

Welsh Wreck Web Research Project

(North Cardigan Bay)

**On-line research into the wreck of the:
*SORRENTO***



Ship "Golden Eagle," 1273 tons, built at Kennebunk Landing
in 1852.

By the Courtesy of Miss Lucy A. Thompson.

Report compiled by:

Graeme Perks

Report Title:

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*Sorrento***

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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 Sorrento was a fully rigged ship of 1225 tons built at Kennebunk, Maine, USA in 1863 by Nathaniel Lloyd Thompson for himself and others including Hartley Lord who later became the main shareholder and managing agent. The Sorrento was sailed to Liverpool soon after completion and put up for sale, unsuccessfully. The Sorrento continued to sail between the USA and Liverpool with voyages also to France and Germany ports. Sorrento carried cotton and tobacco to Europe and general goods on return including coal and iron.

The Sorrento was caught in a severe storm in October 1870 and despite cutting down the masts and deploying her anchors was wrecked on the Lleyn Peninsula at Port Colmon, Wales. One of the crew drowned and some cargo was salvaged. The hull and fittings were sold on the beach.

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2.4 Contributors

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2.5 Abbreviations

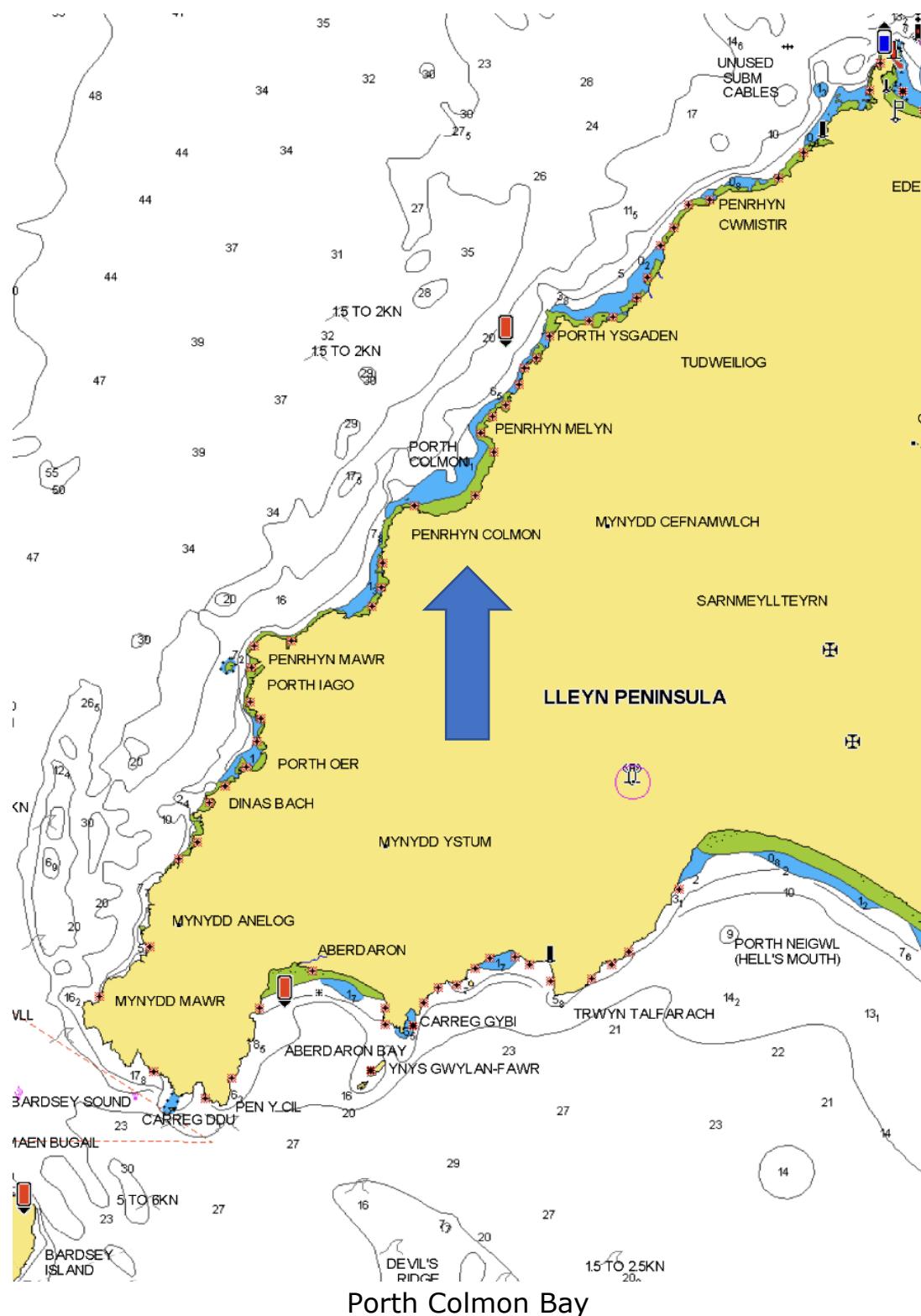
ALC	American Library of Congress
BLS	Bales
BNA	British Newspaper Archives
Hhds	Hogs Heads
LL	Lloyds List
LR	Lloyds Register of shipping
MADU	Malvern Archaeological Diving Unit
N B	New Brunswick, British North America
SMG	Shipping & Mercantile Gazette
NAS	Nautical Archaeology Society
NAW	National Archives of Wales
NPRN	National Primary Resource Number
WNL	Welsh Newspapers on Line
w/e	Week ending

3.0 Introduction

1. I selected Sorrento to research because she was an American fully rigged ship and wished to identify her and see how much information I could find about her. I also wanted to find out what happened and I wanted to discover:
2. The dimensions of the vessel, who the builder was and when she was built and any other information available about her.
3. Information concerning the voyages, cargo's, any events affecting the vessel, details of its masters, crew and owners.
4. To find out the sequence of events leading up to the loss of the vessel, whenever that was and the event in 1870.
5. To discover the cause of the event in 1870 and if the vessel survived, the cause of its eventual loss.
6. The events that happened after the incident in 1870 and up to and after its loss if it survived.
7. If there were any previous research of the vessel for the 1870 incident and its story.
8. If there was a wreck site for Sorrento 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 Sorrento.

4.0 Background

When I started this project it was reported that the Sorrento was an American fully rigged ship wrecked at Porth Ty Mawr, Llangwnnadl in October 1870





Porth Colmon & Lleyn Peninsula from Rhiw.com with position Sorrento was wrecked

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 Lap top uses bling search engine but I also use Goggle which produces less advertisements and less Americanised content.

I searched Lloyds Register of Shipping (LR) for "Sorrento" looking for details of her dimensions, master, builders and owners from 1863 with no match. I then searched yearly until 1870.

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

I searched The British Newspaper Archives (BNA) for "ship Sorrento", "Sorrento Thompson", "Sorrento Dearing", "Sorrento Maling" and "Sorrento Wilson" looking for sailings, arrivals, a launch, owners, builders, mishaps and any details of her loss and found a number of matches.

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

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

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

I searched The American Library of Congress (ALC) newspapers for "ship Sorrento" looking for sailings, arrivals, a launch, owners, builders, mishaps and any details of her loss and found a number of matches. I use Ship or Bark etc because American newspaper list vessels from ship first then Bark etc and the search works better than the name and the masters name. I searched "Nathaniel Thompson" and "Hartley Lord & Co" looking for details of them and their businesses with a number of matches. I also searched , " Captain John Dearing" and "Captain Horace A Wilson" looking for details of them and their lives with no matches

I searched on Google for "Hartley Lord", " Nathaniel Lloyd Thompson", "Captain Moses Maling", " Captain John Dearing" and "Captain Horace Wilson" looking for details of them, their lives and businesses and found matches.

6.0 Results

Vessel	Name/s	Sorrento
	Type	Ship
		Cargo
Built	Date	1863
	Launched	August 29 1863
	Registered	September 22 1863
	Builder	Messrs. Nathaniel Lord Thompson & Co. Kennebunk, Maine, USA
Construction	Materials	Wood
	Decks	Three
	Bulkheads	None
Propulsion	Type	Sail
	Details	Square rigged, fully rigged ship
Engine	Details	N/A
	Boilers	
Drive	Type	
	Number	
Dimensions	Length	199 ft 0 ins
	Beam	38 ft 6 ins
	Draught	27 ft 0 ins
Tonnage	Gross	1583 tons
	Net	1225.78 tons
Owner	First	Capt. Nathaniel Thompson, Capt. Moses C Maling of Kennebunk, and Hartley Lord & Co. of Boston
	Last	Messrs. Hartley Lord & Co. Boston
	Others	Horace Williams, Henry C Lord
Registry	Port	Boston, Philadelphia
	Flag	American
	Number	
History	Routes	From USA to Liverpool, France and Germany
	Cargo	Cotton, Tobacco, Coal, Railway iron, Earthen ware, Spirits,
Final Voyage	From	New Orleans
	To	Liverpool
	Captain	H A Wilson
	Crew	Unknown
	Passengers	None
	Cargo	Cotton, Tobacco, General including Railway Iron, Earthen ware, Spirits, Staves, Oil stone, Rosin, Pencil cedar, Beer, Tin plates
Wrecking	Date	October 12 th 1870
	Location	Porth Colmon, Lleyn Peninsula, Wales
	Cause	Severe Gale
	Loss of life	One crew member
	Outcome	wrecked

The Portland daily press, August 31, 1863

MARINE NEWS

PORT OF PORTLAND

A superior three-decked ship, of 1225 tons, called the Sorrento, and built by Capt Nath'l L Thompson, was launched from the yard of Mr David Clark, at Kennebunkport, on the 29th. She is owned by the builder and Capt Moses C Maling, of Kennebunk, and Hartley, Lord & Co., of Boston. The S is built of white oak and has been inspected and classed A1, at both the French and American Lloyds.

Shipping and Mercantile Gazette - Saturday 29 August 1863

PRIVATE SALES

**AMERICAN-BUILT SHIPS:-**

1,408 tons register, built in	Kennebunk,	1860
1,398 "	Richmond,	1854
660 "	Newburyport,	1860
745 "	Portsmouth,	1855
689 "	Eastport,	1853
579 "	Maine,	1849
593 "	Black Rock,	1856
523 "	Bath,	1852

For particulars apply to

CHARLES GUMM, 39, Change-alley, Cornhill.

American vessels for advertised for sale due to American Civil War.

The Portland daily press, January 19, 1864,

List of Vessels Built in the District of Kennebunk, During the Year 1863.

DATE.	NAME.	TONNAGE.
		TONS. 95ths.
Jan. 31—	Bark Annie E. Sherwood.....	493 06
Apr 29—	Schr Gen. Hooker.....	50 08
May 5—	Schr Lucy Drew.....	87 55
Feb 18—	Ship Arabia.....	1034 26
July 23—	Schr Bonita.....	30 76
Aug 31—	Bark Delhi.....	654 64
Sept 22—	Ship Sorrento.....	1227 78
Oct 24—	Bark Arena.....	460 80
Nov 19—	Brig Elizabeth.....	308 66

4345 80-95ths

In addition to the above have been built Steamer Franconia, now ready to sail for Boston to fit with machinery, measuring 808 7-95th tons. — new ship, not named, but nearly rigged, of about 1000 tons, built for and owned by Col. Wm. L. Thompson and others, and a Bark of about 600 tons, loading with hay and grain for New Orleans, owned by Messrs. Titcomb and Perkins.

The ship yards of this river will be well occupied during the coming season. Messrs. Titcomb & Perkins will launch early in the spring a bark of about 450 tons and are getting out frames for two large 3 masted schooners, to come off in the summer. Mr. David Clark is building two fishing schooners, one of 100 and one of 200 tons, both for sale. Capt. Bradford Oaks is building a coasting schooner of 70 tons and is now topping the old schooner Frank. In Ward's yard, Capt. N. L. Thompson is building, and will launch in about three weeks, a fine ship of 1200 tons, and has also, ready to plank a bark of 500 tons, and a frame for a ship of 825 tons, about one half raised. Mr George Christenson is raising a frame for a fine fishing schooner of 125 tons, building for Messrs. E & E K Cook, of Provincetown, Mass. In the yard of Mr. D W Lord. Mr Amos Lunt is framing timber for a large schooner for a Boston firm.

Liverpool Journal of Commerce - Saturday 23 January 1864**VESSELS DOCKED SINCE OUR LAST****CARRIERS'**

Sorrento 1225, Dearing.....St John's N B

Liverpool Journal of Commerce - Thursday 31 March 1864

 **FOR SALE.**
 The splendid new Ship
SORRENTO.

1,462 tons n.w. measure; built at Kennebunk Port, and launched in October last. Length, 199 feet; breadth, 38 feet 6 inches; depth of hold, 27 feet. Carries about 2,100 tons weight of cargo on a draft of 20 feet 6 inches water. This fine ship has been most carefully constructed of selected materials, principally white oak and hackmatack; her frame and outside planking is entirely of white oak of very heavy scantling, tree-nailed with locust through and through up to the second deck; she is essentially copper fastened, and thoroughly salted on the stocks; her materials and outfit are of the best quality, and her rig embodies all the most recent improvements. She is a first-class ship in every respect, being classed A 1 for seven years in the American book, and 33 G 11 for seven years in the Bureau Veritas, and is well worthy the attention of intending buyers. Lying in Canada Dock.—Apply in London to Messrs. George Croshaw and Co.; or here to **TAYLOR, TIPPER & CO.,
161424 7, Chapel-street.**

Locust is a favourite wood when making treenails in shipbuilding in North America and English Oak in Europe due to their strength and rot resistance.

