola, Jan - 19 - 1880,
I hereby certify that I have sanctioned
the engagement of A. Cassese,
Peter McMalety, Launcey Peter
Laurence, John Donaldson and
Chas Mitchell upon the terms
mentioned in the within written
agreement; that I have ascertained
and am satisfied that the said
seamen fully understand
the said agreement, and that
they have signed the same in
my presence, as upon the
27th Jan. J. W. M. and saw
them.



I further certify that
the within named seamen,
W. D. Calder, has been
discharged and left behind
at the Port of Pensacola, on
the alleged ground of "Mutual
Consent"; that I have inquired
into the matter, and find the
allegation is true, and
that I have accordingly
granted



granted my sanction to his
being so left, and that
Fifteen Pounds, Five shillings,
and One pence {£ 15.5.1}
being wages due to him up
to date of discharge have
been duly paid to him, and
that his effects have been
delivered to him.

I further certify
that the within named
John Hodge, W. Crane, Wm
McCarthy, and George Humblett,
have been left behind at the
Port on the alleged ground
of their having deserted, that
I have inquired into the matter
and find the allegation is true
and that a proper entry of such
desertions in the officers' log book
has been produced to me.



Osmond C. Howe,
H. B. W. Vice Consul

SSSSI

Form Surveys 104 b.

No. 469.



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

DECK CARGO SPACES.

FOREIGN-GOING SHIP.

Name, Port of Registry, and Official No. of Ship. (1.)	Tonnage.		Voyage. (4.)
	Gross. (2.)	Register. (3.)	
Mininga 51455 Cardiff	966	924	Pennsula

This is to certify,

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

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

Dated at Cardiff
 this April 1878
G. J. Phelps
 State whether Owner, Agent, or Master.

Witness
G. J. Phelps
 Superintendent.

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

REGULATIONS FOR MAINTAINING DISCIPLINE,

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

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

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

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

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

If, in consequence of subsequent Good Conduct, the Master thinks fit to remit or reduce any fine upon any Member of his Crew which has been entered in the Official Log, and signifies the same to the Superintendent, the Fine shall be remitted or reduced accordingly. If wages are contracted for by the Voyage or by Share, the amount of the Fines is to be ascertained in the manner in which the Amount of Forfeiture is ascertained in similar cases under Sect. 252.

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

INSTRUCTIONS TO MASTERS.

Agreements.

- The Merchant Shipping Act requires the Master of every Ship, *except ships of less than eighty tons exclusively employed in the coasting trade*, to enter into an Agreement with every Seaman whom he carries to sea as one of his Crew. The term "Seaman" includes every person, except Masters, Pilots, and Apprentices (duly indentured and registered) employed or engaged in any capacity on board any Ship.
- In order to enable the Seamen to know the contents of the Agreement, the Master, at the commencement of the Voyage is bound under a Penalty of 5*l.* to have a legible copy (omitting the signatures) placed in an accessible part of the Ship.
- All alterations in any Agreement (except additions in shipping substitutes) are inoperative unless proved to have been made with the consent of all persons interested, by the written attestation of a Superintendent of a Mercantile Marine Office, Justice, Officer of Customs, Consul, or Vice-Consul.
- Fraudulently altering, or making any false entry in, or delivering a false copy of any Agreement, or being party to such an act, may be punished by the infliction of a Penalty not exceeding 100*l.*, or by imprisonment with or without hard labour for any period not exceeding six months.
- The Crews of all British foreign-going Ships must be engaged in the United Kingdom in the presence of a Superintendent of Mercantile Marine, who will read over and explain the Agreement to the Seamen before they are allowed to sign it.
- Steamers, fruit Vessels, and other foreign-going Vessels, which make short and frequent voyages and keep the same Crews, are allowed to have running Agreements, lasting like those of home-trade Ships for six months. The Masters of these Vessels are thus relieved from the necessity of discharging and re-engaging their Crews at the Mercantile Marine Office on each return to the United Kingdom. If the Crew are engaged under a running Agreement, the Master, upon every return of the Ship to the United Kingdom, is to deposit his Agreement, at the Mercantile Marine Office, and is to discharge or engage any of his Crew before the Superintendent. Before the Ship leaves Port, the Master is required to endorse on the Agreement whether any changes have been or are intended to be made in his Crew. Any false statement renders the Master liable to a Penalty not exceeding 20*l.*

Engagement of Crews and Seamen in the United Kingdom.

- Whenever a Master of a Ship is desirous of making use of the Mercantile Marine Office for the purpose of selecting his Crew he must inform the Superintendent, so that a notice may be published for the information of those men who are seeking employment.
- In all cases the Superintendent should have at least six hours' notice of the time at which the Master and Crew are to attend to sign the Agreement. Before the engagement of the Crew is proceeded with, the Master must—
 - Produce the Certificates for himself, his Mates, and his Engineers (if any).
 - Pay all the fees.
 - Produce the authority of his Owners or their Agents for his issuing allotment notes to his Crew.
 - Produce the Apprentices destined for the voyage together with their indentures.
- Upon the Master complying with the above Regulations, the Superintendent will, when the engagement of the Crew has been completed, give him a Certificate for clearance outwards.
- Superintendents will give the like Certificate to Masters of Ships who have entered into running Agreements with their Crews, upon their complying with the Regulations of this Act, and signing at the Mercantile Marine Office the Certificate of any Mate or Engineer engaged during or subsequent to the last voyage.
- The engagement of substitutes for Seamen who have died or left the Ship within twenty-four hours of her putting to sea is to be made before a Superintendent if practicable, but if not the Master as soon as possible is to have the Agreement read over and explained to the substitutes in the presence of a witness who is to attest their signatures.

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

- Carrying any Seaman to sea without entering into an Agreement subjects the Master of a foreign-going ship to a Penalty of 5*l.*
- The Master of a foreign-going Ship incurs a Penalty of 5*l.* if he does not report to the nearest Mercantile Marine Office any changes in his Crew before he finally leaves the United Kingdom.

Ports abroad.

- Upon the arrival of the Ship at any Foreign Port where there is a British Consular Officer, or at any Port in any British Possession abroad, the Master is bound under a Penalty of Twenty Pounds to deliver within forty-eight hours of the Ship's arrival (if the Ship remains forty-eight hours at the Port, and is not a Passenger Ship), to the Consular Officer, or the Chief Officer of Customs, the Agreement, and all Indentures and Assignments of Apprenticeships. These the Officer will keep until the Ship's stay at the Port, and will, within a reasonable time before the Ship's departure, return them to the Master, with a Certificate stating when they were delivered and returned.
- The engagement or discharge of any Seaman abroad must be made before the British Consul in a foreign port, or before the Customs Officer in a British possession, who will endorse upon the Agreement a Certificate accordingly. If this Certificate is not made the Master of the Ship is liable to a Penalty. (See also paras. 20, 21, and 22 below.)

