

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



A brigantine

Report compiled by:

Graeme Perks

Report Title:

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*Selma***

Compiled by:

Graeme Perks
graperks@aol.com
Sutton Coldfield
UK

On behalf of:

Nautical Archaeology Society
Fort Cumberland
Fort Cumberland Road
Portsmouth
PO4 9LD
Tel: +44 (0)23 9281 8419
E-mail: nas@nauticalarchaeologysociety.org
Web Site: www.nauticalarchaeologysociety.org

Managed by:

Malvern Archaeological Diving Unit
17 Hornyold Road
Malvern
Worcestershire
WR14 1QQ
Tel: +44 (0)1684 574774
E-mail: MADUdiving@gmail.com
Web Site: www.madu.org.uk

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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 Selma was built in Abo, Sweden in 1866 by Jonsson but only occasionally came to the UK and became Russian registered at Foglo. The Selma was recorded as condemned in LR in 1890 but then was sold, then being registered in Kalmar, Sweden.

The Selma brought a cargo of timber to Aberystwyth but on entering ran aground, causing damage and she was again condemned. Selma was sold in parts after only a low bid was made at auction for the whole vessel. Selma was broken up in Aberystwyth harbour and the wood and other fittings sold separately.

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2.4 Contributors

Madu

2.5 Abbreviations

LR	Lloyds Register of shipping
BNA	British Newspaper Archives
MADU	Malvern Archaeological Diving Unit
MNL	Mercantile Navy List
NAS	Nautical Archaeology Society
NAW	National Archives of Wales
NPRN	National Primary Resource Number
OS	Ordnance Survey
WNL	Welsh Newspapers on Line
w/e	Week ending

3.0 Introduction

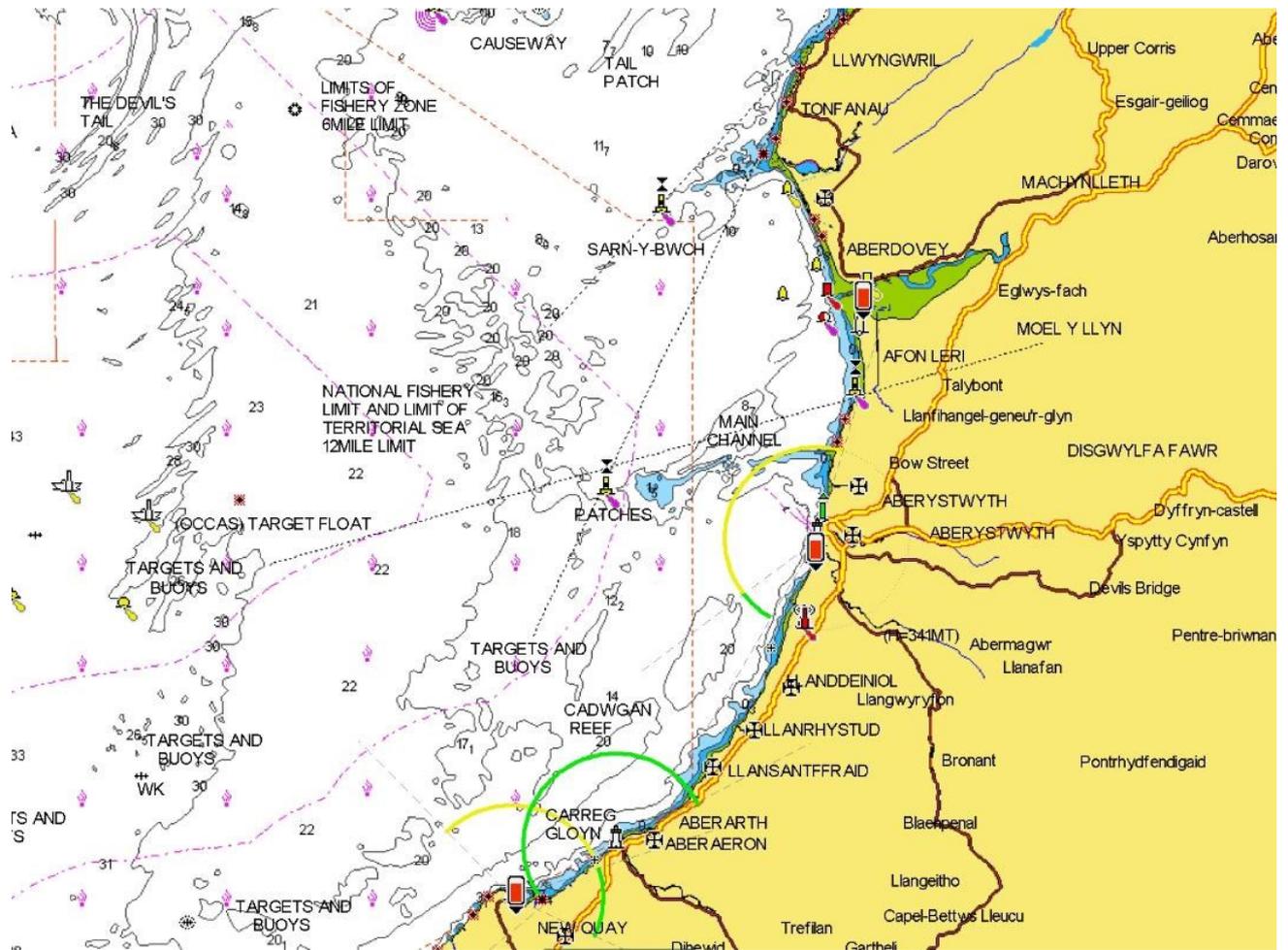
1. I selected Selma to research because she had been lost in Aberystwyth and I wanted see how much information I could find about her. I also wanted to find out what happened and I wanted to discover:
2. The dimensions of the vessel, who the builder was and when she was built and any other information available about her.
3. Information concerning the voyages, cargo's, any events affecting the vessel, details of its masters, crew and owners.
4. To find out the sequency of events leading up to the loss of the vessel, whenever that was and the event in 1893.
5. To discover the cause of the event in 1893 and if the vessel survived, the cause of its eventual loss.
6. The events that happened after the incident in 1893 and up to and after its loss if it survived.
7. If there were any previous research of the vessel for the 1893 incident and its story.
8. If there was a wreck site for Selma 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 Selma.