Liverpool Daily Post - Tuesday 06 September 1864

The ship Sorrento, Dearing, hence for New York, was left at 1.30 pm on the 3rd instant, off the Skerries, by the Brother Jonathan Tug : wind NW. light breeze

Liverpool Daily Post - Friday 09 September 1864

The ship Sorrento, Dearing, hence fpr New York, was left channel pilot Jones, the instant, 10 miles west of the Kunnybeg ; wind NW, light breeze

Shipping and Mercantile Gazette - Saturday 17 February 1866

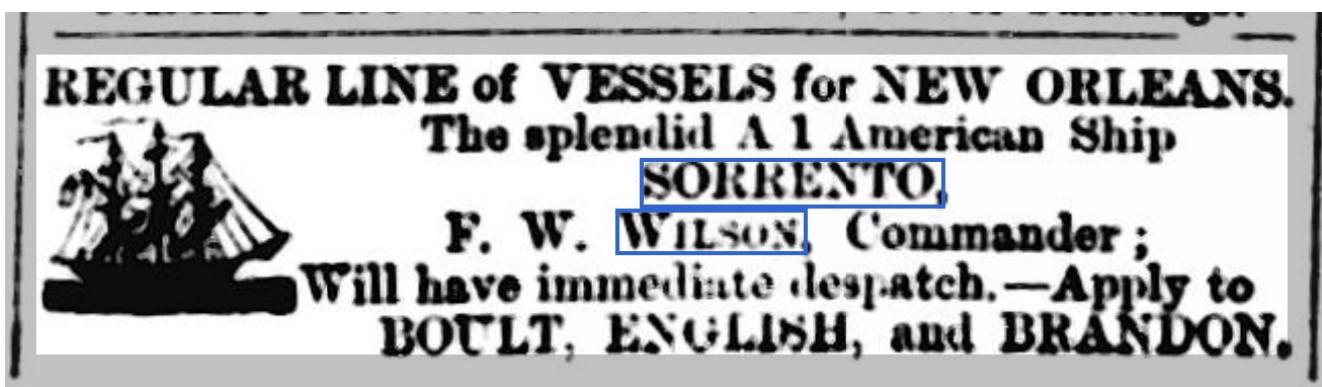
LIVERPOOL-Feb. 17: The ship Sorrento, Wilson, hence for New' Orleans, was left at 8 p.m. the 15th inst., off Point Lynas, by the steam tug Emperor.

Shipping and Mercantile Gazette - Friday 21 June 1867

HOPE COVE— Devon— June 19: Off, 18—The ship Sorrento, Wilson, from New Orleans for Havre 38 days.

Liverpool Mercantile Gazette and Myers's Weekly Advertiser - Monday 02 March 1868

Sorrento (A, 1431 tons) H A Wilson, from Mobile, Baring Brothers and Co — 4152 bls cotton, order- Canada Dock.

Gore's Liverpool General Advertiser - Thursday 12 March 1868**Liverpool Daily Post - Monday 30 March 1868**

The Sorrento. Wilson, hence for New Orleans was left at 5 p. m. on the 28th instant, east of the Great Ormshead by the tug United Kingdom. Wind light breeze.

The New Orleans crescent, August 11, 1868

FROM SOUTHWEST PASS.

No departures; the ship Sorrento, outward bound, still aground on the bar

The Portland daily press, September 25, 1868

MEMORANDA

Ship Sorrento, from New Orleans Aug 17 for Liverpool, was spoken [no date given] lat 43 12 lon 53 40, with loss of mizenmast close to the deck; also main mast head and foretop gallant mast. Required no assistance.

Liverpool Daily Post - Tuesday 29 September 1868

The Sorrento, from New Orleans for this port, with spars disabled has been spoken to, but refused help.

The Portland daily press, October 10, 1868

MEMORANDA

Ship Sorrento, from New Orleans for Liverpool, with cotton, tobacco, &c was spoken in lat 43 12, lon 53 40, [no date] with loss foretop gallant mast, maintop mast, main mast head and mizenmast close to the deck, having encountered very severe squalls.

The New York herald, October 11, 1868, Page 10

EUROPEAN MARINE NEWS

LIVERPOOL, Oct. 10 — Evening — The ship Sorrento, Capt. Wilson which left New Orleans August 17 for Liverpool (before reported spoken in distress) has put in to Queenstown disabled. She experienced a heavy gale which carried away her masts, &C.

New Orleans Republican, October 12, 1868

MEMORANDA

Cable dispatches from Liverpool of the 10th instant, report the ship Sorrento, from New Orleans, at Cork, having lost her masts.

Gore's Liverpool General Advertiser - Thursday 15 October 1868

Sorrento, 1588. America (J Browne and co.) H A Wilson, from New Orleans, with 234 hhds tobacco, for W A Maxwell and Co, 22 do J K Giliat & Co., 304 do R Kerr & Sons, 148 do R Edwards & Co., 43 do J S Oxley & Co., 24 do Olana, Larrinaga & Co., 118 do V O B O'Connor, 104 do E Evans & Co., 22 do G W Rawdon & Co., 24,000 pieces of staves Drysdale Bros., 23,740 do 163pcs cedar E Chaloner, 276 pcs oil stone J H Ashbridge & Co., 108 brls rosin Melhuish and De La Rue, 70 bales cotton T Mills & Co., 203 do Melly, Forget & Co., 56 hhds tobacco, 363 brls rosin order – Kings Dock

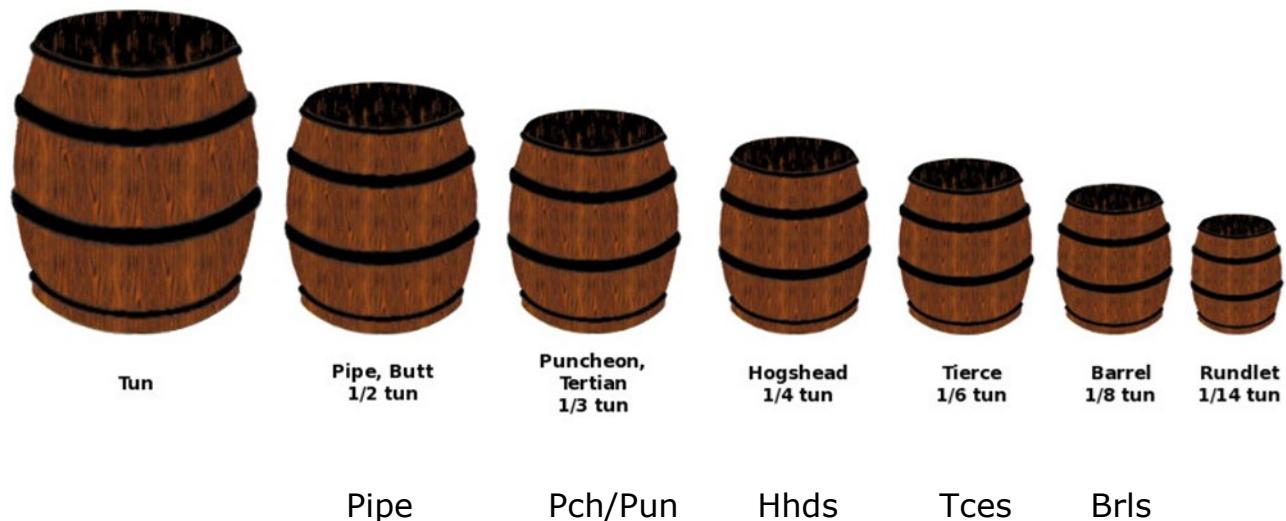


Fig. 1 Measures used for dry and wet goods

Gore's Liverpool General Advertiser - Thursday 22 October 1868

Loads in Queen's Dock, and will have immediate despatch.



For NEW ORLEANS,
The splendid A 1 American Ship
SORRENTO.

H. A. WILSON, Master ;
1431 tons register, copper fastened and coppered, classed
A 1 in American Lloyd's, and 3-3 11 in Veritas ; has
permanent laid between decks, and is in every respect a
most desirable conveyance.—For terms of freight, &c.
apply to
JAMES BROWNE and CO. 19, Tower-buildings.

Liverpool Daily Post - Friday 16 October 1868

The Ship Sorrento.—We understand that it has been suggested that Captain H. A. Wilson, of the ship Sorrento, should receive some recognition of his praiseworthy exertions bringing his ship safely into port, whereby the underwriters and other parties interested escaped a large amount of loss. We have been favoured with perusal of the log, and certainly when we read the details we wondered how the ship could have been kept afloat and safely navigated. The ship left New Orleans on the 6th of August for this port, but was detained ten days on the bar.

Ultimately she got clear, and all would appear to have gone well till the 6th of September, when in long. 64 20, lat. 39 30, the ship experienced exceedingly heavy weather and got dismasted. A hurricane raged from the south-east, and the damage may thus be summarised. The mizenmast went at the deck ; the mainmast in the eyes of the rigging ; the foretopgallant mast in the cap, taking away all the sails, spars, and rigging; the house, bulwarks, and hull of the ship were damaged, and leakage commenced. The men were at the pumps, and although the fatigue was excessive, jury masts were promptly set up, and after great difficulty the ship was safely brought into port. To the credit of the masters of the mercantile marine be it said, extraordinary and admirable feats in navigation are a matter of constant occurrence; but in this instance Captain Wilson has done that which certainly entitles him the thanks not only of his owners but of the underwriters.

Liverpool Weekly Courier - Saturday 24 October 1868**A DISMasted SHIP IN THE ATLANTIC.**

We have been favoured with a few extracts from "the log" of Captain Wilson, master of the *Sorrento*, which we publish with a view to explain some of the difficulties incidental to bringing a disabled ship so great a distance safely to her port of destination. She sailed from New Orleans on the 6th of August, and in longs 64 20 W. 39.30 N. was dismasted by a violent hurricane from the southeast, which carried away the mizenmast at deck, mainmast at eyes of rigging, and foretopgallant mast at cap, together with all spars, sails, and rigging belonging to the same. The masts and spars in falling damaged houses, bulwarks, and hull, and caused the vessel to leak badly. But the wreck was cleared away and jury sails rigged. On September 10 she spoke the ship *Grahams Polly*, steering east; on the 11th the barque *Adelaide Norris*, steering west; on the 13th the Bremen barque *Therese*, from New York to Bremenhaven ; and on the 14th the ship *Allendale*, from Greenock to St. John's. In each case the *Sorrento* refused assistance. Captain Wilson further reports, that after being dismasted they experienced a succession of gales ' and being unable to " heave to" with the aid of the " drag" (i. e. by towing 'spar and hawser over the bow), they were compelled to run the vessel before the wind in any and every direction the varying gales drove them. Captain Wilson might easily have run his vessel into New York, Boston, or Halifax, but knowing the immense loss that must ensue to the owners of cargo and underwriters by such a course he determined to proceed, having every confidence in his ability to carry the ship to Liverpool. Some idea of the loss that would have accrued, and the probable claims for salvage had he solicited assistance, may be found when we state that the vessel, cargo (tobacco), and freight together represented the enormous sum of more than £330,000, the duty on the tobacco alone amounting to over a quarter of a million sterling.

Derby Mercury - Wednesday 11 November 1868

BY MR. CHALONER.

ON FRIDAY NEXT, the 13th inst., commencing at Twelve o'clock at Noon precisely, in the WOOD SALES' SHEDS, Brunswick Dock, Liverpool ;

351 Logs Cuba MAHOGANY,
20 " " CEDAR, being the cargo just landed ex Ysabel, from Manzanilla de Cuba.
284 Logs and Curls St. Domingo MAHOGANY, being the cargo just landed ex Helena, from Porto Plata.
72 Curls City St. Domingo MAHOGANY, just landed ex Holyrood.
631 Planks Italian WALNUT, just landed ex Providential, from Genoa.
50 Planks Italian WALNUT, just landed ex Annie Ripley, from Genoa.
163 Logs PENCIL CEDAR, just landed ex Sorrento, from New Orleans.
36 Logs WHITEWOOD, just landed ex Agamenon, from Quebec.

If arrived in time.
The Cargoes of Yellow and Red PINE, OAK, and ELM TIMBER, DEALS, STAVES, and LATHWOOD, daily expected to arrive per Mohawk and Halewood, from Quebec.

All on account of the Importers.
Catalogues containing full particulars may be had on application to
EDWARD CHALONER,
Wood Broker and Measurer,
6, East Side, Queen's Dock, Liverpool.



Gore's Liverpool General Advertiser - Thursday 10 December 1868

*Loading in Bramley-Moore Dock, and will be despatched
on the 17th inst.*



For NEW YORK,
The splendid *A 1 and 3-3rds American Ship
SORRENTO.

H. A. **WILSON**, Master ;

1580 tons register, copper fastened and newly coppered,
classed 3-3rds A 1 1 for seven years in Veritas and
*A 1 in American Lloyd's, and is in every respect
one of the finest vessels in the port.—For terms of
freight, &c. apply to

JAMES BROWNE and CO. 19, Tower-buildings.

The New York herald, March 12, 1869, Page 10**ARRIVALS****REPORTED BY THE HEARALD STEAM YACHTS**

The ship Sorrento, from Liverpool, arrived 10th reports was 12 days to Cape Clear, was driven back Tuskar to the Isle of Man, and was 40 days to the Western Islands ; had strong westerly gales the whole passage ; shipped several heavy seas, which stove in the cabin doors and skylights and did other damage about the decks and forward house.

