

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



Similar Fully Rigged Ship

Report compiled by:
Graeme Perks

Report Title:

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

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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 fully rigged ship Repeater was built in the USA in 1815, registered in Massachusetts and first sailed to Britain in 1816 after the hostilities between the two countries had ended. Repeater sailed between Baltimore and Liverpool, and then the USA and Liverpool and Europe. The Repeater’s cargo’s were Cotton and Tobacco.

In 1821 Repeater sailed from Baltimore for Liverpool. In Norfolk, Virginia she was capsized in a storm while at anchor and after the masts had been cut away was towed into harbour. The Repeater continued her journey but when she reached the coast of Wales she was driven ashore in a severe gale near Pwllheli and wrecked. The crew and passengers were saved, along with the cargo.

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Madu

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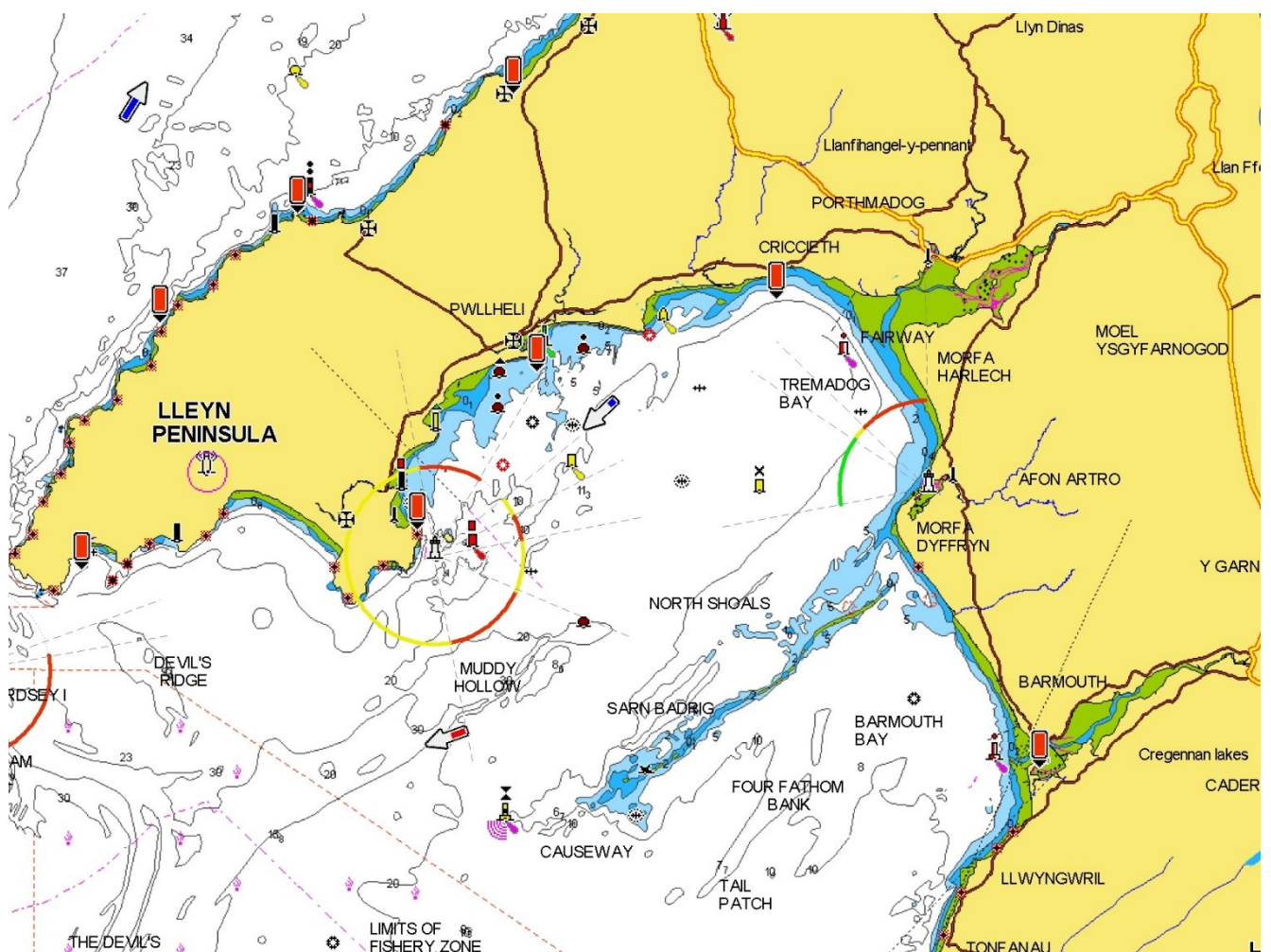
BNA	British Newspaper Archives
LR	Lloyd's Register of shipping
MADU	Malvern Archaeological Diving Unit
NAS	Nautical Archaeology Society
WNL	Welsh Newspapers on Line