4.0 Background

When I started this project It was reported that Selma was a wooden brigantine with one deck, of 205 tons, built in 1866. She was involved in an incident on 27th Sept 1893 at Aberystwyth, in the mouth of river Rheidol, Cardiganshire.



Abrystwyth Harbour



Abystwyth and approaches

5.0 Research Methodology

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

I searched Lloyds Register of Shipping (LR) for "Selma" looking for details of her dimensions, master, builders and owners from 1893 with a match. I then searched yearly from 1866.

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

I searched the Crewlist Project for " Selma" looking for her official number and links to MNL, appropriation book, crew lists, owner and if she was repaired at Aberystwith with no matches.

I searched The British Newspaper Archives (BNA) for "Selma, Anderson", the name given for the master when she arrived at Aberystwith with matches, but these were in the 1870's and later showed the vessel to be a barque of 560 tons, so not this vessel which was described about 300 tons. I did find some matches in 1888 1890's. I searched "Selma Holmstrom", "Selma, Svenssen" and "Selma Abo" with matches. I searched "Brigantine Selma" with matches all relating to the loss at Aberystwyth.

I searched "Selma of Foglo " looking for sailings, arrivals, owners, mishaps and found no matches.

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

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

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

I searched the American Bureau of Shipping records for 1888 to 1890 via the Mysticseaport web site for Selma, since another Selma that was also a Russian vessel was included but with no matches.

I searched on line for "ship building Abo" and found a match.

6.0 Results

Vessel	Name/s	Selma	
	Type	Brigantine	
		Cargo	
Built	Date	1866	
	Builder	Jonsson	
		Abo	
Construction	Materials	Wood	
	Decks	One	
	Bulkheads	None	
Propulsion	Type	Sail	
	Details		
Engine	Details	N/A	
	Boilers		
Drive	Type		
	Number		
Dimensions	Length	103 ft	0 ins
	Beam	25 ft	5 ins
	Draught	11 ft	9 ins
Tonnage	Gross	205tons	
	Net	199 tons	
Owner	First	Unknown	
	Last	C A Svensson	
		Sweden	
	Others		
Registry	Port	Kalmar, Sweden, Folgo, Russia	
	Flag	Swedish, Russian	
	Number		
History	Routes	Baltic to Europe and UK	
	Cargo	Timber, coal	
Final Voyage	From	Uleaborg, Sweden	
	To	Aberystwyth	
	Captain	C A Svensson	
	Crew	Unknown	
	Passengers	None	
	Cargo	Timber	
Wrecking	Date	27 th September 1893	
	Location	Aberystwyth Harbour	
	Cause	Lack of control of vessel when being brought into harbour resulting in grounding	
	Loss of life	none	
	Outcome	Condemned, broken up. Cargo delivered.	

South Wales Daily News 18th October 1884

NEWPORT.

IMPORTS-Oct. 17. Stettin, Arno, 600 loads timber, order Riga, Ida Marshall ss, 1490 loads sleepers, Bart, Boulton & Hayward Uleaberg, Selma, 8449 pieces deals, battens and boards, Batchelor & Co

Lloyd's List - Wednesday 12 December 1888

Christiansand, Dec. 9.—The following vessels have repaired and are ready to proceed :—Anna, Fischer, from Kotka for Northfleet; Selma, Andersen, from Helsingfora for Seville;

Yarmouth Mercury - Saturday 26 October 1889

The Selma schooner, of Abo, from Rafso for this port with cargo of firewood, struck on the bar on Monday when being towed and carried away about fifty feet of her false keel.