Return to the United Kingdom.

- The Crew of every British foreign-going Ship discharged in the United Kingdom must be discharged and receive their wages in the presence of a Superintendent of a Mercantile Marine Office. An infringement of this law renders the Master or Owner liable to a Penalty of 10*l.*
- In all cases in which Crews are to be discharged at the Mercantile Marine Office, at least twenty-four hours' notice should be given to the Superintendent by the Master or Owner.
- Within forty-eight hours after the Ship's arrival at her final port of destination in the United Kingdom, or upon the discharge of the Crew, whichever first happens, the Master is to deliver to the Superintendent of the Mercantile Marine Office the Agreement with a list of the Crew and Official Log Book, and accounts of the wages and effects of any Seaman or Apprentice who has died on board during the voyage, whether he formed part of the Crew or not, any effects remaining unsold, and the balance of wages or other moneys belonging to any such Seaman or Apprentice. When the effects of a deceased Seaman have been sold on board a vessel, the proceeds of such sale must in every case be handed over to the Superintendent, without deduction, unless such proceeds have already been paid by the Master to a Consul or Colonial Officer on behalf of the Board of Trade. The Master is also to deliver to the Superintendent the Certificates (Mates, Engineers, or Seamen's E and R.V. 2) of any who have died or deserted during the Voyage. The Superintendent will then give a Certificate for the purpose of clearance inwards.
- The Master is to give to every Seaman (or leave with the Superintendent on his behalf) an account, on a form sanctioned by the Board of Trade, of his wages, and of all deductions to be made therefrom, at least twenty-four hours before the time of payment or discharge, under a Penalty of 5*l.* for non-compliance. Deductions for fines, forfeitures, &c. which are sought to be made in this account, must be supported by proper entries made in the Official Log Book.
- When discharging any Seaman, the Master is bound under a Penalty of 10*l.* to give the Seaman a Certificate of Discharge, and the Master is also bound under a Penalty of 20*l.* to deliver to any certificated Mate or Engineer upon his discharge his Certificate of Competency or R.V. 2.
- A statement of the conduct, character, and qualification of each member of the Crew, or a statement that he declines to give an opinion on such particulars, is to be entered and signed by the Master in the Official Log Book as required by the Act.
- Upon payment of wages and settlement of disputes (if any) being effected, the Officer before whom the men are discharged will require the Crew to sign, in his presence a release from all claims in respect of the voyage just finished. (See page 3, cols. 19 and 20.)

[Handwritten signature]

Appendix G Crew Lists 1880

Eng. 1. late A., A.C., and M.

RECEIVED. 23 NOV 1880

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

AGREEMENT No. 106409

EXECUTED IN TWELVE PAGES.

Engagement Fee £ 2 s. 15 d.

Discharging Fee 1 15

SANCTIONED BY THE BOARD OF TRADE, 1880. The term "Foreign-going Ship" means every Ship employed in trading or going between one place or places in the United Kingdom and some place or places situate beyond the following limits, that is to say, the Coasts of the United Kingdom, the Islands of Guernsey, Jersey, Sark, Alderney, and Man, and the Continent of Europe between the River Elbe and the Cape of Good Hope inclusive.

Name of Ship.	Official No.	Port of Registry.	Port No. and Date of Register.	Registered Tonnage. Gross.	Net.	Nominal Horse-power of Engines (if any).
Miningus	51455	Limerick	2 1880	966	924.6	543

REGISTERED MANAGING OWNER, Person appointed under the 38 & 39 Vict. c. 88.

Name.	Address. (State No. of House, Street, and Town.)	No. of Seamen for whom accommodation is certified. (30 & 31 Vict. c. 124.)	First Deck above it. ft. in.	Second Deck above it. ft. in.
John McDonnell	Limerick	40	3-6	

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

	Bread lb.	Peas lb.	Pork lb.	Flour lb.	Peas pint	Rice lb.	Yea. oz.	Coffee oz.	Sugar oz.	Water qts.
Sunday	1	1/2	1/4	1/2	1/5		1/2	1/2	2	
Monday	1	1/2	1/4	1/2	1/5		1/2	1/2	2	
Tuesday	1	1/2	1/4	1/2	1/5		1/2	1/2	2	
Wednesday	1	1/2	1/4	1/2	1/5		1/2	1/2	2	
Thursday	1	1/2	1/4	1/2	1/5		1/2	1/2	2	
Friday	1	1/2	1/4	1/2	1/5		1/2	1/2	2	
Saturday	1	1/2	1/4	1/2	1/5		1/2	1/2	2	

Substitutes. at the Master's Option as may be necessary during the Voyage

The several Persons whose names are hereto subscribed, and whose descriptions are contained on the other side or sides, and of whom are engaged as Sailors, hereby agree to serve on board the said Ship, in the several capacities expressed against their respective Names, on a Voyage from ^{and} Leuceff to Quebec or any other ports or places, trading in any direction calling for orders where required, and not to extend beyond 75° North latitude, and not South of the Equator until the Ships arrival at a port of discharge on the Continent of Europe or the United Kingdom, at the Master's Option. The Voyage not to exceed 12 Months.

And the Crew agree to conduct themselves in an orderly, faithful, honest, and sober manner, and to be at all times diligent in their respective Duties, and to be obedient to the lawful Commands of the said Master, or of any Person who shall lawfully succeed him, and of their Superior Officers, in every thing relating to the said Ship and the Stores and Cargo thereof, whether on board, in boats, or on shore: in consideration of which Services to be duly performed, the said Master hereby agrees to pay to the said Crew as Wages the Sums against their Names respectively expressed, and to supply them with Provisions according to the above Scale: And it is hereby agreed, That any Embezzlement or wilful or negligent Destruction of any part of the Ship's Cargo or Stores shall be made good to the Owner out of the Wages of the Person guilty of the same: And if any Person enters himself as qualified for a duty which he proves incompetent to perform, his Wages shall be reduced in proportion to his incompetency: And it is also agreed, That the Regulations authorised by the Board of Trade, which are printed herein, and numbered 1 One to Four

are adopted by the parties hereto, and shall be considered as embodied in this Agreement: And it is also agreed, That if any Member of the Crew considers himself to be aggrieved by any breach of the Agreement or otherwise, he shall represent the same to the Master or Officer in charge of the Ship in a quiet and orderly manner, who shall thereupon take such steps as the case may require: And it is also agreed, That ^{Eighteen} Persons all told shall be the ^{Full} Crew. Any above that number ^{of two} hours.