Gore's Liverpool General Advertiser - Thursday 10 June 1869

Sorrento 1583, of America (R L Gillchrest, Emmons & co.) H A Wilson, from St. John, N.B. with 32,923 pcs deals and battens, 6342 pcs deal ends ,1610 pcs boards, 20 m palings for Farnworth and Jardine — Huskisson Dock

Liverpool Journal of Commerce - Saturday 10 July 1869

AMERICAN FLAG.
REGULAR LINE OF VESSELS FOR NEW ORLEANS.
 To succeed the CATHEDRAL.
 For NEW ORLEANS,
 The splendid first-class American Ship
SORRENTO,
 H. A. **WILSON**, Commander;
 Registers 1,583 tons; coppered and copper-fastened;
 classed 3-3rds 11 in Veritas, and in every respect a most
 superior conveyance.—Loading in Prince's Dock.—Apply to
BOULT, ENGLISH, & BRANDON,
 26, Chapel-street.

16670d


The Western Mail 2nd April 1870

NEWPORT.

In the early part of the week very little was doing at the docks, owing to the temporary stoppage of trade consequent on the gates requiring repair. No vessel passed in or out of the dock until Wednesday, when the vessels ready for sea went out, and as many as could be admitted on the following tides found access. These were not so numerous as might have been expected, owing probably to the wind being contrary, and a comparative dullness in the coal trade. Among the arrivals were the American ships Sorrento and Maria Greenfield, which will load iron for the United States. The other arrivals will mostly load coal. Coal-shippers, as a rule, are well supplied with orders, and there is an outcry for more tonnage, which, if continued, will probably tend to enhance freights, which in some directions already show a slight improvement. Coastwise vessels are fully equal to the demand, and trade is fairly active. The exports of iron for the past week have been 2,266 tons, coal 9,163 tons, coastwise 17,296 tons.

The Western Mail 20th April 1870

NEWPORT

Cleared — April 19th

Sorrento, New Orleans, 1000 iron, Tredegar Iron Co.: 349 coal, Ebbw Vale Coal Co.

Cambria Daily Leader - Thursday 21 April 1870

NEWPORT

SAILINGS, April 20th.—Sorrento. 1,682, Wilson, New Orleans. 1,329 tons iron Ebbw Vale.

Manchester Evening News - Tuesday 23 August 1870

The following is extracted from Messrs. Stoke's and Co.'s Weekly Cotton Circular, by telegraph, showing the movements in cotton at the Atlantic ports for the week ending 20th August :—

Exported during the week ending 6th Aug., from—

New Orleans.—To Liverpool, per ship, Sorrento, 4,379 bales

Lloyd's List - Saturday 15 October 1870

LIVERPOOL, 14th Oct.—The Sorrento, hence to New Orleans, is ashore, with masts cut away, between Bardsey and Pwllheli, Cardigan Bay.

LIVERPOOL, 14th Oct., 7.30 p.m.—The crew of the Sorrento were all saved except one man, missing; the master and officers remain the wreck to save what is possible.

NEVIN, 13th Oct,—The *Alhambra* (ship), of Liverpool, is at anchor 3 miles off Portinllaen bay, dismasted: - The *Express* (s), of Aberystwith, from Mostyn to Newport, is ashore in Portinllaen Bay.

Lloyd's List - Monday 17 October 1870

NEVIN—14th Oct— Part of the cargo (railway iron and earthenware) may be saved from the Sorrento, of New York, Wilson, from Liverpool to New Orleans, ashore at Porthgolmon, 8 miles West of this place. The vessel is likely to become a total wreck.

Shipping and Mercantile Gazette - Tuesday 18 October 1870

LIVERPOOL—Oct. 17: The *Alhambra* ship, Chisham of and from this port for New Orleans, which was towed back here 14th inst. dismasted, had experienced a heavy gale 12th inst., and cut away her mizenmast, which carried away her mainmast; on examination, after the gale it was found that her cargo was shifted, water casks and tanks stove, and that she had two feet water in her hold. The *Scotland* (s), from Leith for this port, ashore The Sound of Islay, remained in the same position 15th inst with the exception of her fore hold; she does not appear to have suffered during the late gale. The Sorrento, hence for New Orleans, ashore at Nevin ; lies exposed to NW winds on the rocks, with bottom out and cargo gone from lower hold; railway iron dropped on the rocks; wreck will dry at low water spring tides.

Southport Independent and Ormskirk Chronicle - Wednesday 19 October 1870**THE LOSS OF THE SORRENTO.**

The American ship, Sorrento, bound from Liverpool to New Orleans, reported on Saturday ashore near Nevin, lies on rocks exposed north-west winds. Her bottom out, all the cargo has gone from the lower hold : the railway iron has dropped on the rocks. The ship is fast breaking up. The railway iron, it is expected, will all be saved. The gale of Sunday evening would do damage. The crew of the Sorrento are all saved. Captain Cole, the agent the American underwriters, is in charge the wreck.

Belfast Morning News - Wednesday 19 October 1870

DISASTERS AT SEA.

A serious shipping loss, from the gale Wednesday, has been reported in Liverpool. The fine American ship Sorrento, Captain Wilson, left Liverpool on Tuesday for New Orleans, with a valuable general cargo. She left with a Channel pilot on board, and had made the Tuskar before falling in with the height of the gale, when she was running up Channel avoid its fury, but to no purpose. To avoid being driven bodily on the rocks in Carnarvon Bay, the masts were cut away, and the ship turned round the point, with the intention of anchoring off Pwllheli, but anchors would not bring her up, and she was driven on the rocks a wreck. The crew, with the exception of one man, were all saved. The Sorrento a very fine American ship. of 1583 tons, built in Kennebunk in 1863 and owned by Hartley Co, of York. She was despatched hence by Messrs. Gilchrist. Another ship of the same line, the Alhambra, which also left Liverpool on Tuesday for New Orleans, was towed back on Friday, dismasted, by the steam tug Fury. She was driven by the gale into the Portinllaen Bay, and after cutting away her masts, rode out the gale in safety.

Lloyd's List - Friday 21 October 1870

RECEIVER'S REPORTS. Portinllaen, 13th Oct.

Sorrento, of New York, from Liverpool to New Orleans: depositions of H. A. Wilson, master, R. C. Wilmer, able seaman, and J. Trevaskis, coasting pilot. [40,247-49]

Lloyd's List - Saturday 22 October 1870

LIVERPOOL, 20th Oct.—Communication with Holyhead interrupted West of Ormeshead; wind at Voel Nant at noon WNW. Strong gale and squally.

The wreck of the Sorrento, hence to New Orleans, ashore at Nevin, with all the cargo on board except the railway iron and steel, is advertised by the master for sale on the 25th Oct.

Carnarvon and Denbigh Herald and North and South Wales Independent
22nd October 1870

**SALE BY MR. R. S. WILLIAMS
 IMPORTANT TO SHIOPWNERS AND
 OTHERS.**

MR. R. S. WILLIAMS
 Has been instructed

TO SELL BY AUCTION,

On TUESDAY, OCTOBER 25th, 1870, on the BEACH, at PORT
 COLMON, ten miles from Pwllheli,



THE Hull and Materials of the
 Copper-fastened Ship SORRENTO (1600
 Tons Register), comprising four Anchors,
 Chains, Sails, Ropes, Blocks, &c.

Also the Cabin Furniture, Tables, Chairs,
 Carpets, &c., and large quantity of Stores, Flour, Bread, Beef,
 Hams, &c.

For further information at Twelvye, o'clock, Mr. R. S. WILLIAMS, Auctioneer, Appraiser, &c., Nevin, N.W. 1187

Dundee Courier - Friday 28 October 1870

TOTAL WRECK OF THE SHIP SORRENTO.

NARROW ESCAPE OF THE CREW.

Further details have been received in Liverpool of the total wreck of the ship Sorrento on the rocks near Bardsey, whilst a voyage from Liverpool to New Orleans. Captain H. A. Wilson, the commander of the Sorrento, who has reached Liverpool, states that on the 12th inst., at nine o'clock in the evening, the weather was very thick, and the wind blowing a perfect hurricane from the SW, the vessel being at the time between eight and ten miles to the south of Bardsey. An attempt was then made to wear the ship, with a view to clearing the land ; but in so doing the foresail, foretopsail, mainsail, and jib were carried away, the

ship at the same time labouring very heavily, and shipping immense quantities of water. As the *Sorrento* continued to labour very much, it was deemed advisable, in order to ease the vessel as much as possible, to cut away the three masts, which was accordingly done, the falling blocks and spars causing a good deal of damage to the ship's boats, some of which had been already stove in by the heavy seas which came on board. Both anchors were then let go, with about 60 or 70 fathoms of chain to each, but these failed to bring the vessel up, and she dragged both the anchors. In the meantime torches were burned every ten minutes with the view of attracting the attention of the people the shore to the position of the ship. The vessel continued to drag, and about half-past ten struck heavily on the rocks near Perthly Maur about six miles to the eastward of Bardsey. The boat which remained undamaged was then got over the side, but was immediately swamped and knocked to pieces. About one o'clock in the afternoon, the tide having gone down, ten of the crew, having lines attached to them, were lowered over the ship's side, and after gallant struggle succeeded reaching the shore through a heavy surf. They then made the lines fast to a rock, and a running tow line was at once improvised for the purpose of hauling those onboard the wreck to the shore. By this means Captain Wilson, Mr Trevakiss, the pilot, who was still on board, the stewardess, officers, and crew, with the exception of one man, who was found to be missing, safely hauled from the *Sorrento* through heavy sea to the shore. The *Sorrento*, which was a fine ship of her class, was built at Kinnebunk in 1863 by Messrs L. N. Thompson & Co. She was 1583 tons register, and was owned in New York by Messrs Hartly, Lord, & Co.

Carnarvon and Denbigh Herald and North and South Wales Independent 29th October 1870

LLEYN. THE LATE GALES AND WRECKS.—The number of vessels wrecked on the coast of Lleyn during the late gales has been exceptionally large, but the number of lives lost has been comparatively small. The *Mary*, of Waterford, Captain Michael Kelly, owner, Mr. P. B. Brenan, has become a total wreck on Pen- rhyn du, near St. Tudwell's. The *Henry E. Taylor*, Aberystwyth steamship, Captain David Ellis, owners, Messrs. T. Jones, timber merchants, &c., Aberystwyth, stranded high on the beach near the Pwllheli Railway Station, has received no damage, and preparations are being made for re-launching it. The *Sorrento*, Captain Wilson, owner Captain Wilson, New York, has become a total wreck at Porth Colmon, eastward of Bardsey Island; the bottom was knocked out. She was loaded with railway iron and crates of spirits of wine, much of which has been thrown on to the rocks. She was under the command of a Liverpool pilot at the time. The *Barinago*, owned by M. Bilbonin, Spain, has also become a total wreck

on Bardsey Island, but all the hands, twelve in number, were saved; she had a general cargo of dry goods, such as muslins, raisins, &c. The *Amity*, of Plymouth, Captain Windsor, came into St. Tudwell's Road on Saturday evening for repairs, having lost a boat and received other damage. The *Nimble*, of Whitehaven, is supposed lost, from the fact that its signboard has come ashore on the coast here, to have sunk between Bardsey Island and Porth Nigwyf

The New York herald, October 29, 1870, Page 10

Pwllheli Oct. 14 — The *Sorrento* of New York, Wilson, from Liverpool for New Orleans has been wrecked at Porthgolmon, north of Bardsey ; crew all safe but one.

Lloyd's List - Tuesday 15 November 1870

CAERNARVON, 12th Nov.—Eight casks of claret have been forwarded here from the *Sorrento* (ship), of New York, wrecked at Porthcolmon

Shipping and Mercantile Gazette - Saturday 03 December 1870

SALES BY AUCTION.

CARNARVONSHIRE.—Highly important Sale.

Mr. R. S. WILLIAMS has been instructed by Messrs. W. Thomas and Co., Lloyd's Agents, to Sell by Auction, for the benefit of whom it may concern,
At PORT TY MAWR, near Porth Golmon, about 12 miles from Pwllheli,

On THURSDAY and FRIDAY, DECEMBER 8 and 9, 1870,
At Eleven o'Clock A.M. each day,

A LL UNCLAIMED GOODS salved by them from the WRECK of the Ship **SORRENTO**, of New York, Capt. Wilson, containing about 100 crates and casks of earthenware, 300 barrels and cases of beer, 550 cases of tin plates, 120 casks and cases of hardware, 70 coils of wire, 40 pieces of chain from $\frac{1}{2}$ to 1 inch, 300 bars and 489 bundles of steel, &c., &c. For further particulars apply to Messrs. W. Thomas and Co., Lloyd's Agents; or

Mr. R. S. WILLIAMS, Auctioneer and Appraiser,
Nevin, North Wales.

New Orleans Republican, December 18, 1870,

The Secretary of State has official advices of the loss of the ship *Sorrento* belonging to New York, from Liverpool for New Orleans, off the coast of Wales. She had 1100 tons of assorted cargo. The *Sorrento* proceeded fairly on her voyage until midnight, when she encountered a heavy breeze. All hands were called, and sail shortened. The wind increased to a hurricane, when the masts were cut away, but the anchors dragged. All the boats were stove. When the tide ebbed two men were lowered with ropes and reached the shore. Only one man was lost.

Shipping and Mercantile Gazette - Saturday 14 January 1871

2, STUART STREET, CARDIFF.

HIGHLY IMPORTANT to WINE MERCHANTS and OTHERS.
 For the benefit of whom it may concern.
Mr. R. S. WILLIAMS has been instructed by Messrs. W. Thomas and
 Co., Lloyd's Agents, to Sell by Auction,
At the QUEEN'S WAREHOUSE, in the town of CAERNARVON,
 On FRIDAY, JANUARY 20, 1871, at Two o'Clock P.M.,
EIGHT CASKS of RHENISH WINE, contain-
 ing about 60 gallons each, salved from the Ship **SORRENTO**,
 of New York. For further particulars apply to
 Messrs. W. THOMAS and Co., Lloyd's Agents, Nevin, N. W.; or
 the Collector of Customs, Caernarvon.