Lloyd's List - Monday 28 April 1890

PRAIRIE KING (tug).—*Newport, Mon.* April 28. 11 5 a.m.—Steam tug Prairie King, of Newport, April 25, 10 20 a.m., near the West Usk Buoy, entrance to River Usk, Bristol Channel, tug having towed the Selma to Usk Buoy, was going alongside for payment, when bar wheel chain parted, causing her to strike Selma amidships stem on. Tug had stem and bow plates stove in besides other damage, and her fore compartment filled ; now in dry dock. Selma has put back to dock.

Northern Guardian (Hartlepool) - Tuesday 04 October 1892

EXPORTS.

Selma, Anderson, Stromstadt, - 240 tons coal— Metcalfe, Simpson, and Co., agents

Sunderland Daily Echo and Shipping Gazette - Tuesday 30 May 1893

SUNDERLAND CUSTOM HOUSE. ENTERED OUTWARDS. Selma, 199, for Kalmar, lying South Dock, C. Senstius.

The Aberystwith Observer 2nd November 1893

ABERYSTWYTH.
SALE OF BRIGANTINE

MR J. J. GRIFFITHS has received instructions from the Master and Agent to Sell by Public Auction, on TUESDAY, November 7th, 1893, on the Rofawr Wharf, all the

BRIGANTINE SELMA,

With all Sails, Warps, Boats, Chains, &c., as she now lies in the Harbour, in one or more lots, subject to such conditions as shall be then and there read.

The Vessel is about 200 Tons register, and 360 Tons Dead Weight. The Hulk has been somewhat damaged in the Harbour, but the Materials are in good condition and of excellent quality. Two sets of Sails, one of them, and the Rigging, new.

Sale to commence at 11 o'clock in the Forenoon.

Further information of the Captain, of Captain Morgan Owen, Shipbroker, St. Michael's Place, or the Auctioneer.

TERMS—CASH.

The Cambrian News and Merionethshire Standard 10th November 1893

THE SELMA.

Brigantine Selma, November 4th, 1893. Gentlemen.—I have been instructed by my owners to apply to you for £150 compensation for loss and damage sustained by the Brigantine Selma at your harbour. Kindly let me know at once.- C. H. Iverson, master.

The MAYOR said the Captain and a friend called upon him after he received that letter by post, but of course he could not discuss the matter. Any discussion on the merits of the claim he should declare to be out of order. The question was whether the letter should be referred to the Harbour Committee or a committee of the whole Council.

Alderman WILLIAMS—When was the letter received

The MAYOR—It is dated the 4th November.

Alderman WILLIAMS after November 1st?

The MAYOR—Yes. Who shall consider the matter?

Mr PALMER thought that as it concerned the harbour the matter should be referred to the Harbour Committee.

Alderman GREEN I was going to ask if anyone knows anything about it ?

The MAYOR—That would be out of order.

Captain DOUGHTON—On what do they base their claim ?

The MAYOR—WE are not going into that. We will consider that when we decide in what way we are going to discuss the claim.

Mr D. C. ROBERTS asked if it would not be well to invite the claimant's to state the particulars of the claim ? It was only an ordinary letter. He suggested that the Town Clerk should write for particulars.

Captain Doughton seconded the proposition, and it was agreed to.

The Montgomery County Times and Shropshire and Mid-Wales Advertiser 18th November 1893

THE BRIGANTINE SELMA, of Kalmar, Sweden, was sold on Thursday by Mr. J. J. Griffiths. The vessel came here with a cargo of timber, and as the result of damage sustained while in harbour, was condemned as unseaworthy. £105 only being offered for the ship as she was, it was offered in separate lots; the part, including the hull greater, was bought by Mr. Mc'Iquham.

The Montgomery County Times and Shropshire and Mid-Wales Advertiser 25th November 1893

THE BRIGANTINE" SELMA." The Clerk read the following letter:—" Dear Sir,—In reply to your letter of the 8th inst., I beg to state that the grounds upon which the claim is made for £150 compensation, for loss and damage sustained by the brigantine "Selma," are that owing to improper and insufficient arrangements having been made for receiving the vessel into safety in the harbour, she was allowed to run on to the stones opposite the entrance of the inner harbour, instead of being conducted in an ordinary and proper manner, by boats and

check rope to a place of safety. I am, dear sir, yours obediently, C. Anderson." The letter was referred to the Harbour Committee, on a division, Alderman Green remarking, What is a mechanical method of doing things."