3.0 Introduction

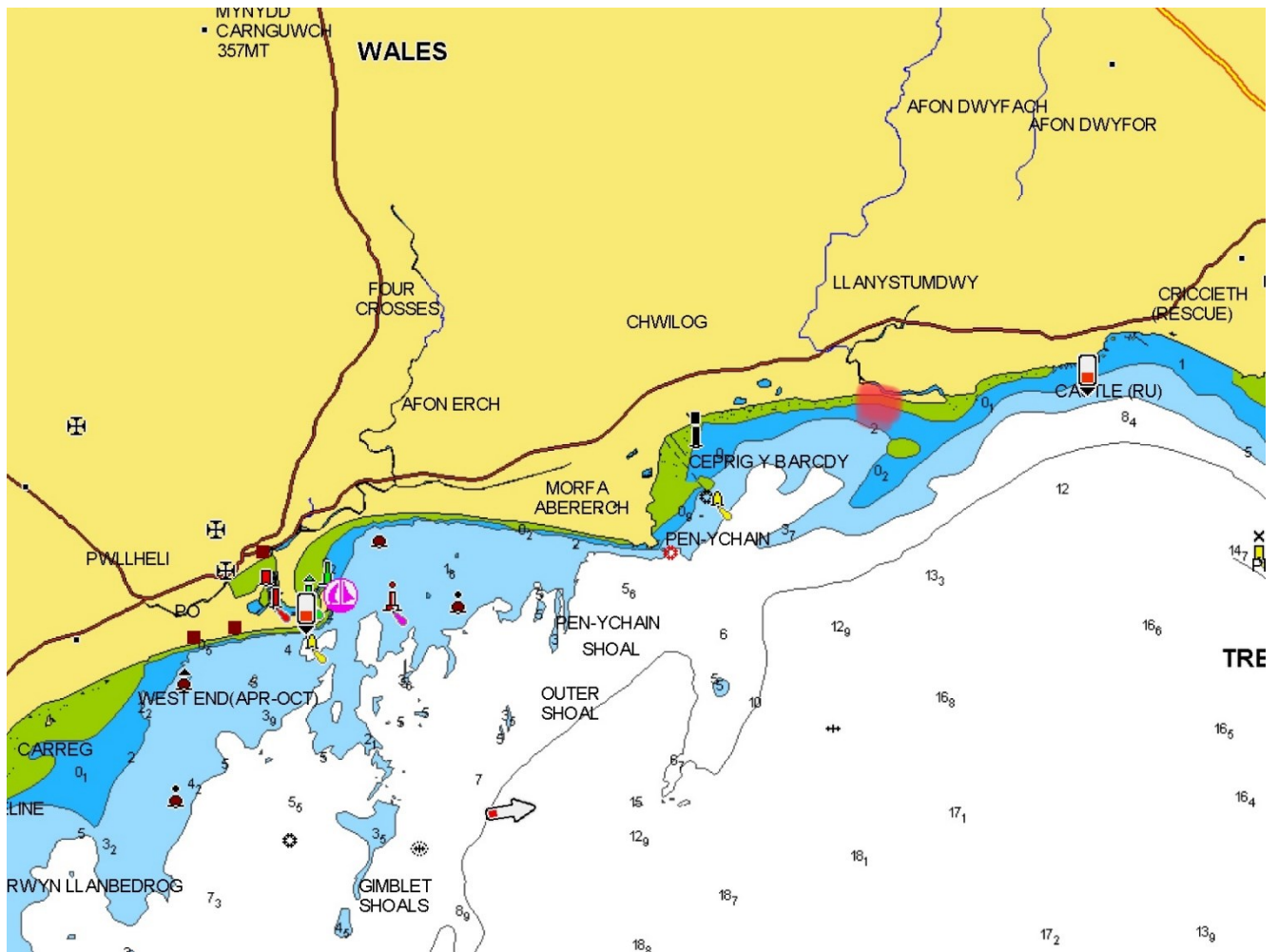
1. I selected this wreck to research because it was a fully rigged ship and likely to travel across oceans to different locations to the last few vessels I have researched. It was involved in an event near Pwllheli and was not reported to have sailed afterwards, and I wanted to discover ;
2. The dimensions of the vessel, although for this period of time apart from the draught, they would have only been recorded in on line information if the Lloyd's survey was available or the vessel had been advertised for sale in a surviving newspaper. Who the builder was and when she was built and any other information available about her.
3. Information concerning the voyages, cargo's, any events affecting the vessel, details of its masters, crew and owners.
4. To find out the sequency of events leading up to the loss of the vessel, whenever that was and the event in 1821.
5. To discover the cause of the event in 1821 and if the vessel survived, the cause of its eventual loss.
6. The events that happened after the incident in 1821 and up to and after its loss if it survived.
7. If there were any previous research of the vessel for the 1821 incident and its story.
8. If there was a wreck site for Repeater and if it had been identified, dived and recorded.
9. If any salvage of the vessel and its cargo had been carried out
10. If any previous reports had been produced for the Repeater.

4.0 Background

When I started researching Repeater I knew she was a wooden sailing vessel involved in an event on December 4th 1821 near Pwllheli and her cargo was reported to be cotton.



Pwllheli in Cardigan Bay



Pwllheli and the probable place Repeater was driven ashore

5.0 Research Methodology

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

I searched Lloyds Register of Shipping (LR) for "Repeater" looking for details of her dimensions, master, builders and owners for 1821 with a match and then searched each year from 1815 until 1821.