* The authority of the Owner or Agent for the allotments mentioned within is in my possession. *W. D. Collier* Superintendent, Officer of Customs, or Consular Officer.

* This is to be signed if such an authority has been produced, and to be scored across in ink if it has not.

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

Signed by *W. D. Collier* Master, on the 29 day of June, 1880.

Date of Commencement of Voyage.	Port at which Voyage commenced.	Date of Termination of Voyage.	Port at which Voyage terminated.	Date of Delivery of Lists to Superintendent.	I hereby declare to the truth of the Entries in this Agreement and Account of Crew, &c.
29/6/80	Cardiff	8/11/80	Cardiff	9/11/80	<i>W. D. Collier</i> Master.

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

[Twelve Pages.]

2

Name

PARTICULARS OF ENGAGEMENT.

Reference No.	SIGNATURES OF CREW.	Date of Birth.	Town or County where born.	If in the Reserve, No. of Commission or R.V.2.	Ship in which he last served.		Date and Place of joining this Ship.		In what Capacity engaged, and if Master, Mate, or Engineer, No. of his Certificate.	Time at which he is to be on board.	Amount Wages per Calendar Month or Part of it.
					State Name, and Official No. or Port she belonged to.	Year.	Date.	Place.			
1	2	3	4	5	6	7	8	9	10	11	
1	W. S. Collier Master to sign first.	45	Buzance		Same Ship		1880	Cardiff	21482 Master.	1850	
2	Theodor Mathies	44	Fosquend Norway		Stormy Petrel		29 June	do	02747 Mate		6 10
3	James Jenkins	38	Bristol		Harrington Landon		29 do	do	Carpenter	30.6.80 6am	5 10
4	William Price	29	Levens		Forest Green June		29 do	do	Steward	at sea	4 15
5	Dolysa Maria	44	S. Wales Swansea		Janet Ship		29 do	do	Cook	30.6.80 6am	4 10
6	Samuel Major	45	Cardiff		Perunne Dundee		29 do	do	Boiler	do	5. -
7	Charles W. House	27	Wales		Charlotte Gladstone		29 do	do	at sea	do	2 15
8	William James James	25	Cardiff		Howard Landon		29 do	do	at sea	do	2 15
9	W. Bartlett	24	P. Dettleston		Wynona Mapon		29 do	do	at sea	do	3 15
10	Joseph at sea	30	Swansea		Mormund Cardiff		29 do	do	at sea	do	3 00 at sea
11	George + Kolan	34	Glaston		Empress Landon		29 do	do	at sea	do	2 15
12	Philip Herbert	23	Bristol		Fiona Glasgow		29 do	do	at sea	do	3. -
13	James + Sumner	40	S. John		Northumbria Landon		29 do	do	at sea	do	2 15
14	J. + Morgan	44	Swansea		Henry Bath		29 do	do	at sea	do	2 15
15	E. + Cure	26	Cardiff		Cardiff Pilot Boat		30 do	do	at sea	1 July 6am	2 15
16	William + Morris	29	Wexford		Reliance + Vegas Hullbury + S		30 do	do	at sea	do	2 15
17	John + Beecher	26	Cardiff		Bessie Mathews		30 do	do	at sea	do	2 15
18	Lewis + Joffrey	27	Jersey		Glacoles		30 do	do	at sea	do	3. -
19	Charles Bently	38	London		Off Spring Hull		1 July	do	at sea	July 25 at sea	2 15
20											

* If any Member of the Crew enters Her Majesty's Service, the Name of the Queen's Ship into which he enters is to be stated under the head of "Crew" † V.G. for "Very Good," etc.

RECEIVED

Ship *Miningu,* AGREEMENT No. 106409 3

Amount of Wages advanced on Entry.		Signature or Initials of Superintendent, Consul, or Officer of Customs.	PARTICULARS OF DISCHARGE, &c. <small>To be filled in by the Master upon the Discharge, Death, or Desertion of any Member of his Crew.</small>			Balance of Wages paid on Discharge.	RELEASE (late M).		Reference No.		
12	13		Date.	Place.	Cause.*		18	19		20	21
			<i>Wages Continued</i>								1
	3 5	CS	10/10/50	Cardiff	Disch ^d	7 12 5	Therese Matthews		by	by	2
5 10		CS	do	do	do	15 2	James Jenkins		by	by	3
	2 7 6	CS	do	do	do	10 6 4	William Roberts		by	by	4
2 5	2 5	CS	do	do	do	6 13 0	Philip Morgan		by	by	5
2 10	2 10	CS	13/9/50	Lake	Disch ^d	6 3 16 4	S. Mayor		by	by	6
2 15		CS	5/9/50	Lake	Deserted						7
2 15		CS	9/9/50	do	do						8
2 15		CS	5/9/50	Lake	Deserted						9
2 5 0		CS	10/10/50	Cardiff	Disch ^d		Lee bis 26		by	by	10
2 15		CS	July 1950	Cardiff	sick not from						11
2 15		CS	10/10/50	Cardiff	Disch ^d	10 15 3	Philip Herbert		by	by	12
2 15		CS	do	do	do		Lee bis 26		by	by	13
2 15		CS	do	do	do	6 8 4	Geo X Morgan		by	by	14
2 15	GR. Bolton	GR.	do	do	do	2 4 8	E. Mure		by	by	15
3		GR.	5/9/50	Lake	Deserted						16
2 15		GR.	do	do	do						17
2 15		GR.	10/10/50	Cardiff	Disch ^d	10 10	Lucy J. J. J.		by	by	18
2 15		W. B. Collins	10/9/50	Lake	Disch ^d				by	by	19
											20

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

[Twelve Pages.]

Name of

PARTICULARS OF ENGAGEMENT.