North Wales Chronicle - Saturday 10 February 1872

PWLLHIELI.

Petty Sessions, February 7th.-Before A. Z. Williams Esq. (in the chair), and B. T. Ellis, Esq,

Larceny.-Reg. v. John Parry, Lletty Adds, Bryncroes.-

Sergeant Williams conducted the prosecution. It appeared that Jeremiah Griffiths and others had purchased the wreck of the ship *Sorrento*, lately lost on the coast of Lleyn, and stored up some iron bolts and other materials obtained from the wreck in a shed built of timber at Port-ty-mawr, on the sea shore, in the parish of Llangwnadl, At various times articles were missing from the shed, and they calculated that they had lost about one ton and a quarter from it. Prisoner is

apparently about fifteen or sixteen years old - Jeremiah Griffiths said he and others had bought the wreck of the Sorrento, and had stored as much of the iron bolts belonging to the ship in the shed in question. Nobody could have gone into the shed without either breaking the lock or the shed itself, which was made of timber. The shed had been broken into several times, and a great quantity of the iron bolts stolen. He estimated the value of the bolts stolen at about 9d; but they had missed nearly two tons of them. P.S. Richard Owen, Eders, said that having received information that some bolts had been lost from the wooden shed, he, in company with P.C. Robert Daniel, went to Port-ty-mawr, Llavgwnadl, on the 11th ult. They examined the shed, and found it had been broken into by taking off a plank from the roof. About six pm. same day they met prisoner going down in the direction of the wreck with an empty sack in his possession. In about an hour and a quarter they saw him returning with the sack full. Witness asked him what he had, and he replied it contained some timber and some iron nails which he had picked up on the sea shore, Witness emptied the sack on the ground, and found it contained only the iron bolts produced, which Jeremiah Griffiths believed to be his. He took possession of the bag and its contents, and charged prisoner with having stolen them from the shed, he also told prisoner that it was impossible for him to have picked them up on the shore, as the tide was then over the beach, and he replied that he had picked them up in the day time, and hid them - William Prichard, a sharp lad of about ten years of age, said he and another boy, Hugh Thomas, were going down towards the wreck with prisoner; that he had seen the prisoner about noon taking the bolts from the shed by reaching for them through a hole in it, which he then took away and hid them at a place called Penrallt - The prisoner instead of cross-examining the witness, made statements tending to incriminate himself, when the Bench stopped him, Hugh Thomas, the other boy in the company of the prisoner at the time in question, gave evidence similar to Prichard's -The case was adjourned to the next court, the prisoner being bailed out.

North Wales Chronicle - Saturday 24 February 1872

PWLLHELI. PETTY Sessions, February 21.-Before the Rev. George Armstrong Williams (chairman), Robert Carreg, Esq., B. T. Ellis, Esq., and A. J. Williams, Esq. ,Captain Pearson, chief constable, was also accommodated with a seat on the bench.

Larceny.- Superintendent H. D. Williams v. John Parry, Lletty Adds, Bryncroes. - The case had been adjourned from the previous court, to enable the prosecution to bring additional evidence to prove that the defendant had not taken home the bolts he had stolen in the morning from a shed belonging to Jeremiah Griffith,

Bodwrdda, until the evening, when, as stated in our report of the last petty sessions, the police sergeant met him and found the bolts in his possession. This day a witness called Thomas Griffith said he was on the sea shore between eleven and twelve a.m. on the day in question, and saw defendant with some other little boys there. Defendant had a bag when he went down. Witness left him on the sea shore near the wreck. Before witness had gone half a mile defendant overtook him, and he had no bolts or chains, or anything in his possession then. Prisoner elected to be tried by the bench at Pwllheli, and the magistrates retired to consider their judgment. Upon their return to court, the chairman said that the bench had determined to put a stop to the thefts that were taking place on the sea shore, of which prisoner had been found guilty. There were children that thought they were at liberty to appropriate portions of wrecks washed ashore, but that was a mistake, and was a downright theft. Children that used to frequent Sunday Schools, as the children in this part of the country are supposed to do, ought to know that it was nothing less than theft. The bench had strong suspicions that they must be encouraged by their parents and other interested parties to steal. The bench had power to send him to gaol, or to order him to be whipped, and they had determined that the next time such a case should be brought before them they would order them to be whipped. They hoped that parents and children would take warning from the case before the court. The judgment of the court was that prisoner be fined £1 with the costs, or in default to go to gaol for a fortnight. The money was paid.

KENNEBUNK

Lock on Kennebunk River

A company was incorporated with 294 shares which were owned by 25 individuals. The size of the lock was: Width, 42 ft.; height, 16 ft., and the gates were 14 ft. 8 in, by 23 ft. 5 in. with a beam extending 27 ft. as a balance. The gates were built at the shipyard of Bourne and Kingsbury and floated down. The sides were of split stones; part of them were used in the foundation walls of the first shoe shop wing in 1884. The ships were launched on a high run of tides. The lock gates were closed at high tide and the natural flow of the river raised the water on the falls, and the vessel was floated down to the lock, then at the next high tide to Kennebunkport. The lock was in operation 19 years during which time 29 vessels were floated through, aggregating 23,080 tons. The last to pass through was the ship *Hawthorn*, built at the Landing in 1867. Shipbuilding was then transferred to the Lower Village.

The rigging had probably always been done there—masts, sails, and finishing around the masts. There used to be a ropewalk at Kennebunkport.

There were ship-yards on both sides of the river at Kennebunkport. From 1800 to 1890 there were 627 vessels built on the Kennebunk River and nearly all sailed in ballast and never returned. I think that about all of the rigging was done on the Kennebunkport side of the river.

The ship-yard of Capt. N. L. Thompson was on the western side of the river, not far from where the passenger station of the Kennebunk Port R. R. was. He built a gunboat for the U. S. Navy, named the *Aroostook* which was launched November 9, 1861. In his yard, 1870-74, were built the largest vessels ever built on the Kennebunk River. The largest was the *Ocean King*, launched October 26, 1874. Its size was: Length, 263 ft.; 238 ft. keel; 43 ft. beam; 30 ft. hold; 4 masts; 2516 tons.

Kennebunk history : not a history of Kennebunk but a few items in addition to and a sequel to "The village of Kennebunk, Maine" (revised to 1939) : a description of a few more old homes, a few biographical sketches"

In the spring of 1858 Nathaniel Lord Thompson would buy what was left of the Lower Village Shipyard.

Captain Horace A Wilson

Horace Wilson rose from mate of the *Marcia Cleaves* to captain in 1846; he stayed with the ship until she was sold in 1849 and was then given first command of the new *Olympus*; he purchased a twelfth share in her.

Soon after reaching home from the loss of the *Sorrento* Captain Wilson became ill and died three weeks later aged 70 years.

Captain Moses C Maling was part owner of the *Sorrento*, when she was launched and a resident of Kennebunk.

The ship *Neva* was built for the command of Moses C. Maling in 1852 by William Lord of Kennebunk.

Kennebunk Star on the front page of its November 12, 1943

Captain Moses C. Maling was born in Kennebunkport in 1819. His first wife, Olive Chadbourne, was the daughter of Kennebunk's Captain Elisha Chadbourne. Their first child, Mary, was born in 1849. A son, Charles Howard, better known as Hobby, followed in 1853. The young family hated to be apart. Olive and the children accompanied Captain Maling on two voyages before his 1856 adventure on the Donald McKay ship *Bostonian*.

When in Kennebunk the family lived in the Elisha Chadbourne house with Olive's mother and sister. Seven year old Mary was ill when Moses left for Boston alone in 1856. He received a letter from his wife just as he was boarding the vessel bound for San Francisco by way of Cape Horn. His daughter's condition had worsened and hopes for her recovery were slim. The Captain was reduced to tears before his crew.

For three months Maling believed his daughter Mary was dead. The *Bostonian* reached the equator 29 days from Boston, passed Rio de Janeiro 38 days out and Cape Horn on Day 59 of the voyage.

"The next day after passing Staten Island" Moses wrote, "the wild winds of old Cape Horn came down upon us in full blast and for 22 days we encountered the most terrific weather. Snow and rain every day and upon two occasions our decks were completely filled with snow so that all hands were employed all day shovelling it off." After a hard battering of four weeks we got around the horn into the Pacific. They were then becalmed for 16 days which Maling found more challenging than rounding the horn.

The second half of the voyage was much less stressful and the men found themselves with time on their hands.

Just before leaving Kennebunk, Moses had attended several "Spiritualist" meetings at Thomas Lord's house on the Portland Road in Kennebunk. It seems clear in his letter that Olive had not shared Moses' fascination with the supernatural. The seamen aboard the *Bostonian* decided to reach out to the dead every evening for the last month of their journey. They discovered that 16-year-old Henry Ward, Olive's nephew, who would later become a celebrated sea captain himself, was a gifted spiritual medium. Most of the good spirits that visited the *Bostonian* were coincidentally related to Olive Maling and therefore to Henry.

Olive's father and brother, Frank came every night. At first Ward wrote what the spirits told him but they soon gained full control of him and spoke with his voice. One night the ghost of Moses' sister came to call. She had just been in

Kennebunk and had good news for Moses. His little girl had regained her strength and was out in the snow with her brother Hobby. Moses had had misgivings when evil spirits Joe Crediford and Daniel Nason influenced Henry Ward to throw a table across the cabin knocking him on the head but the reassurance of daily reports of his loved ones' activities won him over. By the end of the voyage Moses was practicing to be a medium himself.

The *Bostonian* reached San Francisco on January 3, 1857. Captain Maling raced to pick up his mail and was delighted to discover that the spirits had been correct about his daughter's recovery. Though they had misled Moses about a few things he was quick to blame the evil Daniel Nason and Joe Crediford for maliciously lying to him.

Moses C. Maling returned home and sadly, his son Hobby died the following year. Another daughter was born in 1859 and in 1863 the family moved into a beautifully appointed new home on Zion's Hill that still stands there today at 36 Summer Street. When he died in 1893 Moses Maling was mourned as an intelligent and respectable man.

Manchester Times - Wednesday 28 September 1853

A SHIP STRAINED, - On Sunday evening, about five he o'clock, the ship *Joseph Walker*-, 1,600 tons, Captain Hoxie, one of the "Black Ball" line of packets, was drifted from her moorings opposite the Magazines Hotel, and dragged her anchors as far as the entrance to the Huskisson Dock, where she now lies. She was bound for New York with between 500 and 600 emigrants, chiefly from Ireland, who will suffer from the damage which their luggage will sustain by transhipment. The scene yesterday along the pier was altogether a very melancholy one, the poor creatures congregating in groups to bewail their detention, many of the females with children in their arms. The vessel, which is but slightly damaged, will be taken into dock to be overhauled.

DAMAGE TO AN AMERICAN PACKET SHIP AND LOSS OF LIFE. -The American packet ship *Neva*, Captain Maling, one of Pilkington and Wilson's "White Star" line, which was lying opposite the Magazines, with upwards of 200 emigrants for New Orleans, at four p.m. on Sunday dragged her anchors, and took the ground off Huskisson Dock, when the pilot, who was in command, deemed it as expedient for the safety of the ship and lives to slip one of the chains. The vessel, shortly afterwards, struck "heavily" against the pier, doing serious damage to her bows and sides. The alarm caused on board was so great that order was altogether out of the question. The emigrants, with the assistance of the captain, officers, crew, and several ship-masters, were got on shore, with the exception of

two or three, who are supposed to be drowned. Several of the poor creatures were severely injured in the scramble to get on shore. Some received bruises in the arms and legs, and others got knocked down and trodden upon. One poor fellow, who had fallen down the hold, was lying on the quay yesterday, about one o'clock, in a fainting condition, complaining of injuries to his rib's and chest; there was no one who knew him or could tell anything about him. The vessel, which is insured, has received extensive damage, having been beating at against the pier all night. Men are engaged discharging the passengers' luggage and cargo, and when this is done the ship will be taken into dock.

Captain John Deering

John W. Deering was born in Saco in 1833, moving to Portland in 1867. As a young man, Deering was a sailor, eventually becoming a captain employed by William Lord and Hartley Lord. He also owned shares in ships including the *Avon* taken and burnt by the CSS Florida in 1864. After moving to Portland, he became involved in politics, serving in city government. He was elected mayor of Portland twice, once in 1883 and again in 1885. Deering was a strict enforcer of the law.

After his second term as mayor, Deering was appointed Collector of Port by President Cleveland. He died in 1904.



Fig. 2

John W. Deering

Nathaniel Lloyd Thompson

Maritime Enterprises of a Kennebunk Shipowner:

William Lord, 1820-1860

Bonita A. Coro

University of Maine

Captain Nathaniel Thompson of Kennebunk left the bark *Diantha* and took the *Ruthelia* to New Orleans. Thus another second hand vessel of unknown origin was acquired. William took a minor interest in the ship *Regulus* in 1839 he bought 1/6 from brothers George and Ivory in December, with indications that it might soon be transferred to Capt. Nathaniel Lord Thompson.