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

I searched The British Newspaper Archives (BNA) for "Repeater Allen" looking for sailings, arrivals, a launch, owners, builders, mishaps and any details of her loss from 1815 until 1822 and found matches. I then searched "Repeater Young" and "Repeater Baltimore" which produced details of the previous master Glover so I searched "Repeater Glover" and all produced matches

I searched Welsh newspapers on line for "Repeater" looking for sailings, arrivals, a launch, owners, builders and any details of her loss and found a number of matches, but only in 1821 and 1822 relating to her loss.

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

I searched "Thomas Tenant", "Tenant Baltimore", "Tenant Ship owner" in Google to find details about him or his family with matches and in BNA with no matches to find details about his business and life.

I searched "Russell Glover" in Google to find details about him or his family with a match and in BNA with matches and to find details about his business and life.

I searched in Google and BNA to find details of the masters of Repeater with no matches.

I searched "Ship Repeater" in google and found no matches. The word repeater generates numerous references to electronics. I tried adding "American" and "Baltimore" and "Massachusetts" without matches.

I searched "Tinney Baltimore" in Google, WNL and BNA with no matches.

I searched "Repeater Glover", "Repeater Allen" and "Repeater Young" in the American newspapers on line and found matches. I also searched "Repeater Boston" and "Repeater Portland" with no new matches.

6.0 Results

Vessel	Name/s	Repeater	
	Type	Fully rigged ship	
		Cargo	
Built	Date	1815	
	Builder	Unknown	
		USA	
Construction	Materials	Wood	
	Decks	2	
	Bulkheads	None	
Propulsion	Type	Sail	
	Details	Square Rigged	
Engine	Details	N/A	
	Boilers		
Drive	Type		
	Number		
Dimensions	Length	Unknown ft	ins
	Beam	Unknown ft	ins
	Draught	17 ft	0 ins
Tonnage	Gross	362 tons	
	Net		
Owner	First	Russell Glover	
		Baltimore, USA	
	Last	Thomas Tenant	
		Baltimore, USA	
	Others	Tinney	
Registry	Port	Massachusetts, USA	
	Flag	American	
	Number		
History	Routes	Baltimore to London, Liverpool and Europe	
	Cargo	Cotton, Tobacco, staves	
Final Voyage	From	Baltimore	
	To	Liverpool	
	Captain	Maxwell	
	Crew	Numbers unknown	
	Passengers	Numbers unknown, but some were on board	
	Cargo	Cotton	
Wrecking	Date	November 30 th 1821	
	Location	7 miles from Pwllheli	
	Cause	Severe gale force winds	
	Loss of life	None	
	Outcome	Total wreck – cargo saved	

Gore's General Advertiser July 4 1816

For BALTIMORE.

The fine American Ship REPEATER,

RUSSELL GLOVER. Master;

Burthen 350 tons, on her first voyage, Coppered and copper fastened, and a remarkably fast sailer ;- is now loading at the southwest corner of the, King's Dock, and will be dispatched the first regular vessel - for freight or passage, having superior accommodations,

apply to Captain Glover,
or to LODGES and TOOTH.

Alexandria gazette, commercial and political August 26, 1816

Baltimore August 23rd

By Captain Glover of the ship Repeater of Boston, arrived at this port today from Liverpool, the editor of the Federal Gazette has been favoured with a file of English newspapers up to 15th July, from some of the latest of which a few extracts are made for this day's paper.

Liverpool Mercury - Friday 04 October 1816

Repeater Glover, hence at Baltimore in 36 days

Public Ledger and Daily Advertiser September 21 1818

COWES. Sept. 18 – Arrived the American Ship Repeater, Young from Baltimore, put in for orders – 28 days passage.

Hampshire Chronicle - Monday 21 September 1818

COWES, Sept. 18 - On Friday arrived, from Baltimore, with a cargo of tobacco, the American ship Repeater, Young, for orders.

Liverpool Mercury - Friday 21 February 1817

patch. Apply to Captain J. Hillert, or
WM. & JAMES BROWN & Co.

For BALTIMORE.
 The fine American Ship **REPEATOR**,
JOHN ALLEN, Master ;
 A Regular Trader,
 Burthen 350 tons ; coppered and copper-
 fastened ; is a remarkably fast sailer ; will be des-
 patched an early spring ship. For freight or pas-
 sage, having handsome accommodations, apply on
 board, in the King's Dock, or to
BOLTON and OGDEN.

One of the first Ships,
FOR BOSTON,
The regular trading fine American Ship

The Alexandria herald May 28, 1817

JOHN SLADE

Has just received by the ship Repeater via Baltimore, and the ship Winifred direct to this port the remainder part of his spring importation of

HARDWARE AND CUTLERY

He has likewise received a further supply of

BAR IRON

Consisting of flat, from 1in. to 5in. wide, and from 1-4in to 1 1-4in thick, square from 1-4in to 2in, round 1-4 to 1 1-4in. Plough plates from 3lb to 16lb etc etc. which makes this assortment as any in the U. States

May 28

Alexandria gazette & daily advertiser April 15, 1820

Baltimore April 13th

LATEST FROM FRANCE

We have been politely favoured with Paris papers to March 1st, the the beautiful fast sailing ship Repeater, captain Young which arrived last evening from Havre, in the very short passage of 36 days. They contain no late intelligence of importance from Europe, and little of interest, except extracts which will be found below. They are filled with details of the late *assassination plot* in England, which seem for the moment to have excluded every subject else. There have been no late arrivals from U. States, at Havre, when captain Young sailed. He brings dispatches for our government.

