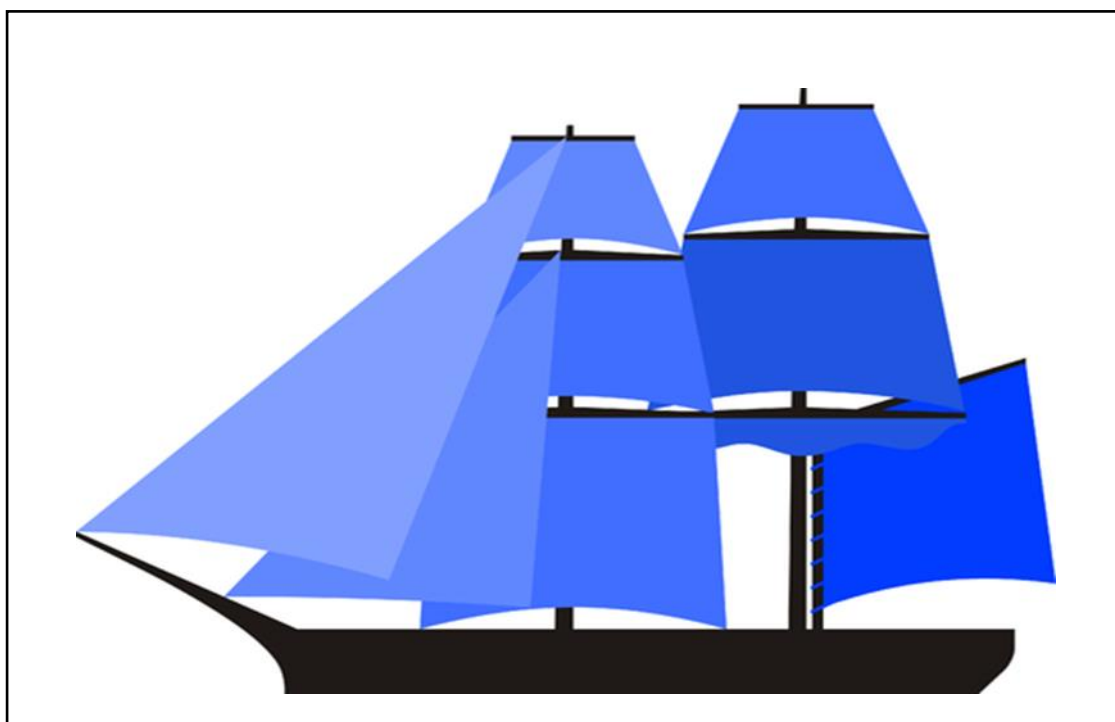


Welsh Wreck Web Research Project
(North Cardigan Bay)
On-line research into the wreck of the:
Thetis



Schematic view of a snow

History of the Thetis of Limerick and her loss

Report compiled by:

Graeme Perks

Report Title:

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

Compiled by:

Graeme Perks
graperks@aol.com

On behalf of:

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

Managed by:

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

Date:

August 2020

Report Ref:

Leave blank

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, their history, and the cargo’s carried. The Thetis was a brig owned by Francis Spaight J.P. of Limerick, built in Sunderland in 1838. The Thetis of Limerick was engaged in importing timber and timber products from Quebec to Limerick and often carried emigrants on the outward voyage to Quebec, including tenants and squatters cleared from Francis Spaights estates during the famine in Ireland. The Thetis was wrecked on the Cardigan Bar in a severe storm in 1850 with the loss of eleven lives despite the heroic efforts of the crews of the new lifeboat. The Thetis of Limerick was the second vessel of this name owned by Francis Spaight, both were wrecked.

2.0 Index

2.1 Table of Contents Page No.

1.0 Abstract -----	3
2.0 Index -----	4
2.1 Table of Contents	4
2.3 List of Pictures	5
2.4 Contributors	5
2.5 Abbreviations	5
3.0 Introduction -----	6
4.0 Background -----	7
5.0 Research Methodology -----	10
6.0 Results -----	12
7.0 Analysis -----	30
8.0 Conclusions & Recommendations -----	33
9.0 References -----	35

Appendices:

Appendix A – Lloyds Register records - Thetis -----	36
Appendix B – Thetis timeline -----	37
Appendix C – Newspaper notices Thetis for carriage of emigrants -----	46
Appendix D – Silhouette and Painting of a Brig & a Snow -----	51
Appendix E – Surveyor’s report Thetis 1836 -----	54

2.3 List of Pictures

Page No.