The system of fractional ownership was the most common system of financing construction and owning vessels in the 1800's; as a general rule owners preferred to spread their risks. Lord was no exception. In no case was he full-owner of any vessel, and rarely held shares over one-half. Two of his early interests illustrated both fractional ownership in vessels not under his control but partly owned by other family members who initiated him into ownership. The brig *Ivory Lord* (built in Kennebunk in 1827, principal owner listed as George Lord) and the brig *Plato* (built in Kennebunk in 1828 also with George Lord as main owner) were 2 early interest. In choosing masters. Lord generally picked Kennebunkers well-known to him; a few were relatives such as Nathaniel Lord Thompson and Charles Williams. The *Diantha* did not return from Batavia until June 1836 she came into Boston and Lord went to look after her. In less than a month she departed for Havana and thence to New Orleans with 401 hogsheads of tobacco. Captain Nathaniel L. Thompson (temporary master for one voyage) reported poor hopes for cotton and finally got a cargo of tobacco for Bremen. Twelve years old, the brig *Caroline* was having difficulties in engaging cargo due to doubts as to her seaworthiness. Captain Perkins did admit the keel had been eaten by worms at Tampa Bay the previous fall. After repairs in Boston, she was placed under the command of Captain Nathaniel L. Thompson in June. The new master took her to New Orleans and returned to New York in November. After arrival the brig was sold for \$3750 to Richard Bartlett, president of an insurance company.

Before taking the *Caroline*, Capt. Nathaniel L. Thompson held brief command of the *Ruthelia*. Capt. Thompson reported on how she began (and ended) her year:

On the last day of January 1838 was struck by lightning and took fire and could not put it out Lat. 38 Long 59 on the 3d of Feb was taken off by Capt. Robinson of brig *Chavaleer* Jewett of St, Andrews, ...and carried to Barbados,

She had been in the Liverpool-New Orleans trade. Having insurance on the vessel and her freight, her owners (William Lord, Capt. Thomas Lord and George Callender) collected over \$30,000 for the loss of vessel and freight; it was credited to their accounts with only about \$1200 deducted for expenses.

On the *Marcia Cleaves* arrival at Boston in September 1839, Capt. Murphy left the ship. Capt. Nathaniel L. Thompson replaced Murphy and took hay and 200 passengers to Mobile, arriving in November.

From Mobile, the *Marcia Cleaves* took a charter to load cotton at Apalachicola, Florida for Havre, Callender wrote advising Captain Thompson to try to return from Europe to a north eastern port in preference to a southern port. Captain Thompson did go south, however, sailing for New Orleans on May 9th, indicating by letter that he had over 150 steerage passengers and 9 cabin passengers on board as well as a little freight. The *Marcia Cleaves* arrived in New Orleans on June 26th, discharged her passengers— with the exception of two who had died— and engaged 1800 bales of cotton for Liverpool. Captain Thompson wrote in September from Liverpool that he had a return freight to New Orleans of slate, tin and salt. After arriving in New Orleans, he was still waiting for an acceptable freight north in December of 1840. The vessel had had a good year however: by October, her owners had been credited with over \$13,000.

The *Marcia Cleaves*, the latest vessel, showed the most specialization; she was a ship for the Liverpool or Havre routes. The increased specialization was even more true after 1840, as was the carriage of passengers.

Although he had no share in the new ship Hartley for the first year, the ship was built expressly for the command of Hartley Lord, William's son. Hartley helped to supervise her construction at the yard of Jacob Perkins. The vessel itself was to have a 460-ton hull \$22.50 a ton. The estimated cost with cordage and other extras was \$24,250, double the cost just for the hull. In a letter to his father, on a trip to Boston, Hartley showed a bit of Maine conservatism when he wrote: "I am afraid, come to raise her + get her timbers up, she will be too sharp.

William Lord was concerned with planning two vessels in 1845— to be the *William Lord* and the *Olympus*. Hartley Lord and George Callender, through their new partnership that year, eventually took shares on both, but were involved with the planning of only the *William Lord* from the time of original contract. The *Olympus* may have been constructed on speculation by her builders, to be sold in small pieces. Hartley wrote his father that he and Callender would take a quarter of the *William Lord* but preferred small shares in more vessels to increase their commissions: they did take a quarter. Hartley arranged for a Massachusetts man (a Mr. Stetson) to make the model and moulds. Lord had had numerous past dealings with Bourne and Kingsbury of Kennebunk and could have had the models made locally but dissension had obviously arisen as shown by a letter from Hartley; he wrote:

... your chance would be better for getting the moulds + model in season by having them made at home--but B + K always make some mistake--or do different from what you tell them— too much fancy work about them I think--and they know so much more than anybody else— like to have their own way +c +c. The *William Lord* was built at the yard of Robert Smith Jr, at a cost of about \$26,500 for the hull (743tons). Callender and Company sent cordage, duck, and

chain. Launching occurred in October, and Capt. Charles E. Barry (Lord's son-in-law) was placed in command. The ship was placed under Boston registry, with William Lord listed as main owner. Lord's actual share at the time was unclear. The vessel was sent first to Mobile.

The 745 ton ship *Olympus* was constructed at Titcomb's yard at \$38 a ton for the hull. Callender corresponded with the Titcombs when the ship was near completion and inquired about buying a small share. They were considering selling the whole ship but Callender eventually bought a sixth out of the third held by Lord. Her first master, Horace Wilson, held a twelfth but it was in Lord's name. The ship was listed with William Lord as main owner under Kennebunk registry for her first sailing early in January of 1850, Little information was available on the ownership of the *Olympus*. William lord owned one-sixth of her but half of that actually belonged to her master, Horace Wilson. It remained for a while in Lord's name.

Financial methods were somewhat more explicit in instructions and movements in the 1840's. As in the 1830's, remittances in foreign countries were made to well-known houses such as Baring Brothers. In one instance Captain Brown of the *Diantha* was instructed to remit to Baring in preference to shipping specie as exchange rates had improved. His method of crediting owners was common. Captain Hartley Lord of the *Hartley* had orders to ship specie or remit to J. B . Greene and Company at Havre in 1847, depending upon rates at his time of arrival; the captain did remit 51,000 francs. These funds remitted to foreign houses were used in several ways; they might cover expenses for vessels or they might be quickly transferred. Callender often sold the exchange from foreign ports when rates were advantageous, as he did with the *Hartley*'s in the case of that Havre voyage and others. When exchange was low the opposite method was used.

The *Diantha* was ordered in 1847 to take a small freight in preference to Liverpool passengers as the British examined vessels too extensively before, clearance.

Horace Wilson rose from mate of the *Marcia Cleaves* to captain in 1846; he stayed with the ship until she was sold in 1849 and was then given first command of the new *Olympus*; he purchased a small share as well.

Captain Thompson, even with his high wages, attempted to charge the owners a commission on the ship's disbursements in France. Callender, somewhat perturbed indicated that Thompson had done "... no more than his duty + his wages were intended to be in full for all such services as he could render. Thompson was probably no primage.

Management of vessels thus covered a wide field: orders for the captains, financial arrangements at home and abroad, wages, and cargos. None could be neglected in the highly competitive field of navigation.

The *Piantha*, *Finland*, and *Marcia Cleaves* were all at New Orleans waiting freight in January of 1841. Capt. Nathaniel Lord Thompson kept the *Marcia Cleaves* there waiting an acceptable freight until April; he found stiff competition from the many idle vessels. He procured a cotton freight from Levi H. Gale for Liverpool and arrived out at that port by the end of May. The owners had considered coal or salt, small amounts on their account for return to Boston or New York. Later in 1841 Capt. Thompson of the *Marcia Cleaves* was ordered by Callender, on instructions from William and Thomas Lord, to return from Marseilles to New Orleans if at all possible, even to New Orleans in ballast, rather than accept less than \$4000 for New York which would make the ship late for a second freight from New Orleans. The captain did load 340 tons of coal and 1500 bags of salt for the owners, and let the steerage section for passengers for 250 British pounds. The passengers disembarked at New York; the coal and salt (insured as freight) was discharged at Boston in August and September. From Boston the ship took freight and passengers to New Orleans. In 1842, Capt. Thomas Lord went personally to Boston to decide on repairs for the ship.

The *Marcia Cleaves* was also at New Orleans in January 1846, and also came north to Boston; but she left Boston in March with 350 tons of ice loaded by Frederic Tudor as freight for New Orleans. At New Orleans, her new captain, Horace Wilson, engaged a cargo at good rates through Levi Gale, to load cotton and pork for Boston. Levi Gale was the New Orleans agent for the Packet Line between Boston and New Orleans, established in 1834. Later the ship took another coastal freight to New Orleans, consisting of paving stones. Next a freight of 545 hogsheads of tobacco and 13470 pieces of staves were acquired, consigned to London buyers.

The *Hartley*, at launching, was owned one-half each by Lord and Callender, but soon they each sold an eighth to Captain Hartley Lord. When Hartley left the ship the next captain was sold a share. Among the various owners, the captains were generally expected to buy a share and the vessels were expressly built for the command of these first masters.

The *Hartley* was also offered a tobacco freight from New Orleans at about the same time, but Lord felt that tobacco was bad for the new ship and settled for wheat and flour for Liverpool. The *Hartley* carried two cargos to Liverpool with one return to Boston in preference to a July return to New Orleans. The *Marcia Cleaves*, formerly employed almost exclusively in the Liverpool cotton trade, stuck to the Boston—New Orleans route in 1846 until she took a fall cargo to London.

In 1847 the *Marcia Cleaves*, Captain Wilson, was back in the European trade. After her trip to London in 1846 she proceeded to Havre and got 175 passengers at forty-five francs each (exchange rate: five francs, twenty-five centimes to the

dollar) and sailed for New Orleans arriving at the start of 1847. Captain Charles Morrill of the *York* (another Kennebunk vessel--George and Ivory Lord) provided \$1000 to Captain Wilson in return for a draft on Callender at New Orleans; that was a rather unusual method of acquiring cash; Morrill had planned to remit to his owners. The *Marcia Cleaves* returned to Liverpool but went on to Havre when the captain could not meet English requirements for carrying passengers and decided that repairs would take too long; he took a general cargo back to New Orleans.

The *Hartley* also took passengers in 1847. In January Captain Lord loaded 1248 bales of cotton, 1200 bushels of wheat, 400 barrels of lard and tallow, and 3600 staves-a large cargo worth \$11,500 in freight charges to Havre; he returned general freight and twenty four steerage passengers. His next European voyage was to Antwerp, where a broker provided an August charter for a "full complement" of passengers to New Orleans at eighty francs each (about \$15). The full complement was supposed to be 187 but Captain Lord cleared with 160, with full payment on the charter for 187 persons. The ship did well that year; from October 1846 through October, 1847 the owners cleared \$11,000— 3/8 each to William Lord and Callender and 1/4 to Captain Hartley Lord.

In 1846 Hartley Lord left the sea and went into partnership with George Callender as commission merchants at Boston.

Passengers were very important to the vessels during 1849, The ten-year-old *Marcia Cleaves* went to Liverpool with cotton early in the year. Captain Wilson found that carrying passengers was the only good return possibility; however, his ship could not pass inspection so he ballasted with 150 tons of slate and sailed for Mobile, From Mobile he loaded 1500 bales of cotton for Havre, to discharge on route to fulfil a charter to carry railroad iron to Portsmouth, New Hampshire. On arrival at Havre the captain wrote to Lord, describing the poor condition of the ship, including leakage and worm holes which made her unfit for any more heavy cargo. The captain expressed a desire to leave the ship after seven years on her, but felt he had no way to get a better ship (he got the new *Olympus*. launched the following January). He also noted the discharge of a black crew shipped at Liverpool for the Mobile voyage and back as arranged at Liverpool.

In May 1850 *Olympus* got a charter (after lying idle in New Orleans) to carry staves to Spain ; The staves consisted of varieties such as claret, hogshead, and oil pipe staves.

After 1850, it was clear that William Lord's main function in the trio consisting of himself, Hartley Lord, and George Callender was to plan for and supervise the construction of new vessels; other owners also were prominent, especially Daniel Cleaves who continued to take shares. Lord made contracts and sold most of his original shares, to hold smaller shares himself. Management centred more and

more in the hands of his son especially after Hartley broke off his partnership with Callender and followed an independent line. William left much of the management to him.

The ship *Neva* was built for the command of Moses C. Maling in 1852, Both Callender and Cleaves agreed to take shares if Lord contracted with the Wards.

At the very end of 1856 a contract was made resulting in the ship *Arno*. Hartley wrote his father noting shares as an eighth each for himself and William and three-quarters for Cleaves and would share in the profits by contracting, supervising and selling out all but his eighth. The *Arno* was one of the few ships in which Callender had no shares; Captain John Fairfield, however he added that William would share in the profits by contracting, supervising and selling out all but his eighth. Hartley Lord had the management of her and she was registered at Boston. The 916.20 ton ship was placed under the command of John W. Deering and sent to New Orleans for cotton in October.

After three or more poor years for freighting a new ship was built in 1860—the *Alameda*. Lord did not supervise its construction but made the agreement for shares to be held for himself, his son, and Daniel Cleaves, Hartley referred to "Thompson" and Charles Williams supervising. There was no conclusive evidence regarding the shares held by each, but William Lord was listed as main owner in Bryant's Kennebunk Vessels, which noted the ship as 935-24 124 tons, under Boston registry.

The *Olympus* stayed entirely in the Liverpool - New Orleans route with two charters, one from Pilkington and Wilson to take passengers and freight to New Orleans.

The *Neva* was a new ship, the second of Lord's ships to carry the same name. The *Neva* took her cotton cargo to Liverpool, over 2800 bales. Captain Moses Maling then chartered railroad iron for New York and returned direct to Liverpool. A passenger charter was taken because good freight could not be found; however before sailing for New Orleans, a gale threw the ship against the dock walls killing a number of the passengers. The captain felt that the ship itself would have broken up if not strong and new.

The *Neva* arrived at New Orleans in January and loaded a freight of flour and cotton engaged by J. P. Whitney and Co. before her arrival . Captain Maling took the ship to Havre and then to Cadiz to load salt for Boston . Theodore Brown took the ship at Boston as Captain Maling decided to leave the ship and go home.