Alexandria gazette & daily advertiser. (Alexandria [Va.]), September 10, 1821

Norfolk September 4th

Arrived about 3 o'clock this afternoon – steam boat Norfolk, Campbell from Baltimore accompanied by the steam boat Virginia, Fergusson, which left here this morning for Baltimore, both having in tow the ship Repeater, Maxwell (of New York) which cleared on Friday from Baltimore, with a cargo of cotton bound for Liverpool, and having been knocked on her beam ends in the hurricane on Monday, off the mouth of the Potomac, was compelled to cut away all of her masts to right her. The Norfolk fell in with her and took her in tow, and afterwards being met by the Virginia, she assisted in towing her in.

Richmond Enquirer. (Richmond, Va.), September 07, 1821,

Effects of the hurricane yesterday at Hampton ,Old point Comfort and the Roads

The storm on Monday raged with prodigal violence up the bay. The ship Repeater which was towed down by the Norfolk and Virginia, to this port, having all three of her masts cut away by the board, exhibits a melancholy roof of the fury of the elements.

Kentish Weekly Post or Canterbury Journal - Friday 05 October 1821

AMERICAN PAPERS.

TREMENDOUS GALE.

Our Norfolk correspondent My Lydale has supplied further details of the disaster in that town. The aggregate of the loss at Norfolk, Virginia is estimated at 200,000 dollars

The ship Repeater, Capt. Maxwell, from Baltimore for Liverpool, anchored before the gale off Point Lookout. During the gale parted her small cable, when the best bower was put out, but such was the violence the wind that she capsized at her

anchorage, and was fast drifting ashore, when the Captain ordered all her masts to be cut away. Soon after the Norfolk steam-boat fell in with the Repeater, and towed her into Norfolk.



Fig. 1 **Chesapeake Bay**

Globe - Tuesday 04 December 1821

LIVERPOOL, DECEMBER 2. The Repeater, Maxwell, from Baltimore for this port, was driven on shore 30th ult. about seven miles from Pwllhely; she is bilged and all the masts gone by the board. Crew and passengers saved, and cargo expected to be saved

Sun (London) - Thursday 06 December 1821

LIVERPOOL, DEC. 4 - Seven hundred and seventy-one bales of cotton have been saved from the Repeater, one hundred of which are partially wet, and 20 to 30 completely damaged.

Lancaster Gazette - Saturday 08 December 1821

We were visited last night (Friday, 30th ult.) with a severe storm from the North West, which continued with unabated violence, the greatest part of this morning (Saturday.)

The Repeater, from Baltimore for this port, was driven on shore the 30th ult. at Avonwon, about 7 miles from Pwllhely : she is bilged and all the masts gone by the board: crew and passengers saved : the cargo is all expected to be saved— 530 bales of cotton have been landed in good order, and 4 bales damaged.

The Cambrian December 8 1821

We regret to state that the storm of Friday has been very calamitous on the Welsh coast. No less than eleven vessels have been stranded between the Dee and the Conway and it is distressing to add, that several lives have been lost.

Manchester Mercury - Tuesday 11 December 1821

The Repeater, from Baltimore, for this port, was driven shore about seven miles from Pwllhely ; she is bilged, and all her masts are gone by the board. Crew and passengers saved ; the cargo is also expected to be saved ; 530 bales of cotton have been landed in good order, and 4 bales damaged.

Sun (London) - Tuesday 11 December 1821

PWLLHELY, DEC. 9.—The Repeater's., cargo. has all been saved ; 754 bales of cotton in good order ; 230 do. damaged and 5m. barrel staves. They are all shipping for Liverpool. The vessel's materials are also saved, some part which, along with the wreck, have been sold.

Morning Post - Thursday 03 January 1822

Beaumaris, Dec. 31.— The British Queen, loaded with cotton from the wreck of the Repeater, parted her cable, and came ashore about three miles to the eastward of Pwllhely; cargo landed in good order, and re-shipped on board of another vessel.

The Cambrian 9th March 1822

Pillaging Wreck.—On the 4th inst. John Thomas, of Beudymawr, in the parish of Llanystyndwy, farmer, was prosecuted before the Magistrates acting for the Hundred of Evionydd, at the instance of the Underwriters at Liverpool, for unlawfully carrying away a sail from the sea-shore, on the morning the ship Repeater, of New York, was wrecked in that parish when, after a full hearing, the offender was convicted under the 26th Geo. II. c. 19. in the penalty of £15., which he paid. The Underwriters have since very handsomely directed the sum of £10, part of the penalty, to be lodged with the Rector of the parish, to be distributed in charitable purposes and they hope it will be a warning to all persons not to plunder, but to assist in preserving goods cast ashore from wrecks.

Llanystumdwy is a predominantly Welsh-speaking village, community and ... The community includes the villages of Chwillog, Afon Wen, Llanarmon, Gwynedd, and Llangybi, Gwynedd. It belonging to the ancient commote of Eifionydd on the Cardigan Bay coast,

Thomas Tenant (1769–1836)

Thomas Tenant was a Federalist, a Baltimore merchant, shipowner, wharf owner, and prize agent who served as a major in the Sixth Regiment of the Maryland militia.