Front Cover: Schematic view of a Snow -----	1
Fig. 1 Schematic view of a snow -----	51
Fig. 2 A Brig sail plan -----	51
Fig. 3 A Snow sail plan -----	52
Fig. 5 A Brig under sail -----	53

2.4 Contributors

Madu

2.5 Abbreviations

GAT	Gwynedd Archaeology Trust
IJNA	International Journal of Nautical Archaeology
MADU	Malvern Archaeological Diving Unit
NAS	Nautical Archaeology Society
NPRN	National Primary Resource Number
OS	Ordnance Survey
RCAHMW	Royal Commission on the Ancient & Historical Monuments of Wales
N.B.	New Brunswick
J.P.	Justice of the Peace (Magistrate)

3.0 Introduction

- Thetis was built in Sunderland as a Snow but converted early in her life to a Brig. She was 92 feet 6 inches long, 26 feet 6 inches wide and 17 feet 6 inches deep in the hold. She was built of English oak with African and Silesian oak planking.
- The original surveyors report from 1836 has survived along with newspaper reports and notices concerning her voyages and mishaps.
- Thetis was carrying coal and wooden hoops from Newport, Monmouthshire in St Georges Channel when she was caught in a violent storm which lasted for two days and carried her into Cardigan bay.
- The cause of her sinking was she lost her sails and was driven onto the Cardigan Bar by a severe storm.
- The life boat from Cardigan made three attempts, with different crews to reach the Thetis before she was rolled over by the waves and sank. The fourth crew then managed to save two crewmen but one died shortly after and the master was washed up alive. A Board of Trade enquiry was held into a port of refuge on this part of the Welsh coast.
- The only previous research I can find is an entry on the Coflein web site and in Larn, R. & Larn, B., 2000, *Shipwreck Index of the British Isles*.
- The site has no remains of the vessel and parts of it and its cargo were washed up along the coast.
- The salvage was sold by auction and the remains of the hull were lifted from the sea bed, which was a hazard to other vessels.
- I have been unable to find any previous reports on the vessel.

4.0 Background

The only information I processed when I started my research was that the Thetis was listed in MADU's wrecks of North Wales database as being a wooden barque stranded on the Cardigan Bar 6th February 1850.