Problems arose in 1854 over command of most of the vessels; changes occurred on six of the eight ships—all but the two new ships launched in October. Most

involved changes from one vessel to another. First and second masters were as follows;

Hartley; Charles Morrill, Alfred Howes

Ocean Star: Tobias Lord, Charles Morrill.

Olympus: Horace Wilson, Mr. Wallace (former mate)

Windermere; John Fairfield, Horace Wilson

Neva: Moses Maling, Theodore Brown

Bostonian: James King, Moses Maling

In one situation the owners had little control over results. Horace Wilson was offered an eighth and command of the Bostonian; however when the Windermere, Olympus and Bostonian all came into Liverpool between May and July, Captain Wilson took the Windermere and went to New Orleans, instead of going to Boston with his Olympus to meet the Bostonian and take command as planned. He was afraid of being sent to the Pacific on the Bostonian so sent his own ship home with the mate (who lost it). Captains Fairfield and Wilson felt that since the same owners were involved with both the Windermere and Bostonian that their own arrangement was acceptable. Wilson felt that he had saved the owners the cost of sending a captain to meet the Windermere, whose captain left that ship and went home with his family as passengers on the Bostonian. Captain Maling took the Bostonian at Boston. Although the owners were disturbed over the masters arranging matters for their own benefit—the situation was allowed to stand.

A major change occurred in the management of those ships with the dissolution of the partnership of Hartley Lord and George Callender in 1857 Hartley Lord established himself independently as a Boston commission merchant. The split had been building up due to personal conflicts in part; even Callender's letters to William had been less frequent and less personal for the previous two years. Hartley referred to the firm as having agency for twelve or thirteen ships and the management was divided in proportion to the partners interest in the company: two-thirds for Callender, one third for Hartley. They bought each other's shares out. Hartley kept management of the Hartley, Ocean Star, Simoda, and Gulf Stream; the Neva would have been his but she was lost. The Arno was put under his management after construction in 1857 Hartley had written his father that he did not believe Callender would be interested in a share in the Arno and Hartley wanted none if Callender did take a share. As Hartley was preparing for the separation, he speculated on his expectations for good business; he felt that

vessels were the best investments even though his father wished to withdraw somewhat from shipping. Hartley did not seem to like the disadvantages of city living; however he felt business arrangements in Kennebunk were not advantageous either. He hoped other Kennebunker's would give the agency for some of their ships to him since he was starting new. Both his father and Daniel Cleaves transferred parts of their balances from Callender to Hartley so that he would have some money to work with. Hartley had nearly complete management of his father's interests as only the Windermere and the Bostonian, Callender's ship, remained in Callender's hands. All of the ships managed by Hartley were registered in Boston, except the Gulf Stream and her registry was changed as soon as Hartley took management. Hartley was not encouraged by business in 1857, his first year and a bad year nationally. He had four ships valued at \$157,000 in his care; he referred to making 1% on them, which was worse than managing any other capital in the city; he also noted the convenience for owners to have their ships managed at Boston-being the major New England port. At the end of the year Hartley reflected on his \$600 salary: I don't think the owners will fail on a/c of my commission or enormous salary they pay their agents to manage their property— It would hardly keep a cat from starving.

He certainly was not alone; a national decline had begun and continued to the Civil War and after. Hartley seemed to place some of the blame on the shoulders of the captains at first; he felt their orders should be more direct with less left to their judgement but by the end of the year, he felt perhaps it was as hard for him to judge from Boston as for the captains in port.

Both the Windermere and the Bostonian were temporarily managed in 1860 by Hartley Lord in place of George Callender who became ill in December of 1859 and died in February of 1860, The other four ships (five with the Arno after 1857) of concern after 1855 were mainly in the cotton trade. As explained, they were managed by Hartley Lord.

WILLIAM LORD COLLECTION. MSS in BRICK

STORE MUSEUM, KENNEBUNK, MAINE.

Summary of Captains and Vessels:
with Dates Vessels were Acquired

Ship Neva (1832):

Thomas Lord
Thomas Nowell
Joshua Perkins

Brig Caroline (1833):

Captain Burnham
Daniel Nason
Samuel L. Bragdon
Captain Pratt
Cyrus Perkins
Nathaniel Lord Thompson

Bark Diantha (1834):

Charles Williams
Nathaniel Lord Thompson
Samuel L. Bragdon
E. Shorey
Claudius B. Williams
Theodore Brown

Ship Ruthelia (1837):

Nathaniel Lord Thompson

Brig Swiss Boy (1837):

Jotham Blaisdell
John H. Perkins
Moses C. Maling

Ship Marcia Cleaves (1839):

John Murphy
Nathaniel Lord Thompson
Franklin N. Thompson
Francis W. Chadbourne
Horace A. Wilson

Bark Finland (1840):

Charles Williams
Daniel Nason
Daniel Means
Noah Nason

Ship Hartley (1845):

Hartley Lord
Stephen Cammett
Charles M. Morrill
Alfred Howes

Bark Francis Watts (1846):

Joshua Perkins

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Ship Mt. Washington (1847):
Jotham Blaisdell
William P. Stone
Ivory Goodwin
William Davis

Ship Ocean Star (1848):
Claudius B. Williams
Tobias Lord
Charles M. Morrill
William Symonds
Albert Williams
George E. Browne

Ship William Lord (1849):
Charles E. Barry

Ship Olympus (1850):
Horace A. Wilson

Ship Windermere (1851):
John W. Fairfield
Horace A. Wilson
William Smith
David G. Harding

Ship Neva (1852):
Moses C. Maling
Theodore Brown

Ship Bostonian (1854):
James B. King
Moses C. Maling
Frederick Burnham

Ship Gulf Stream (1854):
Daniel C. Lord
John W. Fairfield
R. G. Higgins
Captain Sprague

Ship Simoda (1854):
William B. Nason

Ship Arno (1857):
John W. Deering

Source:

William Lord Collection (MSS in Brick Store Museum,
Kennebunk, Maine).

Edited.

The Union and journal, September 08, 1865

Names of persons taxed of \$100 and over in Kennebunk in the present year;

Nathaniel L. Thompson \$2,071,00

The Union and journal, March 02, 1866

Some weeks since we gave the number of vessels being built at Kennebunk and the Landings. The following are more particulars : — Nathaniel Thompson has on the stocks two vessels of 1170 tons each and the materials ready for another of 600 tons.

The Union and journal, February 25, 1870

O.P. Griffin & Co have sold the machinery and fixtures in their new Braid Mills to Capt. Nathaniel Thompson. Mr Griffin the senior partner retires on account of ill health and Mr Reed is retained by Mr Thompson to manage the mills on a large salary. The company retains the name of "Union Lace Company".

Daily Kennebec journal, September 12, 1870

At the yard of Capt. Nathaniel Thompson Kennebunk, a three decked ship of about 2000 tons is nearly completed. She will be called the "Columbus" and is owned by Messrs. Lincoln & Thayer of Boston, George S Hunt, Cap. York, John Randall and Sylvanus Blanchard, of Yarmouth. It is expected she will be launched about the 20th Inst.

The Portland daily press, August 21, 1872

KENNEPORT ITEMS. — A ship of 1650 tons owned and built by Capt. Nathaniel Thompson was launched on Saturday last. Others are building or still contracted for.

The Portland daily press, September 09, 1872,

The Times reports that at Kennebunk Capt. Nathaniel Thompson will build a large ship : also two large three masted schooners for parties in New Jersey and Rhode Island, and two smaller schooners to order.

Daily Kennebec journal, January 24, 1873

MAINE LEGISLATURE

HOUSE

Mr Kelloch from the Committee on Commerce reported bill an act authorising Nathaniel Thompson to build and maintain a wharf on the westerly side of Kennebunk river in the Town Kennebunk. Read and assigned

Daily Kennebec journal, August 30, 1873

At Kennebunkport, Mr Nathaniel Thompson is building a ship of 2200 tons for himself and others: also, two three masted schooners of 500 tons and 600 tons.

The Portland daily press, December 10, 1874

BUSINESS NOTES

Capt. Nathaniel Thompson has put up the frame for a 200 ton schooner. Wages will be lower than last year at this time but mechanics will receive a fair compensation.

Daily Kennebec journal, September 24 1878

Nathaniel L Thompson, Shipbuilder, Kennebunk, is reported failed.

Daily Kennebec journal, January 19, 1881

The Biddeford Journal says that a large lot of Southern oak ship timber lying in the Thompson Yard, Kennebunkport was recently sold on execution in favor of H Mehan of Bath, vs Nathaniel Thompson at a price hardly sufficient to cover freight. In N L Thompson's yard there are two ships frames waiting the decision of our honorable court as to their ownership. During the mean time one of them has spoiled and the other is not much better off.

The Portland daily press, March 08, 1894, Page 2**Captain Benjimin Thompson.**

Kennebunkport, March 7.—Captain Benjamin Thompson died yesterday aged 100 years, 2 months and 7 days. He has been in good mental and physical condition since he began his second century, but although he has safely withstood all other diseases, the grippe was more than he could combat.

Captain Thompson was born in Kennebunkport, December 29, 1793, and was one of a family of nine children. He worked on the farm for his father until nearly 23 years of age, when he became tired of farm life and took to the sea. He shipped as a cabin boy with his uncle, Capt. Nathaniel Thompson. The name of the brig was the Trident and a better vessel never sailed from the port. He followed the sea for three years, and afterwards became mate of this vessel. In June, 1819, while at New Orleans, his uncle was taken sick and died. He took command of the vessel and after sailing to the West Indies returned to the Port, after which time he never went to sea.

Since that time he has been engaged in farming. Mr. Thompson married Matilda Smith, June 5, 1821; by her he had six children of whom two are living, Horace and Mary E., who reside on the old homestead with their father.

He always voted the straight Democratic ticket until the Prohibitory party sprang into existence, when he joined their ranks.



Facsimile of United States Document issued to sailors as a protection and to prove citizenship.



Fig. 4 Drawing of Nathaniel Lloyd Thompson

Ships built by Nathaniel Thompson in 1863

Ship COLUMBUS. 932.25 tons. 178 x 33.6 x 24. F.
N. Thompson, master. N. L. Thompson, principal
owner. Sold British account before 1866.

Ship SORRENTO. 1225.78 tons. 197 x 39.3 x 27.8.
N. L. Thompson, master. Hartley, Lord & Co., princi-
pal owners. Lost in Irish Channel about 1870.

Bark ANNIE E. SHERWOOD. 493.06 tons. 135 x
28 x 18. Stephen Thompson, master. John H. Harbeck,
Calcutta, principal owner. Hailing from Calcutta be-
fore 1866, and as late as 1885 under name A. E. SHER-
WOOD.

Bark DELHI. 654.64 tons. 151 x 30 x 19. F. N.
Thompson, master. N. L. Thompson, principal owner.
Sold to British account on arrival in London same year.

Brig ELIZABETH. 308.66 tons. 128 x 28 x 10.
Charles A. Hill, master. N. L. Thompson, principal
owner. From 1866 to 1873 owned H. D. Brookman &
Co., New York.

Baring Brothers, a London merchant bank founded in 1763 by the Baring family to finance trade with the United States and India. During the Napoleonic Wars it was engaged in substantial operations for the British treasury. The firm soon became one of the major powers in international finance. Between 1820 and 1870 it provided numerous government loans for France, Spain, Portugal, Russia, and Canada, among others. In Latin America it placed a Buenos Aires foreign loan in 1824, a Chilean railway loan in 1858, and a Venezuelan loan in 1862. During the 1880s it became the principal banker to the governments of Argentina and Uruguay, leading international banking syndicates in issuing six Argentine national loans and three Uruguayan loans. However, its excesses led to bankruptcy in November 1890, causing a major financial crisis in London, known as the Baring panic.

Messrs. Hartley, Lord & Co.

In 1846 Hartley Lord left the sea and went into partnership with George Callender as commission merchants at Boston. The partnership of Hartley Lord and George Callender was dissolved in 1857, and Hartley Lord established himself independently as a Boston commission merchant.

National Republican., April 03, 1884, Page 7

THE COURT RECORD

Alabama Claims

In the Court of Commissioners of Alabama claims yesterday judgements were announced as follows, with interest at 4 percent. from dates named:

No. 800 Hartley Lord and Henry Lloyd of the firm Hartley, Lord & Co. \$9829 April 20 1863. No. 801 Hartley Lord £897 Dec. 25 1862

The New York herald. [volume], September 12, 1867, Page 5

The ship Avon, of Boston, of 946.44 tons burthen, duly registered at Kennebunk—whereof Hartley, Lord and Henry C. Lord, of Boston; Daniel Cleares and John W. Deering, of Saco; George Wise and M. C. Matting, of Kennebunk, Maine, and Alfred Howes, of Dennis, Mass., were the sole owners, and the said Alfred Howes was master—was laden with a cargo at Howland's Island, in the Pacific Ocean, for Queenstown, Ireland, for orders, and thence to a port of discharge; she sailed from Howland's Island December 31, 1863, and was captured by the Florida March 29, 1864, plundered and burned on the next day, with her cargo.	695
The owners claim for value of the vessel, \$50000, and for freight on charter money, \$50,000, making.....	\$130,000
Alfred Howes claims for loss of prize, money, cheats, instruments, &c.....	3,000
And H. C. Flinn, mate, for wearing apparel, &c..	500
The Sun Mutual Insurance Company, of New York, claim as insurers, and by subrogation to the rights of Hartley, Lord & Co.....	9,000
The Columbian Insurance Company, of New York claim as insurers upon cargo of Gliddon & Wil- liams.....	7,000

Potter's Electric News - Wednesday 02 September 1863**BURNING OF THE AMERICAN SHIP ANGLO-SAXON BY THE FLORIDA.**

News arrived in Liverpool on Friday from Brest, to the effect that the large American ship Anglo-Saxon, Captain Cavarly, was burned by the Confederate steamer Florida on the 21st instant, about 30 miles S.S.W. off the Head of Old Kinsale. The Anglo-Saxon was owned by Messrs. Duncan, Kendall, and Co., and at the time she was captured by the Florida, she had the Channel pilot on board. The captain of the Florida, before he destroyed his prize, stripped her of all he wanted, sextants, chronometers, &c. The crew twenty in number, were landed at Brest on the 25th inst., from whence Captain Cavarly intends to proceed to this port. The Confederate steamer, Atlanta, reported as being overhauled in the dockyard at Brest, is no other than the celebrated Alabama, whose bottom was

so foul that her speed was materially lessened. Of course the United States Government will have something to say upon the subject.