Reference No.	SIGNATURES OF CREW.	Date of Birth.	Town or County where born.	If in the Reserve, No. of Commission or R.V.Z.	Ship in which he last served.		Date and Place of joining this Ship.		In what Capacity engaged, and if Master, Mate, or Engineer, No. of his Certificate.	Time at which he is to be on board.	Amount of Wages per Week, Calendar Month, Share, or Voyage.
					State Name, and Official No. or Port she belonged to.	Year.	Date.	Place.			
1	2	3	4	5	6	7	8	9	10	11	
21	From Quebec to Cardiff or any other port or ports in the United Kingdom										
22	John Lammian	24	Cambria		David	1880	9 th Sept	Quebec	AB	10 th Sept	£5.0.0
23	Alfred Easton	22	Dublin		Rockliffe	do	do	do	AB	do	£5.0.0
24	Peter A. Conon	19	Edinburgh		Algeria	do	do	do	AB	do	£5.0.0
25	John Bell	24	Rosemuth		Tiger	do	do	do	AB	do	£5.0.0
26	Peter Miller	24	Montreal		Parkfield	do	do	do	AB	do	£5.0.0
27	Joseph Wm Burt	25	Halifax		London	do	11 th Sept	do	AB	10 th Sept	£5.0.0
28	Alf Ward	22	Bristol		Hemlock	1880	18 th Sept	do	AB	do	£5.0.0
29	James Curran	19	Spool		Adept	do	do	do	OS	do	£3.15.0
30											
31											
32											
33											
34											
35											
36											
37											
38											
39											
40											

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

Ship _____

AGREEMENT No. **106409**

5

			PARTICULARS OF DISCHARGE, &c. <i>To be filled in by the Master upon the Discharge, Death, or Desertion of any Member of his Crew.</i>				RELEASE (late M).				Reference No.
Amount of Wages advanced on Entry.	Amount of Weekly or Monthly Allotment.	Signature or Initials of Superintendent, Consul, or Officer of Customs.	Date, Place, and Cause of leaving this Ship, or of Death.			Balance of Wages paid on Discharge.	We, the undersigned Members of the Crew of this Ship, do hereby release this Ship, and the Master and Owner or Owners thereof, from all Claims for Wages or otherwise in respect of this Voyage. Signatures of Crew (each to be on the Line on which he signed in Col. 1).	Signature or Initials of Superintendent, Consul, or Officer of Customs before whom the Balance of Wages was paid and Release signed.	Report of Character.†		
			Date.	Place.	Cause.*				For General Conduct.	For Ability in Seamanship.	
12	13	14	15	16	17	18	19	20	21	22	
		<i>M.H.</i>									21
<i>£2.00</i>		<i>M.H.</i>	<i>10/11/51</i>	<i>Cardif</i>	<i>Disch^d</i>	<i>See vis 26</i>		<i>✓</i>	<i>Wly</i>	<i>Wly</i>	22
<i>£3.00</i>		<i>M.H.</i>	<i>do</i>	<i>do</i>	<i>do</i>	<i>688</i>	<i>Alfred Larkin</i>	<i>H</i>	<i>Wly</i>	<i>Wly</i>	23
<i>£2.17</i>		<i>M.H.</i>	<i>do</i>	<i>do</i>	<i>do</i>	<i>4.</i>	<i>Robert Orman</i>	<i>H</i>	<i>Wly</i>	<i>Wly</i>	24
<i>£3.00</i>		<i>M.H.</i>	<i>do</i>	<i>do</i>	<i>do</i>	<i>988</i>	<i>John Gull</i>	<i>H</i>	<i>Wly</i>	<i>Wly</i>	25
<i>£3.10.0</i>		<i>Did not join.</i>									26
<i>£2.0.0</i>		<i>M.H.</i>	<i>10/11/51</i>	<i>Cardif</i>	<i>Disch^d</i>	<i>See vis 36</i>		<i>✓</i>	<i>Wly</i>	<i>Wly</i>	27
<i>£2.00</i>		<i>M.H.</i>	<i>do</i>	<i>do</i>	<i>do</i>	<i>- do -</i>		<i>✓</i>	<i>Wly</i>	<i>Wly</i>	28
<i>£2.0.0</i>		<i>M.H.</i>	<i>do</i>	<i>do</i>	<i>do</i>	<i>- do -</i>		<i>✓</i>	<i>Wly</i>	<i>Wly</i>	29
											30
											31
											32
											33
											34
											35
											36
											37
											38
											39
											40

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

Ship _____

AGREEMENT No. 106409

7

PARTICULARS OF ALL

MARRIAGES

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

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

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

CERTIFICATES

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

I certify that it has been reported to me that the within named G. Hanson (William J. Dally) K. Battitt, William Morris, and John Decker, have been left behind at this Port, on the alleged ground of their having deserted, and that an Entry of such desertion in the Official Log Book has been produced to me.

Shipping Office,
Duke 10th Sept 1880.

[Signature]
Deputy S. Master,

I certify that the within named Charles Bentley has been discharged and left behind at this Port in the grounds of the Medical Officer of the Marine Hospital pronouncing him unfit for duty, The Master has deposited with me the sum of £2. 15s. 2d. the balance of his wages, and his clothes have been delivered to him.

Shipping Office,
Duke, 10th Sept 1880.

[Signature]
Copy S. Master,

[Twelve Pages.]

8

CERTIFICATES

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

I hereby certify that I have sanctioned
the engagement of the within named
Alf Ward and James Curran upon
the terms mentioned in the within
written agreement and that I have
ascertained and am satisfied
that the said seamen fully under-
stand the said agreement and that
they have signed the same in my
presence

Shipping Masters Office
Quebec 13th Sept 80


Deputy Shipping Master

CERTIFICATES

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

I hereby certify that I have sanctioned the engagement of the within named John Common, Alfred Larkin Robert Omon, John Bell and Joseph Wm Burt upon the terms mentioned in the within written agreement and that I have ascertained and am satisfied that the said seamen fully understand the said agreement and that they have signed the same in my presence

Shipping Master
 Quebec 11th Sept 1880
 Benj. Trudell
 Shipping Master

I certify that the within named Samuel Mayes has been discharged and left behind at this port on the alleged ground of Medical Officer of the Marine Hospital, pronouncing him unfit for duty. The Master has deposited with me the sum of £3. 16. 4. the balance of his wages and his clothes have been returned to him.

Shipping Officer,
 Quebec, 13th Sept 1880
 J. H. [Signature]
 [Signature]
 [Signature]

[Twelve Pages.]

Dis. 3b.

TRANSMISSION OF SEAMAN'S WAGES.

M 4530
1880.



ISSUED BY THE
BOARD OF TRADE,
MARCH, 1880.

No. 236+

239

Name of Ship Miningu

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

Seaman's		Port to which he is going.	Railway Fare.	Cash advanced by Superintendent.	Amount of Deductions in Ship's Books, including Advance, if any, but not Allotments.
Christian Name.	Surname.				
<u>James</u>	<u>Sumers</u>	<u>Liverpool.</u>	<u>£ s. d. 12. 11. 10.</u>	<u>£ s. d. 4. 5. 6</u>	

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

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

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

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

Signed James Sumers

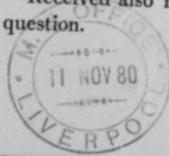
Witnessed by Belweg B. G. Officer
this 11th day of Nov. 1880.