Thetis wreck site Cardigan Bar

NPRN 272452

Map Reference SN14NE

Grid Reference SN1553949280

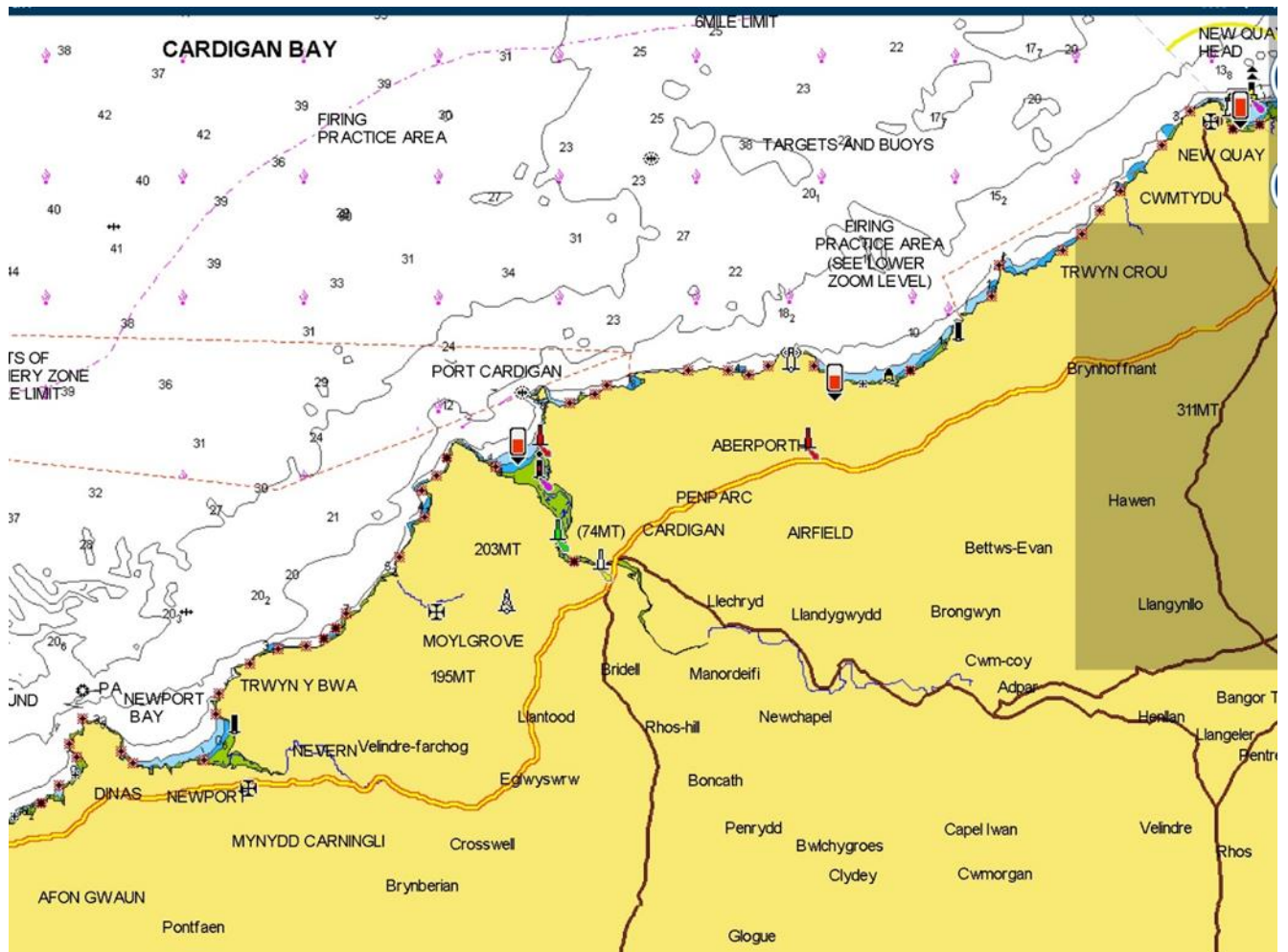
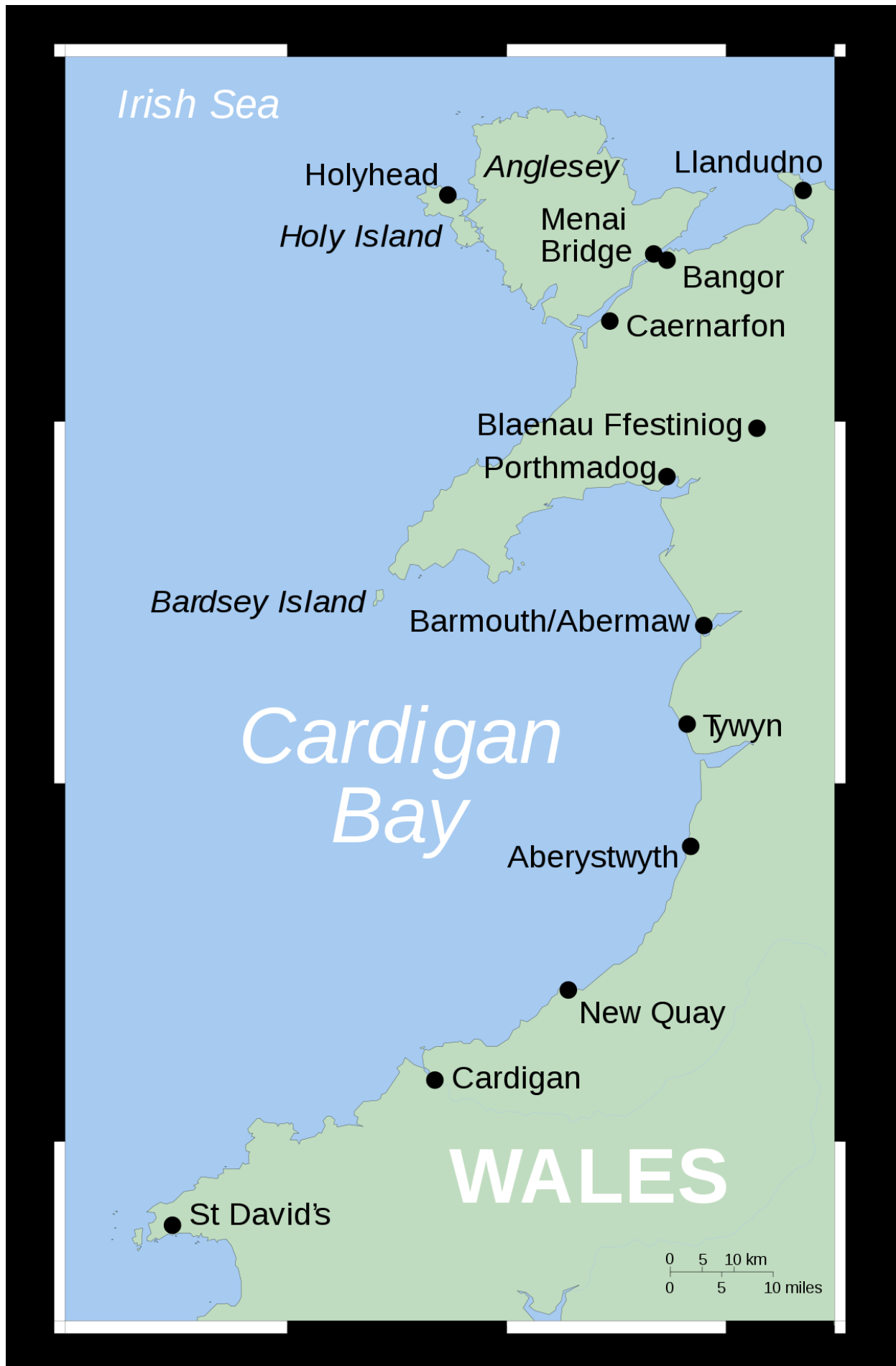