Rossie was a schooner launched at Baltimore in 1807. At the outbreak of the War of 1812 she became a privateer, operating under a letter of marque. She made two voyages, the first as a privateer, and the less successful second as a letter of marque.

Rossie Owners: First letter of marque: John McKim Jr., Thos. Tenant, Robt. Patterson, Andrew Clopper, Levi Hollingsworth, Jas. Partridge,, Christopher Deshon, Jas. Briscoe, August & Frederick Schwaetse & Jeremiah Sullivan.

Armament first letter of marque: 1 x long 9-pounder gun + 11 x 12-pounder carronades.

The British Navy Frigate Dryad captured her in January 1813 and Rossie arrived in Plymouth on 17 January 1813.

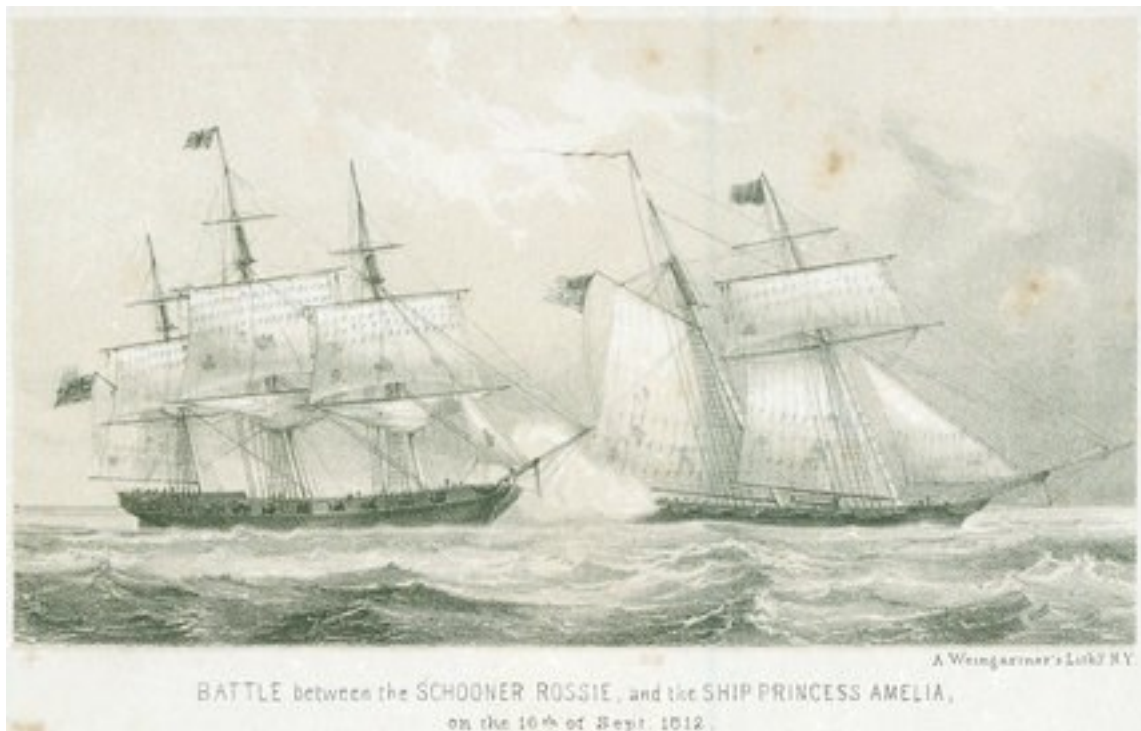


Fig 2 Schooner Rossie, privateer

Hull Packet - Tuesday 17 November 1812

PRINCESS AMELIA PACKET. We lately mentioned the capture of the Princess Amelia packet, and the death her gallant commander, Capt. Moorsom. The following the mate account of the engagement ;

Sir—I take the first opportunity of informing you, that H. M. packet boat, Princess Amelia, sailed from the Island of St. Thomas's, on Saturday the 12th Sept, in company with the ships Hibernian and Phoenix, of London, and Neptune and Flora, of Lancaster, and parted with them the 14th. On Tuesday the 15th at 2p.m. lat. 22- 24. long. 65.8. we saw a schooner standing to the southward; at 3 p. m.

made the private signal with a gun; she immediately hoisted Spanish colours, tacked and stood towards us. At six, she came within gun-shot. Supposing her to be an enemy Captain Moorsom ordered a shot fired at her: upon which she immediately hoisted American colours, crossed our stern, and fired a broadside into us. The action then became general on both tides: the enemy keeping a heavy discharge of musketry, and within pistol-shot. At half-past six, Mr. Nankivell, the master, was shot through the head; and about 20 minutes afterwards, Capt. Moorsom was killed by a grape shot, which entered his left breast, at this time, myself and nine men being wounded, and one boy killed, besides the captain and master, and not being able defend the ship any longer in a crippled state, against a force so superior, at seven sunk the mail, and struck our colours. When taken possession of, she proved to be the *Rossie*, American privateer, commanded Commodore Barney, of Baltimore, mounting 11 carriage guns, 9 and 12-pounders, with a complement of 95 men, I was taken on board the privateer with the crew of the packet, except three men (badly wounded) and the doctor and steward. The next morning the packet made sail for Charlestown. The only passengers were, Mr. and Mrs. Dyott and servant, from Montserrat, who were permitted to remain in the packet.