To the Superintendent,
Mercantile Marine Office,
Port of Cardiff

SEAMAN'S RECEIPT AND RELEASE.

Received by the hands of the Superintendent of the Mercantile Marine Office at the Port named below from the Master of the above-named Ship, the sum of Ten pounds 4/7 being the Balance of Wages, as shown in account annexed, less amounts as shown above, for Advance and Railway Ticket, due to me for the voyage now terminated, and in respect of which voyage I hereby release the Ship, and the Master and Owner or Owners thereof, from all claims for Wages or otherwise.

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



Signature James Sumers
In the presence of W. Mot
Superintendent.

Port of _____ day of _____ 1880.

Form returned to the Superintendent at Cardiff this 11 day of Nov 1880
W. Mot
Superintendent.
Port of Cardiff

Dis. 3b.

TRANSMISSION OF SEAMAN'S WAGES.

M 4530
1880.



No. 235

Name of Ship

Miningu

ISSUED BY THE
BOARD OF TRADE.
MARCH, 1880.

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

Seaman's		Port to which he is going.	Railway Fare.		Cash advanced by Superintendent.		Amount of Deductions in Ship's Books, including Advance, if any, but not Allotments.	
Christian Name.	Surname.		£	s. d.	£	s. d.	£	s. d.
<i>Joseph</i>	<i>Evans</i>	<i>Swansea</i>	<i>3.</i>	<i>10. 10.</i>	<i>1.</i>	<i>6.</i>	<i>6.</i>	

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

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

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

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

Signed

Witnessed by

this

day of

1880.

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

Joseph Evans
Joseph Evans B. T. Officer

SEAMAN'S RECEIPT AND RELEASE.

Received by the hands of the Superintendent of the Mercantile Marine Office at the Port named below from the Master of the above-named Ship, the sum of *£ 11 s. 12 d. 6* being the Balance of Wages, as shown in account annexed, less amounts as shown above, for Advance and Railway Ticket, due to me for the voyage now terminated, and in respect of which voyage I hereby release the Ship, and the Master and Owner or Owners thereof, from all claims for Wages or otherwise.

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

Signature

In the presence of

Superintendent.

Port of

Swansea

day of *Nov*

1880.

Form returned to the Superintendent at

day of *Nov* 1880.

Cardiff this *11th*
Superintendent.

Port of *Swansea*

Appendix H Crew Lists 1883

Eng. Any Erasure, Interlineation, or Alteration in this Agreement will be void unless attested by some Superintendent of a Mercantile Marine Office, Officer of Customs, Consul, or Vice-Consul, to be made with the consent of the persons interested.

AGREEMENT AND ACCOUNT OF CREW.

FOREIGN-GOING SHIP.

EXECUTED IN TWELVE PAGES.

Name of Ship.		Official No.	Port of Registry.	Registered Tonnage.		Nominal Horse power of Engines (if any).
<i>Miningu</i>		<i>51405</i>	<i>London</i>	<i>968</i>	<i>924</i>	<i>0</i>

REGISTERED MANAGING OWNER,
or person appointed under the 38 & 39 Vict. c. 88.

Name.	Address.	No. of Seamen for whom accommodation is certified. (30 & 31 Vict. c. 124.)	Distance in feet and inches between the centre of the Deck showing the Maximum load line in salt water and the upper edge of lines indicating the position of the Ship's decks above the centre.	
<i>Jas Mac Donnell</i>	<i>London</i>	<i>18</i>	First Deck, above it.	Second Deck, above it.
			<i>4</i> ft. <i>6</i> in.	<i>0</i> ft. <i>0</i> in.

	Bread lb.	Beef lb.	Pork lb.	Tinned Meats lb.	Ham and Bacon lb.	Preserved Potatoes lb.	Compressed or Preserved Vegetables lb.	Flour lb.	Peas lb.	Beans lb.	Tea oz.	Coffee oz.	Sugar lb.	Meat Sauce lb.	Water qts.
Sunday	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Monday	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Tuesday	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Wednesday	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Thursday	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Friday	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Saturday	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

SUBSTITUTES
AT THE MASTER'S OPTION.

NO SPIRITS ALLOWED

The several Persons whose names are hereto subscribed, and whose descriptions are contained on the other side or sides, and of whom are engaged as Sailors, hereby agree to serve on board the said Ship, in the several capacities expressed against their respective Names, on a Voyage from *Newport* to *Rio de Janeiro* and any Ports or places within the limits of 75 degrees North and 60 degrees South Latitude the maximum time to be *one* year, trading in any rotation and to end in the United Kingdom.

are adopted by the parties hereto, and shall be considered as embodied in this Agreement: And it is also agreed, That if any Member of the Crew considers himself to be aggrieved by any breach of the Agreement or otherwise, he shall represent the same to the Master or Officer in charge of the Ship in a quiet and orderly manner, who shall thereupon take such steps as the case may require: And it is also agreed, That

The Crew shall be deemed complete with *12* hands all told of whom *2* are sailors.

No Cash shall be advanced abroad or liberty granted other than at the pleasure of the Master.

The Seamen and Firemen shall mutually assist each other in the general duties of the ship.

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

W. J. J. Mason Superintendent, Officer of Customs, or Consul Officer.

This is to be signed if such an authority has been produced, and to be scored across in ink if it has not.

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

Signed by *Wm. W. W. W.* Master.
on the *30* day of *Feb* 188*3*

Date of Commencement of Voyage.	Port at which Voyage commenced.	Date of Termination of Voyage.	Port at which Voyage terminated.	Date of Delivery of Lists to Superintendent.	I hereby declare to the truth of the Entries in this Agreement and Account of Crew, &c.
<i>17.2.83</i>	<i>NEWPORT, MON.</i>	<i>31.10.83</i>	<i>Greenock</i>	<i>31.10.83</i>	<i>Wm. W. W. W.</i> Master.

1 Here the Voyage is to be described, and the places named at which the Ship is to touch, or, if that cannot be done, the general nature and probable length of the Voyage is to be stated.
2 Here are to be inserted the numbers of any of the Regulations for preserving Discipline issued by the Board of Trade and printed on the last page hereof which the parties agree to adopt.
3 Here any other stipulations may be inserted to which the parties agree, and which are not contrary to Law.

N.B.—This Form must not be unstitched. No leaves may be taken out of it, and none may be added or substituted. Care should be taken at the time of Engagement that a sufficiently large Form is used. If more men are engaged during the Voyage than the number for whom signatures are provided in this Form, an additional Form Eng. 1. should be obtained and used.