The Montgomery County Times and Shropshire and Mid-Wales Advertiser 9th December 1893

The Harbour Committee recommended that a new lamp be placed on the pier head, and that in future paraffin oil be used instead of colza oil. They also recommended that the Surveyor be instructed to have the loose rails on the pier head taken up and placed in safety, and that he be instructed to prepare a sketch of a suitable erection in which to store the steam crane. They also recommended that the claim of the owners of the brigantine Selma be repudiated.

The Aberystwith Observer 11th January 1894

TOWN COUNCIL.

HARBOUR COMMITTEE. The Chairman called for the report of the harbour committee, and Mr H. L. Evans presented the same.

Recommended that the Harbour Master be instructed to report upon the mooring chains in the harbour, and that the Borough Surveyor be instructed to negotiate for the purchase of a second hand capstan for the Rofawr Wharf. The Surveyor reported that he had been in communication with a Liverpool firm, re a capstan for Rofawr, and laid his information before the Council. Capt Doughton considered that the prices quoted were high, and remarked that he had purchased from Mr Mc'Ilquham the old capstan of the "Selma," which was no doubt equal to the one quoted at £5. He would be quite prepared to let the corporation have it at the price he purchased if they desired to have it, and the price was £1. Several members considered the offer to be a very fair one, and it was decided to refer the whole matter back to the committee.

The Aberystwith Observer 15th February 1894

SHIP SELMA.—NOW being broken up, in the harbour, a large quantity of good chopped firewood, sawn blocks and logs, also good useful timber, planks, beams, &c. Oak gate and fencing posts to be sold cheap.

The Cambrian News and Merionethshire Standard 16th March 1894

ABERYSTWYTH. TOWN COUNCIL COMMITTEES.

HARBOUR COMMITTEE.—A meeting of this Committee n held on Monday evening, there being present Mr J. Jenkins, in the chair, Messrs G. Green, I, Hopkins, R. Doughton, Surveyor, Accountant, and Harbour Master. The labour sheets were examined and passed.—Referring to the labour sheets, Mr Hopkins said that some of the carpenters had been complaining to him that they did not receive as much wages as some of the other carpenters.—The Surveyor explained that there was not sufficient work for the carpenters, and some of them were now working as labourers, but one of them had left. The Surveyor reported that he was in need of planks for repairing the Harbour and Rofawr jetties.—The Chairman inquired the number of planks he wanted.—The Surveyor replied that about half-a-million would meet the demand. —Mr Hopkins said that there were some good planks with Mr McIlquham. The planks were the remains of the vessel " Selma," which had been bought by Mr McIlquham, and he suggested that they ask Mr McIlquham the price he wanted for them.- The Surveyor replied that they had had some planks from old vessels before, and they had answered the purpose better than new ones.—The Surveyor was authorised to ask Mr McIlquham the price he wanted for the planks.

The Aberystwith Observer 1st November 1894

NOW READY FOR DELIVERY,

AT

BRIDGE END STORES,

A LARGE QUANTITY OF

CUT FIREWOOD,

OAK AND PINE,

BLOCKS AND LOGS.

NICE AND DRY FROM SHIP " SELMA."

The Cambrian News and Merionethshire Standard 6th July 1877

TOWN COUNCIL, TUESDAY, JULY 3.—Present: The Mayor, Aldermen Williams (in the chair), Thos. Jones, Phillip Williams, Messrs George Green, John Jones, Bridge-end, Thomas Griffith, Peter Jones, John Jones, Great Darkgate-street, J. W. Thomas, T. H. Jones, W. H. Thomas, Town Clerk, David Jones, borough accountant, Rees Jones, borough surveyor.

THE HARBOUR.

After the bills had been passed, The MAYOR said he had received a letter, which he thought he could not do better than read. It was as follows

Aberystwyth, June 29, 1877.

Dear sir,—We, the undersigned, Aberystwyth shipbuilders and masters, most respectfully beg to draw your Honour's attention to the many casualties which occur to vessels, especially strange vessels in coming into Aberystwyth harbour. These casualties arise, we believe in many instances, from the fact of there not being a thoroughly capable man on board the vessels as pilot. We therefore think it is highly desirable for the safety of shipping and general trade of this port that three or four of the most competent men in the locality should be appointed as branch pilots, and most respectfully request that your Honour apply to the secretary, Trinity House, London, and recommend that such an appointment be made. Such application to be made on behalf of the Corporation as the Harbour Authorities. (Signed) Thomas Jones, merchant, Thomas Jones and Son, merchants and shipowners, R. R. Roberts and Son, timber merchants and shipowners, Morgan Owens, shipowner, Edward Jones, harbour master, David Jenkins, master mariner, John Jones, master mariner, Thomas Richards, master mariner and shipowner, David Lloyd, master mariner, John Lloyd, master mariner, John Hughes, master mariner, Thomas Morris, master mariner, Griffith Jones, master mariner, David Jones, master mariner, Thomas Jones, shipowner.