I am, &c. Wm. Ridgard, Mate.

Oxford University and City Herald - Saturday 30 January 1813

Arrived the private armed schooner *Rossie*, Commodore Barney, from a cruise. This schooner has taken, sunk, and burnt, eighteen prizes; she was ninety days effective sea. Result, 3,693 tons of shipping with cargoes, valued at upwards of one million five hundred thousand dollars and 217 prisoners

The London Gazette P843

London, April 19, 1814-.

Notice is hereby given to the officers and company his Majesty's ship 'Dryad', as were actually on board the 6th January 1813, at the capture of the American schooner of war *Rossie*, that they will be paid their respective proportions for head money for taking the said prize, on board the *Dryad* on her arrival at Deptford; and that afterwards be recalled on Tuesdays and Thursdays at No. 3, Brick-Court, Temple, during the period allowed for the same.
Thomas Collier, Agent.

Details of Privateers authorised in 1812-14 war

Highflier schooner Jeremiah Grant, master – owners Thomas Tenant, Joseph Patterson, Robert Patterson, 6 October 1812 Baltimore

Brutus schooner James Forbes, master - owner Thomas Tenant, 21 October 1812 Baltimore

Macedonian schooner Joh H. Davis, master- owner Thomas Tenant, 16 December 1813 Baltimore

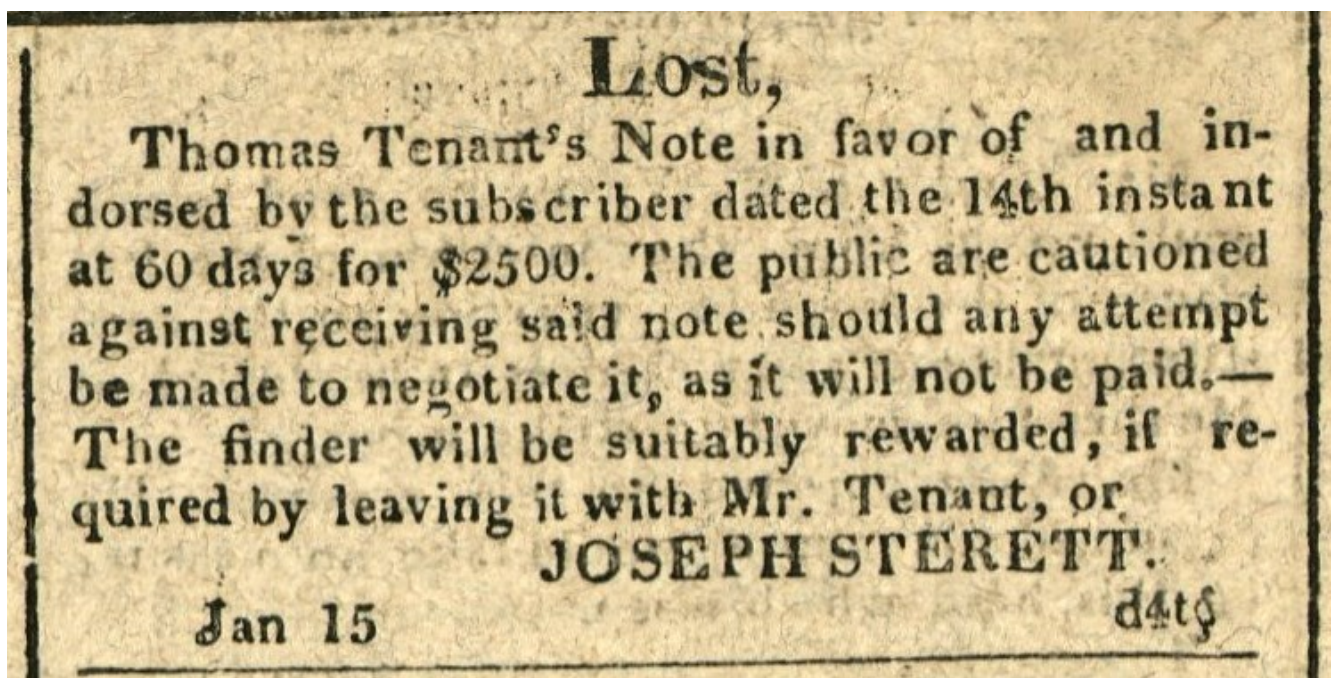


Fig. 3 Advert for a Note for \$2500

Joseph Sterett (1773-1821) was a wealthy land-owner, merchant and planter who commanded the Fifth Regiment of Maryland militia at the Battle of Bladensburg and Battle of North Point.

Quasi war United States and France

Spartan, Schooner 110 tons, 4 guns, 10 men master Thos. Charles Howe. Registered at Baltimore October 18 1799. Owner Thomas Tenant of Baltimore Md. Built in Talbot County, Md., 1799

October 19 1799 commissioned private armed vessel, Baltimore, Md.

November 1 1799 on route Baltimore to St Thomas captured by French privateer Diomedé and carried into Basseterre, Guadeloupe. A prize court condemned the vessel as it had a letter of marque as a privateer and it was sold. Tenant was paid by his insurance company but this did not cover all his losses.