W.J.J. 5000 3-82
2089 [Twelve Pages.]

2

Name of

Statement No.	PARTICULARS OF ENGAGEMENT.									
	SIGNATURES OF CREW.	Year of Birth.	Town or County where born.	If in the Reserve, No. of Commission or R.V.A.	Ship in which he last served, and Year of Discharge therefrom.		Date and Place of joining present Ship.		In what Capacity engaged, and if Master, Mate, or Engineer, No. of his Certificate.	Time at which he is to be on board.
					Year.	State Name, and Official No. or Post etc. belonged to.	Date.	Place.		
1	Samuel Wright <small>Master to sign first.</small>	1838	Greenock		Same	9 3 83	Swansea	0.0		
2	John Abraham	1837	Wormay		Wales			0.0	12 2 83	
3	William Hann	1845	Cork		Patrick Henry	10 2 83	Do	Boat		
4	J.H. Swanson	1849	Sweden		Sweden	9 5	Do	Boat		
5	Alex Mc Kay	1835	Glasgow		Same	9 5	Do	Boat		
6	Robert Mc Gillivray	1856	Lisios		Queen's	9 5	Do	Boat		
7	Michael Pradley	1834	London		Armagh	10 5	Do	Boat		
8	Thomas Dillwyn	1839	Lisios		City of London	10 5	Do	Boat		
9	Patrick Shiffington	1846	L. derry		Do & Campbell	10 5	Do	Boat		
10	Wm X Johnson	1848	Lincoln		White	10 5	Do	Boat		
11	John James	1849	Drogheda		Simon	10 5	Do	Boat		
12	Thomas Knight	1842	Lisios		Inchiquin	10 5	Do	Boat		
13	Scaris Pattison	1832	Down		Barnard	10 5	Do	Boat		
14	William Allen	1846	Highbone		Bauer	10 5	Do	Boat		
15	William Lloyd	1845	Fordguard		Commer	10 5	Do	Boat		
16	William Swan	1861	Bangor		Armagh	14 5	Do	Boat		
17	Philip Laugel	1852	Lisios		Arctic	14 5	Do	Boat		
18	James Mc Donald	1849	London		Wellington	15 1/2 83	Cardiff	AB		
19	Thomas Murray	30	Lisios		James Nisbet	15 1/2 83	Rio	AB	17 1/2 83	
20	John Larsen	45	Sweden		Forest Queen		Do	Do		

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

Ship

3

PARTICULARS OF DISCHARGE, &c.			RELEASE (late M.)						
To be filled in by the Master upon the Discharge, Death, or Desertion of any Member of his Crew.									
Amount of Wages per Week, Calendar Month, Share, or Voyage	Amount of Wages advanced on Entry.	Amount of Weekly or Monthly Allotment	Date, Place, and Cause of leaving this Ship, or of Death.			Balance of Wages paid on Discharge	We, the undersigned Members of the Crew of this Ship, do hereby release this Ship and the Master and Owner or Owners thereof, from all Claims for Wages, or otherwise in respect of this Voyage.	Signature or Initials of Superintendent, Consul, or Officer of Customs.	Signature or Initials of Superintendent, Consul, or Officer of Customs before whom the Balance of Wages was paid and Release signed.
			Date	Place.	Cause.*				
11	12	13	15	16	17	18	19	20	21
			Remains on board						
6			16/8/83	Greenock	Discharged	2659	Johan L. Abrahamson		
4 5		2 15	31-10-83	Greenock	Disch'd				
5			29/4/83	Rio	Deserted				
5 13			31-10-83	Greenock	Disch'd	2712/19	Alex. Mc Fay		
3			Never joined						
3			31-10-83	Greenock	Disch'd				
5 "			30						
3 "			29/4/83	Rio	Deserted				
3			31-10-83	Greenock	Disch'd	164/3	Henry Johnston		
3		1 10	Never joined						
3			31-10-83	Greenock	Disch'd	172/5	Thomas Knight		
3			Never joined						
1 10			29/4/83	Rio	Deserted				
2			31-10-83	Greenock	Disch'd	4013/10	William Lloyd		
3 -			29/4/83	Rio	Deserted				
3 -			31/10/83	Greenock	Disch'd				
3 -		3 -	1/5/83	Rio	Deserted	550			
3 100	400		29-9-83	Pensacola	Deserted				
3 100			31-10-83	Greenock	Disch'd				

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

Name of

PARTICULARS OF ENGAGEMENT.

Reference No.	SIGNATURES OF CREW.	Year of Birth.	Town or County where born.	If in the Reserve, No. of Commission or R.V.2.	Ship in which he last served, and Year of Discharge therefrom.		Date and Place of joining present ship.		In what Capacity engaged, and if Master, Mate, or Engineer, No. of his Certificate.	Time at which he is to be on board.
					Year.	State Name, and Official No. or Port she belonged to.	Date.	Place.		
	1	2	3	4	5	6	7	8	9	10
21	<i>Martin Green</i>	33	<i>Serunian</i>		1853	<i>Halley</i>	15/5/83	<i>Rio</i>	<i>ARB</i>	17/5/83
22	<i>Michael Wey</i>	50	<i>Inglisay</i>			<i>Rippon</i>	12/5/83	<i>Port</i>	<i>ARB</i>	
23	<i>Daniel Robin</i>	50	<i>Suamey</i>			<i>Asst. B. H. O'Keefe</i>	75/8/83	<i>Pendalton</i>	<i>Mate</i>	27/8/83
24	<i>C. H. Wyllyes</i>	31	<i>Holeau</i>			<i>Asst. B. H. O'Keefe</i>	28/8/83	<i>do</i>	<i>ARB</i>	29/8/83
25	<i>E. J. Corbram</i>	20	<i>Amsterdam</i>			<i>Dutch ship</i>	28/8/83	<i>do</i>	<i>ARB</i>	29/8/83
26	<i>John Reardon</i>	28	<i>Connecticut</i>			<i>Asst. B. H. O'Keefe</i>	28/8/83	<i>do</i>	<i>ARB</i>	29/8/83
27										
28										
29										
30										
31										
32										
33										
34										
35										
36										
37										
38										
39										
40										

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

Ship _____

5

Amount of Wages per Week, Calendar Month, Share, or Voyage			Amount of Wages advanced on Entry	Amount of Weekly or Monthly Allowment	Signature or Initials of Superintendent, Consul, or Officer of Customs.	PARTICULARS OF DISCHARGE, &c. To be filled in by the Master upon the Discharge, Death, or Desertion of any Member of his Crew.			RELEASE (date M).		Reference No.
11			12	13	14	Date, Place, and Cause of leaving this Ship, or of Death.			18	19	
15			16	17		Date.	Place.	Cause.			
3 100 400					SIB	29-10-88	Pen-y-coed	Deceased			21
3 10 400					Thos S	31-10-88	Greenock	Discharged			22
8 10					A. H.	D.	D.	D.	16/15/2	Samuel Robin	23
5 1/2 75 10					A. H.	D.	D.	D.			24
5 42 75 10					A. H.	D.	D.	D.			25
5 42 75 10					A. H.	D.	D.	D.	3/12/11	John Reed	26
											27
											28
											29
											30
											31
											32
											33
											34
											35
											36
											37
											38
											39
											40

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

[Twelve Pages.]