The MAYOR thought the time had come when something ought to be done. It was necessary for some men to be appointed to prevent injury to ships, especially to strangers, on entering the harbour. Mr. Thomas Jones had been a great sufferer. The Hope, one of his vessels, had been injured on entering the harbour, and he thought the Council ought to do something.

Mr. J. W. THOMAS observed that a Portmadoc vessel had sustained damage on entering the harbour, and it was now a fact that vessels insured at Portmadoc were not allowed to come to Aberystwyth, except at their own risk.

Mr. THOMAS JONES related how the Hope came to be damaged to the extent of £300, and said that great care would have to be taken in making arrangements about pilots. Hobblers would still be required, and cables were necessary. The whole matter was referred to the Harbour Committee for consideration.

Towyn-on-Sea and Merioneth County Times 10th August 1899

NARROW ESCAPE OF A STEAMER. As the Countess of Lisburne was coming into the harbour on Thursday night week and nearing her moorings a rope was thrown on to the quay, but the hobblers, who were sheltering under the old life-boat house, failed to secure it, with the result that the steamer was turned by the current right across the river into a position of considerable danger, where, if she had grounded, both vessel and cargo must have been lost. Fortunately the steamer was at last safely moored. In order to avoid recurrence the directors of the steamer have decided to appoint five men as hobblers to be under the direct control of the captain, instead of depending on casual beach loafers.

Hobblers are responsible for the mooring of all vessels in and out of port and may be in boats for the purpose. Sailing boats entering a harbour had no engine so either sailed or were towed/ pulled by capstans, horses or men. In 1893 a smack the Lerry lost the wind entering Aberystwyth harbour, was swept by the sea into the trap at the entrance and lost.

Admiralty Sailing Directions dating to 1870 noted that Aberystwyth was the homeport for 359 vessels with a tonnage of 39,235 tons. The number of shipping movements in and out of the port in 1868 were 400. It describes the entrance to the harbour as 'defended south-westerly by a pier 260 yards long, extending in a north-northwest direction. The harbour ought not to be attempted by strangers, except in extremity, for the channel in is narrow and turns sharply, and freshes at times materially increasing the difficulty of entering, pilots boats crew and warps are constantly ready at tide times.

before at Djurgården shipyard in Stockholm. Fithie led at least three large shipbuilding projects in Turku during years 1738–1741.

The company articles of association were renewed in 1841 after initiative by Julin. It was renamed Gamla Warfsbolaget i Åbo, "old shipbuilding company in Turku". After death of the master shipbuilder Kjeldman the company wanted to find him replacement, who would be up to date about the newest technology. Development had been rapid, and all Chapman's theories started to be outdated. It would have been challenging to find in Finland a person who is skilled enough, so the company hired Danish shipbuilder Carl Johan Fredrik Jørgensen, who had been educated at military shipyard in Copenhagen. Although the yard had got a good reputation already during Kjeldman's era, Jørgensen further improved it. The yard produced at least 20 large ships of which five were steam powered, until Jørgensen left in 1868.

7.0 Analysis

The entrance to Aberystwyth harbour was difficult as can be seen from the letter to the Council in July 1877 and no action seemed to have been taken to improve the situation when the Selma was wrecked in 1893. It particularly mentioned vessels from other ports being in danger and the Portmadoc Insurance club refused to provide insurance for vessels to enter the harbour. The hoblors who were casual labour were not always reliable as can be seen from the 1899 newspaper report involving the steamer Countess of Lisburne which led to the company employing its own hoblors. The entrance to Aberystwyth harbour involves a 90 degree turn after passing the harbour wall which would present problems for a sailing vessel without a spring (rope) attached to the harbour wall to pull it round.

The master in his letter claiming damages from the council stated that ,” she was allowed to run on to the stones opposite the entrance of the inner harbour, instead of being conducted in an ordinary and proper manner, by boats and a check rope to a place of safety”. It appears from this that no action was taken to halt the forward motion of the vessel inside the harbour and she was run aground on stones causing the damage. Since boats do not have brakes he would have relied on ropes from the shore to halt this forward motion and pull it alongside the harbour wall to moor.

In 1889 the LR shows the Selma to have been condemned when she was a Russian vessel registered at Foglo, so it is unclear if repairs were made to the vessel, but she was now registered at Calmar, Sweden.

The ship yards in Abo (Swedish)/ Turku (Finnish) were founded in 1525 and by the time Selma was built had had a number of owners. Jørgensen was the builder hired to build ships until 1868 very similar to Jonsson listed as the builder of the Selma in L R. No other ship yard was listed for Abo.

The BNA provided most of the records of Selma except the auction sale, the advertisements selling the wood from the Selma and details of the claim against Aberystwyth Council.

8.0 Conclusions & Recommendations

I have spent about 25 hours on this project with about 95% of the time spent on line. The name Selma although not popular in the UK is used for a number of continental vessels.