The legal argument over the seizure continued after Thomas Tenant's death and his estate was ordered to be paid compensation by the American government as they were responsible for reparations to American citizens under the treaty with France that ended the war.

United States. Congress. Senate. Committee on Commerce and Manufactures

Memorial of Thomas Tenant and George Stiles, of the City of Baltimore, Merchants, and Ship Owners, Praying that Certificates of Registry May be Granted to Their Vessels. February 2, 1818. Read, and Referred to the Committee on Commerce and Manufactures

Russell Glover

Belfast Commercial Chronicle - Monday 12 October 1807

NEW-YORK, Aug. 31. [from the BALTIMORE FEDERAL GAZETTE OF THURSDAY, AUGUST 27.] We have spared no trouble this morning to acquire correct knowledge the facts connected with the villainous seizure of a valuable ship within our own waters. The case of the Othello, as far as are permitted to state at present, is this; The Othello was an American ship, commanded by Captain Glover, bound from Liverpool for Baltimore, and came to an anchor last Sunday morning in the Patuxent, being more agreeable harbour with the head wind than the open Bay. Sometime after, the Captain the French frigate Patriot came aboard the Othello, where continued two hours. The behaviour of the French Captain was gentlemanly, and obtained from Captain Glover some English newspapers, soon after the French Commander had returned to his ship, Captain G. discovered a schooner alongside the Patriot, which proved to be the French privateer. Shortly after she came up, and commenced firing at the Othello. The privateer had discharged several volleys of musketry, a ball from one of which passed through the hat of Captain G's Mate, when Captain G. sent off boat to enquire into the cause of the assault. The Captain of the privateer commanded

Captain G. and his Officers to repair with his papers on board his vessel. The Commander of the privateer said would make a prize of the Othello, as coming from an English port, and of the cargo being British manufacture acknowledged his intercourse with the French frigate, stating, that had read the Papers which had been received by her Commander from Captain G.; after which, being asked what had been his business alongside the Patriot, answered, that he had an iron made for his rudder her blacksmith. The Commander of the privateer, it appears, had offered a pilot-boat 100 dollars take him, with the Othello, out of the Capes, clear of the British Squadron. The pilot refused ; but we are not informed as whether from this circumstance it was the Othello was liberated. A full statement is preparing for the public, this outrage. From the relation of a respectable Gentleman, well acquainted with the facts as stated, we are inclined believe that the privateer was countenanced by the Captain of the French frigate Patriot, This impression, acknowledge, is produced the assertion the privateer's Captain, that the Captain of the Patriot supplied him with 14 men, and offered him 100. At such a crisis as the present, when are surrounded with enemies, we must permitted to protest against the doctrine, that commerce should protect itself. If are not to have navy capable of guarding the entrance of our harbours, yet we should certainly maintain sufficient force to expel from our rivers such contemptible robber as cannot carry nine pounders.

7.0 Analysis

The initial report that Repeater was involved in an incident on 4th December 1821 is incorrect, she was driven ashore on 30th November 1821. The Coflein report shows the wreck site nearer to Pwllheli than I believe is correct.

The Repeater was driven ashore in the parish of Llanystyndwy near Afon Wen, the newspaper report of March 1822 of a farmer prosecuted for "Pillaging" the wreck by carrying off a sail from the vessel tends to clarify the seven miles from Pwllheli. The report of the Lancaster Gazette - Saturday 08 December 1821 also reports the location as Afon wen.

The Repeater had an eventful voyage, at anchor at the exit of Chesapeake Bay after leaving Baltimore she was capsized by a storm and the masts were cut away to allow her to come back from lying on her side. The sails furled on the masts in the water were preventing her righting and she was being swept ashore. A steamer came to her aid and towed her into Norfolk, Virginia. When she reached the St Georges Channel she was driven by a severe storm into Cardigan Bay and ashore near Pwllheli.

The Repeater being American built and owned only appears in BNA when she is in Europe, so there are no details of her builder or of her until after the 1812-14 war with the USA which continued into 1815 due to the communications of the time. In fact her last owner, Thomas Tenant profited by the masters of British vessels not being aware of the war in 1812 and privateers, like the Rossie, he was involved in owning, taking them as prizes.

The records of vessels in the USA are not available on line and the only details of her owners come from a google search. Russell Glover her master in 1816 and may be also her owner or part owner, appears in a report from Baltimore reprinted in a Belfast newspaper from 1807 when a French privateer took his vessel Othello as a prize but because of a Royal Navy squadron outside Chesapeake Bay had to release her again.

The reports concerning Repeater all came from the BNA, with the report of the prosecution for pillaging came from WNL. The reports concerning the American owners came from Google searches. A later search in American Newspapers on line produced reports of European and British newspapers delivered by the master, an advert of cargo delivered for retail sale and some records of the vessel's movements. It is however limited in the newspapers available particularly for early dates.

There are insufficient details of the masters and owners except Thomas Tenant to make any other type of search to discover family details.

8.0 Conclusions & Recommendations

I have spent about 30 hours on this research, 95% of the time on line.

The original information of the event occurring on December 4th 1821 is not supported by the newspapers published at the time which give the date for the loss as the 30th of November. Some of them were published on the 4th December.

The Repeater was driven ashore and wrecked, so there is no wreck site.