Chart showing the entrance to Cardigan on the coast

Map of Mid & North Wales



5.0 Research Methodology

I used a Microsoft Pixel laptop with access to my home internet running windows 10 operating system. I also used my Apple I pad for research when I was away from the laptop and to assist in transcribing reports from the British newspaper archives.

I first did a search of Welsh Newspapers on line which identified the vessel as Thetis of Limerick and several accounts of its loss.

I searched google for Thetis of Limerick and found a match for a vessel blown ashore on Beale Beach near the entrance to the Shannon river in 1834 owned by Francis Spaight. I researched further and found this could not be the Thetis I was researching because there were photographs of the remains of the wreck on the beach taken in 2012.

I searched google for "Spaight Limerick" and found matches for Francis Spaight and a vessel of the same name owned by him.

I searched Lloyds Register for 1849 and found a match for the vessel and then back to 1836. I also found a survey report for the vessel in 1836 see appendix C .I also found there were 20 vessels named Thetis without including the Royal Navy or foreign vessels.

I searched the British Newspaper Archive for "Thetis" after paying for a subscription and cancelling the automatic renewal, and found numerous matches. I compiled a list of masters of other vessels named Thetis to help eliminate the other vessels and a list of masters employed by Francis Spaight, to identify the correct Thetis.

I searched the USA National Archives Irish family Famine record data 12/1/1846 – 31/12/1851 for "Thetis" and found numerous records of emigrants to the USA on Thetis and by comparing landing dates found at least one that matched an arrival date in New York of Thetis of Limerick arriving from Limerick.

I made a search in the National Archives for details of the registration of Thetis at the port of Limerick but no records survive, or they may be on micro film at the Maritime Heritage Centre.

I searched the Newspaper Archives for "Spaight" and found numerous matches for his business, sitting as a J.P., attending meetings of various organisations and his charity donations.

I searched Crewlist for Thetis and her masters with no matches.

I searched "Limerick port" on google but the records held by the City of Limerick are not on line.