The research has answered most of my questions except any information concerning the, owners and crew. The Selma was mainly recorded on her infrequent visits to the UK so little is known of her voyages and cargo's.

The provision of Pilots for vessels entering Aberystwith harbour would have provided an official in charge who would control the casual labour used to move and secure vessels entering the harbour. The fact it was not implemented was probably due to local ship owners not wishing to pay for a pilot when their vessels entered the harbour.

The Selma was condemned and broken up in Aberystwyth, but some of her wooden planks may still be on the Quaysides at Aberystwyth used to replace broken planks.

The information concerning the Selma is limited and there is little to include in any further publication.

9.0 References

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

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

<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 *Selma*

ABOUT BLOG PROJECTS HELP DONATE CONTACT JOBS VOLUNTEER															
27853	778		Sela	<i>Ongham 80-81</i>	WBr	British	198	109.7	24.7	12.0	P.E.Island	1859	Hayon	F.W.Fairbrass	Faversham
	779	N	Sela	<i>Tellefsen</i>	WBk	Norweg'n	327	116.4	26.8	16.2	Sunderland	1863	Taylor	O.Tellefsen	Grimstad
	780		Sela Kowda	<i>Larconow 80-</i>	WSr	Russian	182	96.7	23.6	11.3	Fünfhausen	1866	J.F.Strenge	I.Klementjeff	Archamps
	781	NV	Seladon	<i>Thorsen -88</i>	WS	Norweg'n	1066	189.4	38.8	21.8	Drammen	1877	Jørgensen & [Knudsen]	G.Gundersen	Stavanger
	782		Selamet Hhair	<i>Husein</i>	WBg	Turkish	155	..	..	..	Italy	1885		Tijar Hajee Ali Effendi	Constantinople
	783		Selametti Hhair		WBg	Turkish	155	..	..	..	England	1883		Galatada Sakbin Hajee Ali Effendi Zevjosi Eminch	Constantinople
	784		Selametti Hhair		WSr	Turkish	145	..	..	..	Aidos	1884		Hoshahlee Emir zadeh Hajer Yacoub Bey & Sons	Hoshali
63731	785	*	Selene	<i>(ex Isabel Croon)</i>	England IS	British	996	215.0	34.3	20.3	Glasgow	1869	C.Connell & Co.	J.D.Clink	Greenock
49554	786	*	Selene		C Sr Yt	British	168	116.3	23.4	12.8	Greenock	1865	Steele & Co.	Thomas Henderson	Glasgow
22122	787		Selina	<i>Mann 78-85</i>	WSr	British	124	89.4	22.9	11.3	Rye	1863	Hoad	W.Dusting	Pennance
78081	788	*	Selina Mary	<i>Hopper</i>	WSk	British	48	59.0	20.2	7.1	Calstock	1878	Brooming	C.B.Hamley	Plymouth
730	789	V	Selina Stanford	<i>Starita</i>	WBg	Italian	349	116.1	26.5	17.7	Cassano	1868	J.de Rosa	G.Maresca	Castellana
	790		Selinda	<i>Östertund -72</i>	WSr	Russian	264	..	..	..		1872		J.G.Östertund	Wärjö
90472	791	V	Selkirk	<i>Crouse 81-86</i>	WS	British	1757	236.6	43.7	24.0	S.Maitland,NS	1886	W.P.Cameron	Martin Dickie	Maitland
80412	792	*	Selkirkshire	<i>Brabander</i>	I Bk	British	1192	228.4	35.8	20.4	Dumbarton	1878	Birrell, Sten- [house & Co.]	T.Law & Co.	Glasgow
50053	793	*	Selma	<i>Bach 67-78</i>	WBk	British	349	120.9	27.5	17.0	Sunderland	1867	R.Thompson & S.	D.F.C.Beck	Newcastle
	794	DNV	Selma	<i>Molvig -87</i>	WBk	Norweg'n	406	123.8	27.9	17.3	Sunderland	1868	Lumsden	J.Molvig	Fredrikstad
	795	R	Selma	<i>(CONDEMNED) Anderson 83-86</i>	WSr	Russian	271	108.0	29.2	15.3	Westanfjerd	1875		O.F.Ölander	Kimite
	796		Selma	<i>Holmstrom</i>	WSr	Russian	204	102.5	27.2	12.2	Abo	1866		E.F.Lifvendel	Föglö
	797		Selma	<i>Mattson</i>	WSr	Russian	79	79.3	25.0	9.3	Dänöby	1877	E.Malmqvist	M.A.Ånderström	Geta
	798		Selma	<i>Svenson</i>	WBg	Swedish	84	84	28.6	15.2	Vifsta	1866		S.	Arildö
	799		Selma	<i>Johansson -78</i>	WBg	Swedish	108	108.6	25.0	14.4	Hanström	1850		J.B.	Kafala
	800		Selma	<i>Pettersson</i>	W3mSr	Swedish	93	93.3	23.0	11.9	Oroust	1871	A.Samuelsson	J.A.	Mollis

*=Lloyd's Register; D=Nederlandsche Verzekering; G=Germanischer Lloyd; I=Registro Italiano; R=American Register
A=Veritas Australiarico; H=Veritas Ellenico; N=Norske Veritas; V=Bureau Veritas

In the 4th Column, C=Composite (iron frame, wood planked); I=Iron; Stl=Steel; W=wood.