I have again seen the limited information available on line for American vessels at this time.

The original questions have been answered except for any information concerning the builder, the vessels dimensions or its masters and crew. The only owner I could find information concerning was Thomas Tenant.

The only reference to the Repeater was in Coflein giving the incorrect date of her loss quoting Lloyds List.

The cargo was salvaged including the damaged bales and the remains of the vessel were sold.

There is limited information available about the Repeater so insufficient to warrant any further type of publication. The discovery of further details would entail visits to the USA to Baltimore and Massachusetts to view micro film.

9.0 References

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

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

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

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

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

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

Appendices:

Appendix A – Table of Lloyd's Registers entries for the *Repeater*

1818

ABOUT

BLOG

PROJECTS

HELP

DONATE

CONTACT

JOBS

VOLUNTEER

PEOPLE

1817-18

176	Repeater	S	Allen	382	Massa	1815	R. Glover	18	Li B timr	A	1
		s.C.10	Young		O.&P.		Tinney		Lo Baltimore		1
7	Reprisal	S	Gardner	198	Emden	1805	Pilans&C.	10	Et Amer.	A	1
		s			s D						1811
8	Requa	Bg	Harris	55	French		Kingstn&c	9	Da N'fnd	E	1
		s 11			s d	NK1&	trp14	rp.17			3
9	Request	Sw	Davison	248	Whitby	1799	Capt.	14	Sh Londn	E	1
					s d	Drp.16					3
186	Requiza	S	Markes	372	N Amr	1808	America	16	Li N.Orls	A	1
		s.C.10									1811
1	Resolutie	S	Stoffers	188	India		Dutch	10	Pl Amstr	I	1
		Ch&s.W&C.IB.			Teek	w.e.	Sharp				3
2	Resolucia	Bg	J. Felix	269	Bahia	1803	De Costa	14	Li Brazls	E	1
		s.C.10									7

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176 Fully rigged ship Repeater, Master Allen amended to Young, 383 tons, registered in Massachusetts, built in 1815, copper sheathing 1816, owner R. Glover amended to Tinney, American owner, 18 feet draught, sailing Liverpool to Baltimore, amended to London to Baltimore

Underwriters volume as above except master J Allen amended to J Young, no other amendments.

1819 ship owners volume owner now Tenners, survey Oct A1, built of Oak and Pine.

1819 Underwriters volume, owner T.Tenant, No sailing Cowes survey A2 September

1820 ship owners volume, survey 1818 A1

1820 Underwriters volume no change

1821 ship owners volume, survey July A1

1821 Underwriters volume 1819 survey A2

1822 ship owners volume copper sheathing 1817, A1 1820

1823 ship owners volume, no change

1824 ship owners volume, no change

1825 ship owners volume, no change

1826 ship owners volume, no change except marked not surveyed for 4 years

1827 no entry

Appendix B – The Timeline for the *Repeater*

1816

April 26 1816 Charleston sailed Repeater, Glover for Liverpool

May 8 1816 Spoken to Repeater, Glover at Lat 40 55 Long 60 26 for Liverpool

May 31 1816 Liverpool arrived Repeater, Glover from Charleston

July 19 1816 Liverpool sailed Repeater, Glover for Baltimore

August 24 1816 Baltimore arrived Repeater, Glover from Liverpool

December 28 1816 Liverpool arrived Repeater from Baltimore

1817

March 6 1817 Portland, Maine Repeater, Allen for Baltimore uncertain sailing date

June 12 1817 Reported Repeater, Allen at Baltimore

July 16 1817 Gravesend arrived Repeater, Allen from Baltimore

July 17 1817 London Customs house inwards Repeater, Allen from Baltimore

July 27 1817 London Customs house outwards Repeater, Allen for Baltimore

August 6 1817 Gravesend sailed Repeater, Allen for Baltimore

August 8 1817 Deal came down the river Repeater for Baltimore

October 6 1817 Baltimore arrived Repeater, Allen from London

1818

September 18 1818 Cowes arrived American ship Repeater from Baltimore

September 21 1818 Cowes sailed Repeater, Young for London

September 24 1818 London Custom House inwards Repeater, Young from
- Baltimore

October 3 1818 London Custom House outward Repeater, Young for Baltimore

October 29 1818 Gravesend sailed Repeater, Young for Baltimore

October 31 1818 Deal came down river & remain in Downs Repeater for
- Baltimore

December 30 1818 Baltimore arrived Repeater, Young from London

1819

March 24 1819 Helvoet arrived Repeater, Young from Baltimore

May 19 1819 Baltimore arrived Repeater

November 30 1819 Havre arrived Repeater, Young from New Orleans

1820

April 13 1820 Baltimore arrived Repeater, Young from Havre

June 10 1820 London Custom House inwards Repeater, Young from Baltimore

June 30 1820 Gravesend sailed Repeater, Young for Baltimore

July 1 1820 Deal arrived from river and sailed Repeater, Young for Baltimore

August 18 1820 Baltimore arrived Repeater, Young from London

1821

April 1 1821 Bremen arrived Repeater, Young from Baltimore

October 1821 Norfolk, Virginia Repeater, Maxwell damaged in storm

December 1821 Near Pwllheli Repeater, Maxwell driven ashore - wrecked