6

Name of

ACCOUNT OF APPRENTICES ON BOARD (IF ANY).

Christian and Surnames of the Apprentices at full length. 1.	Year of Birth. 2.	Registry of Indenture.		Date, Place, and Cause of leaving this Ship, or of Death. <i>To be filled up by the Master.</i>		
		Date of 3.	Port of 4.	Date. 5.	Place. 6.	Cause. 7.

CERTIFICATES

Or Indorsements made by Consuls or by Officers in British Possessions Abroad.

Vessel arrived April 15
 Articles deposited - 15- } 1883
 " returned May 16

I hereby certify that James M^r. Donald has been left behind at this port on the grounds of sickness and his effects have been left on board but the balance of his wages amounting to £5-5-0 has been paid over to me. Further that J. H. Trauson, P. Shiffington, W. Allen, and W. Swan have been left behind at this port on the alleged ground of desertion as recorded in official logbook which is correct as far as I can ascertain. Further that I have sanctioned the engagement

of J. Murray, J. Larreley and M. Grimm on the terms of the within written agreement which they have signed in my presence with a full understanding thereof

British Consulate
 Rio 16 May 1883.



Nicolini
 Act. & V. Council

Ship _____

7

CERTIFICATES

Or Indorsements made by Consuls or by Officers in British Possessions Abroad.

British Vice Consulate, Pensacola
Ship's Papers deposited Aug 6th 1853
do do returned " 29 "
Osman L. Howe
A. B. No. Vice Consul.



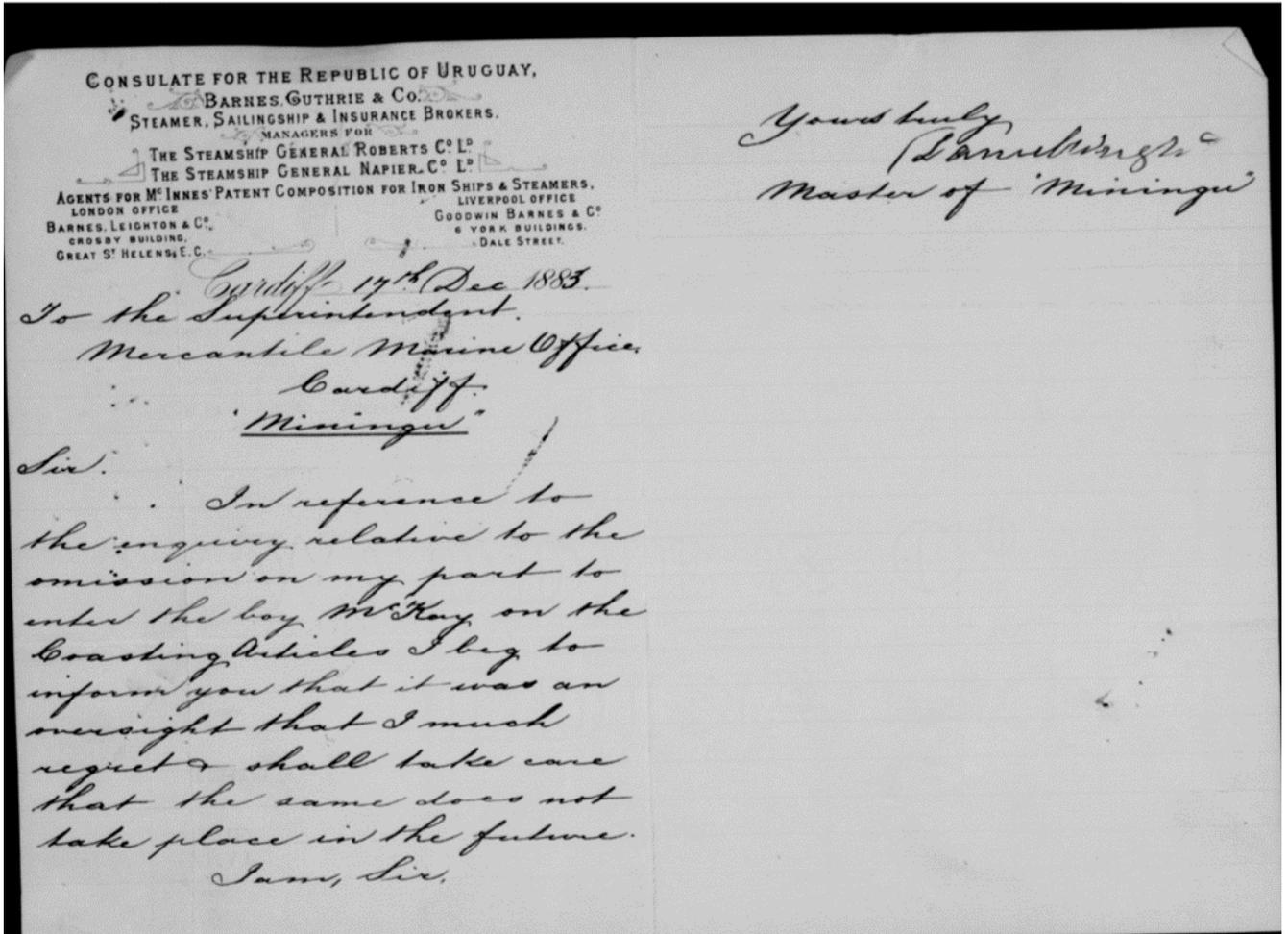
I hereby certify that I have sanctioned the engagement of - Daniel Robin, - C. D. Taylor, E. Cochran, and John Beardan, upon the terms mentioned in the within written agreement; that I have retained an aman satisfied that the said seamen fully understand the said agreements, and that they have signed the same.