The Dates of Metalling (Col. 11) are based on the records of the Books in which Vessels are respectively classed, or on the Reports of the Surveyors of Lloyd's Register.

Further particulars of Vessels classed by Lloyd's Register will be found in Lloyd's Register Book and Lloyd's Yacht Register.

1889 Selma wooden Schooner, marked condemned, master Holmstrom, Russian, 204 tons, 102 .5 feet long, 27.9 feet wide, 12.2 feet draught, built in Abo in 1866, owner E F Lifvendel, registered at Foglo

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Co. In book.	Official No.	Ship's Name.		Material, Rig, &c.	Registered Tonnage.	Particulars of Classification.			Built.			Owners.	Registered Dimensions, Deck Erections, &c.			Port of Registry.	Woolled depth.	
		Master.	Late Name, if any.			Character.	When.	By Whom.	Where.	Length.	Breadth.		Depth.	Flag.				
	Code Letters.	Special Surveys.	No. of Decks, &c.		Gross. — Cube ft. — Net	For Special Survey. — Date of last survey.	Part of Survey. — When surveyed. New equipment. Equipment.											
681	HBPV	Selma	WoodBk	420	376-406			1868	Lumsden	Sunderland	J. Molvig	123'8"	27'9"	17'3"	Fredrikshid			
682	60053 HSQC	J. A. Boe	WoodBk	356	339-349		A1	1867	R. Thompson & Son	Sunderland	D. F. C. Beck	120'9"	27'5"	17'0"	Newcastle	18	3	2
683		E. W. Anderson	WoodSr		-271			1875		Westanfjrd	O. F. Olander	108'0"	29'2"	15'3"	Kimito			
684	HBCP	B. T. Johansson	WoodBg	263	239-249			1850	Hanström	Gothenb'rg	H. J. Bernatson	108'6"	25'0"	14'4"	Kaßanda			
685	HTRL	C. A. Svensson	WoodBn	205	192-199			1866	Jonsson	Åbo	C. A. Svensson	103'0"	25'5"	11'9"	Calmar			
686	HGLV	B. T. Johansson	Wood3MstSr					1871		Oronst	J. A. Jonsson	93'3"	23'0"	11'9"	Mollösund			
687			WoodSr					1877		Dänöby	M. A. Jonström	79'3"	25'0"	9'3"	Geta			
688	HLJS		WoodSr					1870		Åbo	E. S. Jonsson	74'8"	22'9"	9'1"	Öregrund			
689		Selma	Wood3MstSr					1876			P. H. Jonsson				Åland,			
690	31114	Selyapaddy	WoodBg					1865		Tromoleva	V. A. Jonsson	84'0"	20'4"	10'5"	Colombo			
691	HQGL	Semator	WoodSr	235	200-224			1865		Windsor,	N. C. Hansen	107'9"	27'0"	11'4"	Brevig			
692	93824 KWPN	Semantha	Steel4MstBk	2280	2194-2211		100A1	1888	W. Hamilton & Co.	Pt. Glasgow	Ship Semantha Co. (Lim.) (J. R. Hawkins & Co.)	296'7"	43'2"	23'8"	Liverpool	26	5	8
693	HPKD	Semaria	WoodBk	625	564-601			1863		Clare, N.S.	J. G. Jersøe	148'3"	32'8"	18'9"	Christiania			
694	143 HCBP	Semba Maru	WoodBg		-187			1871		United Kingdom	Hayashi Takutaro	97'7"	23'2"	9'3"	Kagoshima			
695	22944 HLJS	Seminole	WoodBk	1511	-1439			1865		Mystic, Con.	A. M. Simpson	196'5"	41'6"	25'0"	S. Francisco			
696		Semiramis	WoodBk		1042			1876										

1892-1893 Selma wooden Brigantine, 205 tons gross, 192 – 199 tons net, master C A Svensson since 1890, also the owner, registered in Calmar, Sweden.

Appendix B – The Timeline for the *Selma*

1871

September 19 1871 Santander arrived Selma from Soderhamn

1873

June 27 1873 Carlskrona, arrived Selma, Sorensen, from Middlesbrough.