CSS Florida (1862-1864)

CSS Florida , a steam screw cruiser of about 700 tons, was built in England in 1862 under the name *Oreto* . Secretly purchased by the Confederate States Navy, she sailed in March 1862 for the Bahamas in the guise of a merchant ship. After her arrival, she was fitted as a naval vessel and commissioned in August 1862, commanded by First Lieutenant John Newland Maffitt . With her crew largely disabled by yellow fever, Florida went to Cuba and, on 4 September 1862, ran the Federal blockade into Mobile, Alabama. After completing her outfitting, Maffitt took his ship back out through the blockade on 16 January 1863. Operating in the Atlantic and West Indies over the next eight months, *Florida* captured twenty-two prizes, striking terror in the United States' merchant marine and frustrating the U.S. Navy's efforts to catch her. In August 1863, she went to Brest, France, remaining there until the following February, when she again got to sea past watching Federal forces. Under the command of First Lieutenant Charles M. Morris , *Florida* took another eleven prizes between then and October 1864, when she arrived at Bahia, Brazil. It was while anchored in that port on 7 October, Florida was attacked, captured and towed to sea by *USS Wachusett* , in violation of Brazilian neutrality. After being taken to the U.S., her return to Brazil was ordered by the courts. However, before this could be done, on 28 November 1864 *Florida* was accidentally sunk off Newport News, Virginia.

Report of Commander Napoleon Collins, U.S. Navy, commanding U.S.S. Wachusett , of the seizure by that vessel of C.S.S. Florida

U.S.S. Wachusett

St. Thomas, West Indies, October 31, 1864 .

SIR:

The following is a detailed report of the capture of the rebel steamer *Florida* in the Bay of San Salvador, Brazil, by the officers and crew of this vessel, without loss of life: At 3 o'clock on the morning of the 7th day of October instant we

slipped our cable and steered for the *Florida*, about five-eighths of a mile distant. An unforeseen circumstance prevented us from striking her as intended. We, however, struck her on the starboard quarter, cutting down her bulwarks and carrying away her mizzenmast and main yard. This ship was not injured.

Immediately upon striking we backed off, believing she would sink from the effects of the blow.

In backing clear we received a few pistol shots from the *Florida*, which were returned with a volley, and, contrary to my orders, two of my broadside guns were fired, when she surrendered.

In the absence of Captain Morris, who was on shore, Lieutenant Thomas K. Porter, formerly of the U.S. Navy, came on board and surrendered the *Florida* with fifty-eight men and twelve officers, making at the same time an oral protest against the capture.

Five of the *Florida*'s officers, including her commander and the remainder of her crew, were on shore.

We took a hawser to the *Florida* and towed her to sea.

In contemplating the attack on the *Florida* in the bay I thought it probable the Brazilian authorities would forbear to interfere, as they had done at Fernando de Noronha when the rebel steamer *Alabama* was permitted to take into the anchorage three American ships, and to take coal from the *Cora [Louisa] Hatch* within musket shot of the fort, and afterwards, within easy range of their guns, to set on fire those unarmed vessels.

I regret, however, to state that they fired three shotted guns at us while we were towing the *Florida* out.

Fortunately, we received no damage. After daylight a Brazilian sloop of war, in tow of a paddle gunboat, was discovered following us. With the aid of sail on both vessels we gradually increased our distance from them.

We had three men slightly wounded; one only of the three is now on the sick report. I enclose the list of the prisoners. Those who have a star opposite their names were formerly in the U.S. Navy.

This vessel is ready for service. The *Florida* will require repairs of machinery, a new mizzenmast, etc.

The officers and crew manifested the best spirit. They have my thanks for their hearty cooperation, in which I beg to include Thomas F. Wilson, esq., U.S. consul at Bahia, who volunteered for any duty.

I am, sir, very respectfully, your obedient servant,
N. Collins,
Commander
Hon. GIDEON WELLES,
Secretary of the Navy .

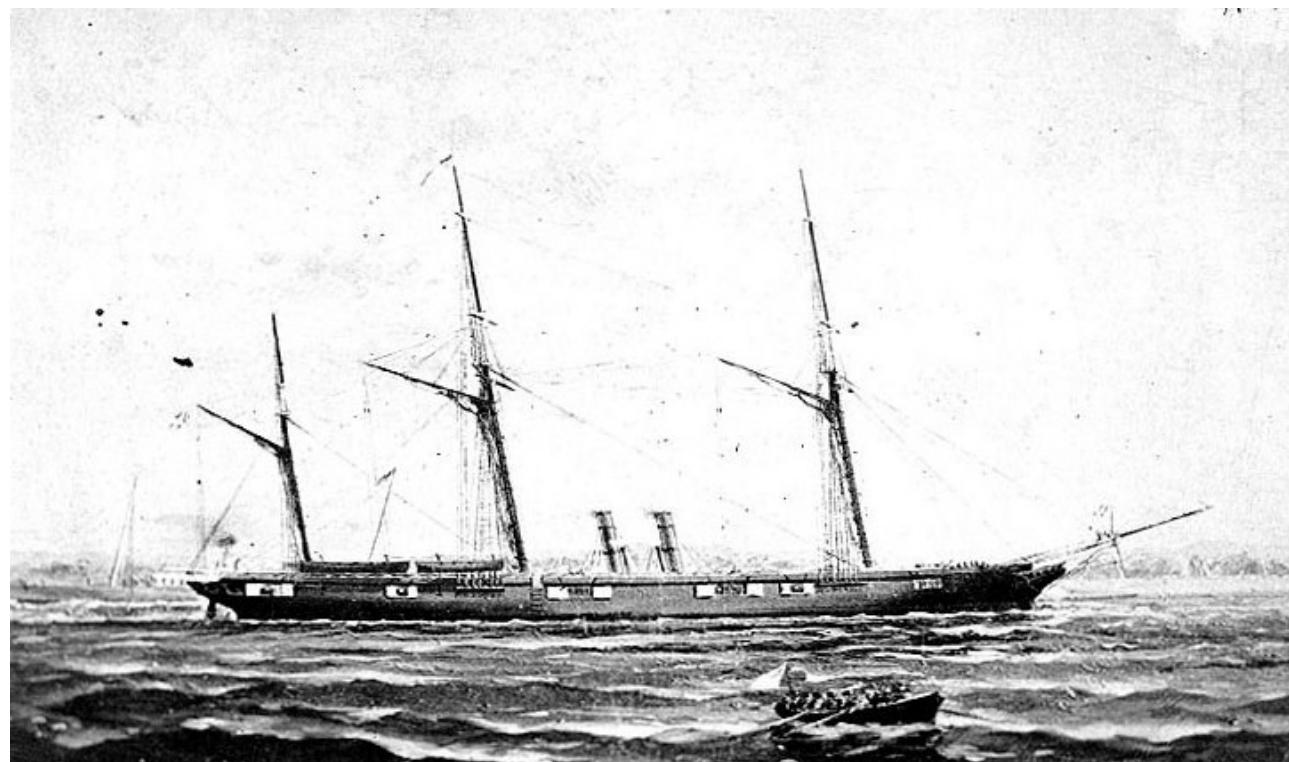


Fig. 5 19th Century photograph of an artwork depicting the *CSS Florida* at St. George's, Bermuda, 1863.

From AmericanCivilWar.com

COFLEIN

The *SORENTO* was a full-rigged ship which was on passage from Liverpool to New Orleans when was caught in hurricane force south westerly winds and blown onshore near Porth Ty Mawr, Caernarfon Bay, on 12 October 1870. One of the crewmembers was drowned whilst attempting to swim ashore with a line. The remainder of the crew were able to walk ashore when the tide receded.

Sources include:

Board of Trade Wreck Return 1870 Part II Table 22 pg51 (829) and Table 21 pg40 (818)

Gater, D, 1992, Historic Shipwrecks of Wales, pg10

Larn and Larn Shipwreck Database 2002

Maritime Officer, RCAHMW, April 2008.

Ship registers and Enrolments of New Orleans, Louisiana 1861 -1870

MISSISSIPPI RIVER, NEW ORLEANS, LOUISIANA.

1291. SORRENTO, ship, of New York City. Built at Kennebunk, Maine, 1863. 1583.51 tons; 197.5 ft. x 39.8 ft. x 27 ft. Three decks, three masts, elliptic stern, billethead. Previously registered, No. 472, Oct. 2, 1865, at New York City.

Registered (temporary), No. 3, Aug. 5, 1868. Owners: Horace A. Wilson, 1/8, Brooklyn, N. Y.; Henry C. Lord, 5/24, Hartly Lord, 16/24, Boston, Mass. Master: Horace A. Wilson. Document surrendered at New York City, Apr. 7, 1869, for permanent papers.

Rhiw.com



"The Sorrento"

The Sorrento came ashore at Porth Ty Mawr on a stormy night in October of 1870. But unlike the "Stuart" thirty years later there was loss of life. In the raging storm one man tied a rope around his waist and tried to swim ashore. But he was overcome by the huge seas and drowned. She was an American three masted sailing vessel, and was on her way from Liverpool to New Orleans with a full load of cargo including railway iron, porcelain, crates of spirits and wine, the crew tried desperately to save the ship even to the point of cutting her masts down but it was all in vain, and she struck the rocks with a Thunderous roar. The crew waited for the tide to go out then walked to the nearest house, Ty Mawr, but their reception was not what they expected. At that point in history the people of Llyn were under the illusion of an Irish invasion. So when a bunch of wet and bedraggled foreigners knock on your door in the middle of a stormy night, you do tend to over react !!!! The gun was out of the cupboard in a flash, but luck was on the side of the "enemy", and apart from some bruised egos, and the lady of the house that tried to escape through a bedroom window, order was restored. To overcome the language barrier the Americans used a match box with three matches sticking out of the lid, then ran the box along the table and smashed it against the wall. The penny dropped, and the rest as they say is history. Suffice to say the homes of Llyn got a fresh supply of crockery, and the "Yanks" went back to Liverpool to try again.

"Stained glass from the Captains cabin door"



Fig. 6 Stained glass from Captains cabin door

7.0 Analysis

The *Sorrento* was built during the period of the American civil war when the demand for large ships was reduced and it was sailed to New York on her maiden voyage by the builder Nathaniel Lloyd Thompson and then onto Liverpool. On arrival ship was extensive advertised for sale, apparently unsuccessfully. During the period of the American civil war the Southern American ports were blockaded by the Federal Navy and the Confederate Navy captured and burned ships from the rest of America including in the English channel. The firm of Hartley, Lord & Co., who were part owners of the *Sorrento* lost another ship burnt by the CSS *Florida* on route from Howland Island, Pacific Ocean to Queenstown, Ireland.

In 1863 – 1864 a number of vessels built by Nathaniel Lloyd Thompson were sailed on completion the Great Britain and sold. He went bankrupt in 1878 in a general depression in ship building which also bankrupted a number of other ship builders. The Shipping and Mercantile Gazette - Saturday 29 August 1863 shows other American vessels for sale in the same period where the broker did not even both to name them just gave details of size and where they were built.

The record of American and Foreign Shipping began publication around 1867 but they only exist on line from 1872, so there were no details of the *Sorrento* from that source. Fortunately she was advertised for sale in Liverpool in March 1864, providing her dimensions, the Ship registers and Enrolments of New Orleans, Louisiana 1861 -1870 provided further details and ownership shares in 1868.

The builder Nathaniel Lloyd Thompson, part owner and Hartley Lloyd were related and they and the masters of the *Sorrento* all came from the same area of Maine, USA around Kennebunk. When the *Sorrento* was launched the local newspaper gave the owners as Nathaniel Lloyd Thompson, Hartley Lloyd and Moses C Maling which was the pattern established by Hartley Lloyd's father, William, if Moses Maling was the master. Nathaniel Lloyd Thompson was the first master, but by the time the vessel arrived in Liverpool the master was John Deering, it was stated in the book about Nathaniel Thompson by his daughter published in 1937 that he was the master to Liverpool. It was not necessary for the owners to be present in Liverpool to sell the vessel, William Lloyd had previously given the master's written authority to sell vessels.

The owner quoted in the Newspapers when the *Sorrento* was lost was Hartley Lloyd but the Ship registers and Enrolments of New Orleans, Louisiana 1861 - 1870 shows the owners in 1868 as Horace Wilson 1/8, Henry C Lord 5/24, Hartley Lloyd 16/24. The masters previously had been paid a monthly salary but

the majority of the total payment was made up of percentages of the amounts earned from passengers and cargo.

Hartley Lord started at sea becoming a master of one of the ships his father part owned with George Callender before going into partnership with George Callender as a ships broker. He ended the partnership and continued in business on his own account.