I also certify that the within named John Abrahamson has been discharged, and left behind at the Port of Pensacola, on the alleged ground of mutual consent, and that I having gone into the matter and find the allegation is true, and the ground sufficient, and that I have accordingly granted my sanction to his being so left, and that Twenty Six Pounds, Two Shillings and nine pence, being wages due to him up to date of discharge, have

been duly paid to him. I further certify that I have been informed by the master of the within named ship that the within named Thomas Munday and Martin Green, have been left behind at this Port, on the alleged ground of their having deserted and so far as I can judge the statement of the master is correct, and that an entry of such desertions in the official Log Book has been presented to me.

Osman L. Howe
A. B. No. Vice Consul
British Vice Consulate
Pensacola, Aug. 29. 1853

[Turner Page.]



List D. ACCOUNT OF VOYAGES AND CREW OF HOME TRADE SHIP, TO BE DELIVERED HALF-YEARLY TO THE SUPERINTENDENT OF A MERCANTILE MARINE OFFICE.

RECEIVED
20 DEC 83

Name of Ship	Official Number	Port of Registry	Registered Tonnage	REGISTERED MANAGING OWNER OR PERSON appointed under the 26 & 27 Vict. 1862		MASTER			Date of Commencement of Half-Year	Date of Termination of Half-Year
				Name	Address (State No. of House, Street, & Town)	Name	No. of Certificate (if any)	Address (State No. of House, Street, & Town)		
<i>Meningen</i>	<i>51455</i>	<i>Limerick</i>	<i>929</i>	<i>John Mc Donnell</i>	<i>200, Limerick</i>	<i>John Mc Donnell</i>	<i>06431</i>	<i>8 Hope Place Limerick</i>	<i>1 July '83</i>	<i>31 Dec '83</i>

ACCOUNT OF THE VOYAGES. (F)

Limerick to Cardiff

Names of the MASTER and the Crew, Christian and Surnames to be set forth at full length. (See Act 2.)	Year of Birth	Town or County where born	No. of Royal Naval Volunteer's Certificate	Ship in which he last served, and Port she belonged to.	Year of Service on last Ship	Date and Place of joining present Ship.		In what Capacity engaged; rank, if Master or Engineer, No. of his Certificate (if any).	Date, Place, and Cause of Death, or Leaving this Ship.		
						Date	Place		Date	Place	Cause (see Act 2.)
<i>Samuel West</i>	<i>1832</i>	<i>Limerick</i>		<i>Meningen</i>		<i>Aug/83</i>	<i>Limerick</i>	<i>Master</i>			
<i>William Mc Donnell</i>	<i>1830</i>	<i>"</i>		<i>Crovan</i>		<i>13 Nov 1883</i>	<i>"</i>	<i>Mate</i>	<i>16 Nov</i>	<i>Cardiff</i>	<i>Discharged</i>
<i>Alexander M. Kay</i>	<i>1830</i>	<i>"</i>		<i>Musaigne</i>		<i>"</i>	<i>"</i>	<i>Unprunter</i>	<i>3 Dec</i>	<i>Limerick</i>	<i>Discharged</i>
<i>William Lloyd</i>	<i>1867</i>	<i>Walsbyrd</i>		<i>"</i>		<i>"</i>	<i>"</i>	<i>Boys</i>	<i>8</i>	<i>"</i>	<i>"</i>
<i>Andrew M. Kay</i>	<i>1871</i>	<i>Limerick</i>		<i>"</i>		<i>"</i>	<i>"</i>	<i>Boys</i>	<i>8</i>	<i>"</i>	<i>"</i>

Eng 6 attached

Mercantile Marine Office
Penarth 14 Dec. 1883.

Sir,

"Mininga" 51455

A complaint has been made at this office by a boy named Andrew McKay who states that he worked on board the above-named vessel during a voyage from Greenwich to Penarth, and that the Master refused to pay him any wages; he also states that he signed no agreement.

After some difficulty I obtained from the Master his agreement (Eng 6) and he admitted that the boy had made the voyage

The Superintendent
Mer. Mar. Office
Penarth

without signing any agreement, but that subsequently to the boy's appearance at the M. M. O he had given him an order on his broker for the wages due.

The only explanation which he gave for not complying with Sec. 149 M.S. Act 1834 was that he did not think it necessary to get an agreement signed, and that he frequently took seamen on coasting voyages without entering into a written agreement.

The boy McKay has reshipped on board the S.S. Brantelaw No 86253, bound on a voyage to Bombay, and is expected to sail this afternoon.

The "Mimico" is ready for sea and is expected to sail in a day or so.

I am, Sir,

Your obedient servant

E. R. G. Osborne
Esq.

~~The British Legation
M. Dept~~

~~transmitted for
consideration and directions.~~

Supt - Penarth

Set a List "D" for the
Boy and any others that may
have been unrecorded.

W. J. M. 27/12/03

The Chief Supt
 I herewith return the
 papers of the "Grimaugu"
 the ship having shipped
 another crew at your
 office. You may be able
 to see if all the names
 are on list (C.)
 The ship now detained
 by board of Trade

Mr. R. Evans

Examine these
lists & reports.

M 24/12

Jr. J. J. Redland
24/12/83

The Chief Supt
27/12/83
Off

The Chief Supt.

Crew engaged at this
 office on Foreign going agreement -
 on the 10 & 12 Inst. All fresh men
 with the exception of William Daunt (C.)
 Son, who gave his previous vessel as
 "Dameship".
 28/12/83

Mr. Reginald

Transmitted. m

Daunt, Son, appears to have joined 29th
 Nov and is marked "Dameship" because
 he had learned ^{for} days on board before
 signing articles



A. Jones
Chief Supt

Cardy 28 Dec 83

The Superintendent *Re. "Minnie"*
Mercantile Marine Office 51485
Limerick.

Copy
It would appear from
the accompanying letter that the
late Master's family of four children
were on board at the time
of the loss of the vessel.

Please request the owner
to insert their names on
list C. Enrich returned
if he finds on requiring
the report to be
correct.

Edward Arnold
The Registrar General
London.

Ref. 101
2/5/84

Particulars inserted from telegram
sent from Limerick from inquirer made
on the spot - ~~no~~ appear to have
no information - *subject*

RECEIVED
MERCANTILE MARINE OFFICE
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No. of Message: 159
 Dated Stamp of Penarth

Charges to pay £.....s.....d.
 Received }
 at } 3. 5. 40

Office at Penarth

From The Supt Mer Mar office Penarth To The Supt Mer Mar office

Five children of Capt Wright appears to have sailed in Meringa four girls one boy Mary aged eighteen Nellie nine Maggie eight baby two Daniel eleven

TELEGRAMS



Fig. 4 Muntz metal patent mark