1880

May 15 1880 Husom cleared Selma, Holmstrom for France

June 5 1880 Rouen arrived Selma, Holmstrom from Husom

w/e August 14 1880 Rouen arrived Selma, Holmstrom from Nordmaling

September 3 1880 Deal arrived off Selma, Holmstrom from Rouen for Baltic

1881

July 19 1881 Elsinore in the roads Selma, Holmstrom from Soderhamn for

. Dunkirk

1882

May 11 1882 Bjerneborg sailed Selma, Holmstrom for France

July 12 1882 Kotka arrived Selma, Holmstrom from Gravelines

July 31 1882 Kotka sailed Selma, Holmstrom for Trouville

August 31 1882 Trouville arrived Selma, Holmstrom from Kotka

1884

w/e October 17 1884 Newport arrived Selma from Uleaborg – Timber

1887

June 9 1887 West Hartlepool sailed Selma, Sorensen for Blyth

1888

June 12 1888 Copenhagen passed Selma, Andersen from Helingsfors

December 9 1888 Christiansand repaired & ready to sail Selma, Andersen from
Helingsfors Seville

1889

April 15 1889 Elsinore passed Selma of Abo for North Sea

June 8 1889 Abo sailed Selma for Bristol

July 10 1889 Pill and Kingroad arrived Selma Andersen from Abo

August 17 1889 Elsinore passed Selma of Abo for North Sea

October 4 1889 Elsinore passed Selma of Abo for Baltic

October 26 1889 Yarmouth arrived Schooner Selma – damaged on bar

November 22 1889 Middlesbrough sailed Selma, Andersen for Abo

1890

April 2 1890 Newport, Mon. arrived Selma from Gothenburg

April 28 1890 Newport, Mon. damaged in collision with tug - Selma

June 16 1890 Helsinborg arrived in the roads Selma, Svenssen from Baltic

July 9 1890 West Hartlepool arrived Selma, Svenssen from Calmar

July 26 1890 West Hartlepool loading Selma 200, Olsson for Littlehammer

August 1 1890 Malmo arrived Selma, Svenssen from Hartlepool

September 6 1890 Gothenburg arrived Selma, Svenssen from St Ubes

October 18 1890 Gothenburg sailed Selma, Svenssen for England

1891

July 13 1891 West Hartlepool arrived Selma, Sorensen from Kalmar

1892

October 3 1892 Hartlepool arrived Selma, Anderson from Kalmar – Props

October 4 1892 Hartlepool sailed Selma, Anderson for Stromstadt – 240 tons coal

October 20 1892 Hartlepool sailed Selma, Anderson for Carlscons

1893

May 30 1893 Sunderland cleared outwards Selma 199 for Kalmar

June 19 1893 Calmar arrived Selma, Anderson from Sunderland

August 24 1893 Helsingborg arrived in the roads Selma

September 27 1893 Aberystwith arrived Selma, Brigantine Anderson from
Uleaborg, Sweden

Appendix C Ports and other Locations

Turku Finnish: Swedish: **Åbo**, is a city and former capital on the southwest coast of Finland at the mouth of the Aura River, in the region of Finland Proper.

Pori, Swedish **Björneborg**, city, southwestern Finland. It lies along the Kokemäen River near the Gulf of Bothnia, north-northwest of Turku.

Carlsrona or Karlskrona is in Blekinge County, Sweden in the Baltic

Föglö is a group of islands and municipality in Åland, an autonomous territory of Finland.

Gravelines is a commune in the Nord department in Northern France. It lies at the mouth of the river Aa 15 miles southwest of Dunkirk. It was formed in the 12th century around the mouth of a canal built to connect Saint-Omer with the sea.

Helsinki - Swedish: **Helsingfors**, is the capital city of Finland. Located on the shore of the Gulf of Finland

Husum is a locality situated in Örnsköldsvik Municipality, Västernorrland County, Sweden, it is located close to the northern entrance to the High Coast. Situated close to both the sea and the mountains, Husum has two rivers (Husån and Gideälven) flowing into the municipality. It was a perfect location for a sawmill, bringing timber to the mill by floating them downstream

Kalmar is a city on the Baltic Sea, in southeast Sweden

Karlskrona is a locality in Blekinge County, Sweden in the Baltic

Kotka is a city in the southern part of the Kymenlaakso province on the Gulf of Finland and is a major port

Nordmaling is in Västerbotten County, Sweden

Setúbal is a city in Portugal it is located on the northern bank of the Sado River estuary, approximately 30 miles south of Portugal's capital, Lisbon. In the 19th century, the port was called **Saint Ubes** in English

Söderhamn is in, Gävleborg County, Sweden

Strömstad is in Västra Götaland County, Sweden bordering the North Sea

Trouville-sur-Mer, commonly referred to as **Trouville**, is a commune in the Calvados department in the Normandy region in north western France.

Uddevalla is a town and the seat of Uddevalla Municipality in Västra Götaland County, Sweden. It is located at a bay of the south-eastern part of Skagerrak.

Oulu Finnish: Swedish: **Uleåborg** is a city, in the region of North Ostrobothnia, Finland.