I have included parts of the thesis by Bonita A. Coro ,University of Maine from the business papers of William Lord as they show the development of Hartley Lord's business and his association with Nathaniel Thomson and the other captains of the *Sorrento*. It also shows how the vessels were managed and money earned was remitted to the owners.

In 1846 Captain Horace Wilson discharged a black crew shipped at Liverpool for the Mobile voyage and back from his ship *Marcia Cleaves*, probably to avoid them being enslaved on arrival at Mobile. Black British citizens who arrived in southern ports before the American civil war were imprisoned until the vessel sailed.

Rhiw. Com cutting shows the reception the crew received on reaching the shore until they were able to convince the locals that were shipwrecked. I am sure new crockery appeared in local homes shortly afterwards.

The cutting away of masts is a method of reducing the windage on a vessel to slow its speed without sails in damaging winds and reducing its weight above decks to prevent or release from capsizing.

The U S Sailors Document (Fig. 3) issued to Nathaniel L Thompson was an attempt by the United States government to prevent American citizens being press ganged into the Royal Navy. Royal Navy ships were always short of crew and often stopped American vessels for examination and removed members of crew in the Napoleonic wars and before.

The ALC newspapers provided all the reports of the *Sorrento* in American ports and the BNA the reports in the UK and Europe. The WNL provided some reports when the vessel was lost. The searches on the web were via Google and provided all the information from sources except newspapers.

8.0 Conclusions & Recommendations

I have spent about 45 hours on this project with 90% of the time spent on line and copying the material found.

The *Sorrento* broke up on the shore and was sold where it lay, salvaged from there over a period of time. The newspaper report in the North Wales Chronicle February 1872 shows the vessel still existed on the shore then, still being salvaged but there is not a wreck site to dive.

There are American Newspaper sites which require subscriptions but I was able to prepare this report without using them. There may be further information in the newspapers held by them but I appear to have found most reports.

The report has answered most of my original questions except the details of the crew are unknown and not available on line, if they survive. I found more information than I expected when I started researching an American vessel.

The *Sorrento* had a short life involving some interesting people and the actions of Horace Wilson in reaching Liverpool with the *Sorrento* after losing most of the rigging and sails is a noteworthy feat. I do not however feel there is any merit in a further publication of any kind.

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Appendices:

Appendix A – The Timeline for the *Sorrento*

1863

August 28 1863 New York arrived Sorrento, Thompson from Kennebunk

December 21 1863 St John N B cleared Ship Sorrento, Deering for Liverpool

December 21 1863 St John N B sailed Ship Sorrento, Deering for Liverpool

1864

January 23 1864 Carriers Dock, Liverpool Sorrento 1225, Dearing from

St John's N B

September 3 1864 Off the Skerries Sorrento, Dearing from Liverpool for

New York left by Tug

September 7 1864 10 miles west Kunnybeg Sorrento, Dearing from Liverpool for

New York left by Channel pilot

October 13 1864 Spoken to Ship Sorrento from Liverpool for New York

Lat 45 45 Long 46

November 3 1864 New York arrived Ship Sorrento, Dearing from Liverpool -

58 days

1865

April 25 1865 Leghorn arrived Sorrento, Mailing from New York

May 17 1865 Leghorn in port Ship Sorrento, Mailing for New York June 16th

July 24 1865 Leghorn sailed Ship Sorrento, Mailing for New York

July 30 1865 Spoken to Sorrento, Mailing 30N 40W for New York

August 15 1865 Spoken to Sorrento, from Leghorn for New York 53 days

September 4 1865 New York arrived Sorrento, Mailing

October 23 1865 Off Carysfort Reef was seen supposed Sorrento, Wilson from
New York for Mobile

October 24 1865 Mobile arrived Ship Sorrento, Wilson from New York

November 1 1865 New Orleans arrived Ship Sorrento, Wilson from Mobile

November 8 1865 New Orleans Advertised Ship Sorrento, Wilson for Liverpool

November 16 1865 New Orleans Advertised Ship Sorrento, Wilson for Liverpool

November 29 1865 New Orleans cleared Ship Sorrento, Wilson for Liverpool

1866

January 18 1866 Liverpool entered outwards Sorrento 1462, Wilson for
New Orleans- Taylor, Tipper & Co

February 10 1866 Liverpool loading Sorrento, Wilson for New Orleans – Taylor,
Tipper & Co

February 15 1866 Liverpool sailed Sorrento, Wilson for New Orleans

February 15 1866 Off Point Lynas Sorrento, Wilson for New Orleans left by tug

April 6 1866 New Orleans below Ship Sorrento, Wilson from Liverpool

April 9 1866 New Orleans arrived Ship Sorrento, Wilson from Liverpool

June 5 1866 New Orleans cleared Sorrento, Wilson for Havre

July 29 1866 Havre arrived Ship Sorrento, Wilson from New Orleans

September 22 1866 Havre sailed Sorrento, Wilson for New Orleans

November 6 1866 St Thomas arrived Ship Sorrento, Wilson from Havre for
New Orleans. (and proceeded)

November 29 1866 New Orleans below Ship Sorrento, Wilson from Havre

1867

February 23 1867 Boston cleared Ship Sorrento, Wilson for New Orleans

February 24 1867 Boston sailed Ship Sorrento, Wilson for New Orleans

March 25 1867 New Orleans below coming up Ship Sorrento, Wilson from Boston

April 24 1867 New Orleans below coming up Ship Sorrento, Wilson from Boston

May 6 1867 New Orleans cleared Ship Sorrento, Wilson for Havre

May 10 1867 New Orleans towed to sea Ship Sorrento

June 18 1867 Off Hope Cove (Devon) Sorrento, Wilson from New Orleans

.

for Havre

June 20 1867 Havre arrived Sorrento, Wilson from New Orleans

July 4 1867 Havre cleared Sorrento, Wilson for Cardiff

July 25 1867 Cardiff arrived Ship Sorrento, Wilson for Havana

July 27 1867 Penarth dock arrived Sorrento, Wilson from Cardiff - ballast

August 17 1867 Penarth, Cardiff sailed Sorrento, Wilson for Havana

October 22 1867 Havana arrived Ship Sorrento, Wilson from Cardiff

November 30 1867 Havana cleared Sorrento, Wilson for Savannah

December 3 1867 Havana sailed Ship Sorrento, Wilson for Savannah

December 11 1867 Mobile arrived Ship Sorrento, Wilson from Havanna

1868

January 15 1868 Mobile cleared Ship Sorrento, Wilson for Liverpool

January 15 1868 Mobile sailed Sorrento, Wilson for Liverpool

February 25 1868 Liverpool arrived Sorrento, Wilson from Mobile

March 14 1868 Liverpool Advertised Sorrento, Wilson for New Orleans

March 28 1868 Liverpool sailed Sorrento, Wilson for New Orleans

June 10 1868 New Orleans arrived Ship Sorrento, Wilson from Liverpool

July 27 1868 New Orleans cleared Ship Sorrento, Wilson for Liverpool

August 6 1868 New Orleans Sorrento, Wilson for Liverpool

August 8 1868 New Orleans Ship Sorrento, outbound aground on bar

August 10 1868 New Orleans Ship Sorrento still aground on bar

August 17 1868 New Orleans sailed Ship Sorrento, Wilson for Liverpool

August 28 1868 Spoken to Ship Sorrento from New Orleans for Havre

.

off Sand Key

Before October 10 1868 Cork arrived Ship Sorrento from New Orleans for
Liverpool having lost masts

October 9 1868 Liverpool arrived Sorrento, Wilson from New Orleans

October 14 1868 Liverpool entered Sorrento, Wilson for New Orleans

October 16 1868 Liverpool loading Sorrento, Wilson for New Orleans –
J Browne & Co

December 2 1868 Liverpool entered out Sorrento, Wilson for New York

December 10 1868 Liverpool loading Sorrento 1583, Wilson for New York
-Browne & Co

December 24 1868 Liverpool cleared out Sorrento, Wilson for New York

December 29 1868 Liverpool sailed Sorrento, Wilson for New York

1869

March 10 1869 New York arrived ship Sorrento from Liverpool

April 9 1869 New York cleared Ship Sorrento, Wilson for St John N F
Peabody, Willis & Co

May 7 1869 St John N B cleared Ship Sorrento, Wilson for Liverpool

June 5 1869 Liverpool arrived Sorrento, Wilson from St John's N B

June 9 1869 Liverpool loading Sorrento 1583, Wilson for New Orleans –
R L Gilchrest

July 28 1869 Liverpool cleared out Sorrento, Wilson for New Orleans

July 31 1869 Liverpool sailed Sorrento, Wilson for New Orleans

September 27 1869 Off New Orleans Sorrento, Wilson from Liverpool

September 28 1869 New Orleans below Ship Sorrento, Nelson from Liverpool

October 11 1869 New Orleans arrived Ship Sorrento, Nelson from Liverpool

November 24 1869 New Orleans in port Sorrento, Wilson for Bremen

November 26 1869 New Orleans cleared Ship Sorrento, Wilson for Bremen

December 5 1869 New Orleans sailed from Southwest passage Ship Sorrento

1870

January 14 1870 Off Dover Ship Sorrento, Wilson from New Orleans for Bremen

January 23 1870 Bremerhaven arrived Sorrento, Wilson from New Orleans

March 18 1870 Bremerhaven sailed Sorrento, Wilson for England

March 30 1870 Newport, Mon. arrived Sorrento, Wilson

April 12 1870 Newport, Mon. sailed Sorrento, Wilson for New Orleans

June 19 1870 New Orleans southwest Pass. arrived Sorrento, Wilson

. from Newport

June 20 1870 New Orleans arrived Sorrento, Wilson from Newport

July 7 1870 Cargo on Ship Sorrento not cleared 2.234 bales cotton

July 20 1870 New Orleans sailed from Southwest passage Ship Sorrento

July 27 1870 New Orleans cleared out Sorrento, Wilson for Liverpool

August 10 1870 Spoken to Ship Sorrento from New Orleans for Liverpool

. Lat 27 N Long 80 W

September 11 1870 Liverpool arrived Sorrento, Wilson from New Orleans

September 17 1870 Liverpool entered out Sorrento, Wilson for New Orleans

October 7 1870 Liverpool cleared out Sorrento, Wilson for New Orleans

October 10 1870 Liverpool sailed Sorrento, Wilson for New Orleans

October 12 1870 Porthgolmon driven on rocks Sorrento, Wilson from Liverpool

. for New Orleans

Appendix B Ports and Other Locations

Bremen is a city straddling the Weser River in northwest Germany, which opens into the North Sea at Bremerhaven.

Bremerhaven is a port city on Germany's North Sea coast on the Weser River.

Cape Clear, Ireland's southernmost inhabited Gaeltacht island, 3 miles long by 1 mile wide, lies 8 miles off the coast of West Cork. 3 miles west of the island stands the solitary Fastnet Rock.

Great Orme's Head is a prominent limestone headland on the coast in North Wales, north-west of the resort seaside town Llandudno

Hope Cove is a small seaside village in Devon, England. It is located 5 miles west of Salcombe

Howland Island is an uninhabited coral island located just north of the equator in the central Pacific Ocean, about 1,700 nautical miles southwest of Honolulu.

Kennebunk is a town in York County, Maine, United States, it is located on the south westerly coast of Maine just 90 miles north of Boston and 25 miles south of Portland.

Kennebunkport is a resort town in York County, Maine, United States. It is part of the Portland–South Portland–Biddeford metropolitan statistical area.

Historically a shipbuilding and fishing village, for well over a century the town has been a popular summer colony and seaside tourist destination. The town centre, the area in and around Dock Square, is located along the Kennebunk River, approximately 1 mile (1.6 km) from the mouth of the river on the Atlantic Ocean.

Kunnybeg rock off the Saltee Islands which lie off the coast near Kilmore Quay, County Wexford, Ireland. Now known as Coningbeg rocks off Wexford's Saltee Islands.

The **Old Head of Kinsale** is a headland near Kinsale, County Cork, Ireland. A castle has been on the headland since at least the 3rd century, with the current iteration built in 1223. An early lighthouse was established here in the 17th century by Robert Reading.

The Skerries are a group of sparsely vegetated rocky islets with a total area of about 17 hectares (42 acres) lying 3 kilometres (1.9 miles) offshore from Carmel Head at the northwest corner of Anglesey, Wales.

Mobile is a port city on Alabama's Gulf Coast, USA. The Industrial Revolution in Great Britain created shortages of cotton, driving up prices on world markets. Much land well suited to growing cotton lies in the vicinity of the Mobile River, and its main tributaries the Tombigbee and Alabama Rivers. A plantation economy using slave labour developed in the region and as a consequence Mobile's population quickly grew.

Point Lynas Lighthouse is located on a headland, on the north-east corner of Anglesey in North Wales. A pilot station was established on the point in 1766, to guide ships entering and leaving Liverpool, with an associated lighthouse added in 1779.

Cobh known from 1849 until 1920 as **Queenstown**, is a seaport town on the south coast of County Cork, Ireland. Cobh is on the south side of Great Island in Cork Harbour.

Tuskar Rock is a group of rocks topped by a lighthouse 11 kilometres off the southeast coast of County Wexford, Ireland.

Appendix C Cargo explanations

Pencil Cedar any of several junipers with wood suitable for or used for making pencils: such as red cedar

Rosin also called colophony or Greek pitch is a solid form of resin obtained from pines and some other plants, mostly conifers, produced by heating fresh liquid resin to vaporize the volatile liquid terpene components. Rosin is an ingredient in printing inks, photocopying and laser printing paper, varnishes, adhesives (glues), soap, paper sizing, soda, soldering fluxes, and sealing wax.

Staves: one of the narrow strips of wood or plank that form the sides of a barrel. Which can consist of varieties such as claret, hogshead, and oil pipe staves.