I found the information concerning the sailing vessels, a snow and a brig on Wikipedia.

I searched "Spaight" on google and found the information concerning the brig Francis Spaight and the Irish famine.

I searched "Tiffin, Thomas of Sunderland" and found a web site searlecanada.com which mentions a book by Taylor Potts published in 1892.

I searched for Ord & Co., the original owners recorded on Lloyds register on line with no matches although in the register they are recorded as the owners of a number of vessels, also Ord & Sons. There is no list of subscribers in 1836 for the register or near dates.

6.0 Results

Vessel	Name/s	Thetis of Limerick	
	Type	Brig, built as a Snow	
Built	Date	Started July 1835	
		Survey date February 1836	
		Launched July 1836	
	Builder	Thomas Tiffin and Son	
		Sunderland	
Construction	Materials	Wood, English, Silesian & African oak	
	Decks	one	
	Bulkheads	unknown	
Propulsion	Type	Sail	
	Details		
Engine	Details	N/a	
	Boilers		
Drive	Type		
	Number		
Dimensions	Length	92ft	6 ins
	Beam	26ft	6 ins
	Draught	17ft	6 ins
Tonnage	Gross	297	
	Net		
Owner	First	Ord & Co (on Lloyds Register)	
		Sunderland	
	Last	F, Spaight	
		Limerick	
	Others		
Registry	Port	Limerick	
	Flag	British	
	Number		
History	Routes	Limerick	
		To Quebec	
	Cargo	Emigrants outward, timber return	
Final Voyage	From	Newport, Monmouthshire	
	To	Liverpool	
	Captain	John Dohohoe	
	Crew	13	
	Passengers	none	
	Cargo	Coals and wooden hoops	
Wrecking	Date	6/2/1850	
	Location	Cardigan Barr, river Tivy	
	Cause	Storm force winds	
	Loss of life	11	
	Outcome	Total Loss, Salvaged	

Snow and a Brig.- There is very little difference between a Brig and a Snow. The spanker (the fore and aft sail behind the lower part of the mainmast) is set on a separate pole running behind, and parallel to, the lower mast on a Snow. On a brig the spanker hoops run on the lower part of the mast itself as with most gaff rigged sails.

The Snow is a ship that sails like the square-rigged vessel she is, yet performs decently also at a beam reach. As with the larger square-rigged vessels the speed drops slightly, but not much, the closer the wind comes to being fully astern the ship.

Brigs fell out of use with the arrival of the steam ship because they required a relatively large crew for their small size and were difficult to sail into the wind. Their rigging differs from that of a brigantine which has a gaff-rigged mainsail, while a brig has a square mainsail with an additional gaff-rigged spanker behind the mainsail.

Public Ledger and Daily Advertiser April 26 1836

Limerick April 22:- There are 11 vessels wind-bound in Tarbert Roads and four in the pool. The brig Thetis which arrived here on Tuesday from Sunderland , is now ballasted and will sail on Monday for Quebec with her full complement of passengers.

Limerick Chronicle April 20 1836

The Thetis and Wasp, beautiful new vessels, intended for the trade of Limerick, arrived at the Port this week.

Derry and Ballyshannon are full emigrant families going to America, and so great is the demand that berths have been secured in several vessels not yet in port.

Limerick Chronicle August 3 1836

Thomas Gregg, mate of the brig Borneo, of this port, was fined £3, and 14 days imprisonment, for disobedience to the master T. Gorman, on the passage home from America.

Limerick Chronicle June 24 1837

Tuesday night, the herdsman's house at a farm lately taken by Captain Sealy, of Cushel, was attacked by an armed party who smashed in the door and windows, and left a notice threatening Captain Sealy with death, should he go to reside there.

Lloyds List June 4 1838

Limerick 1st June A large schooner of about 180 tons was passed 13 ult. Off the Scaw, lying on her beam ends; and it blowing hard could not be approached – by the Thetis, Scully arrived at this port from Memel

Lloyds List January 14 1839

Cuxhaven arrived Thetis, Scully from London for Shields experienced tremendous gales and put in with loss of sails, and much strained in her upper works, having twice been on her beam-end.

Limerick Chronicle April 11 1840

The following vessels are embarking passengers for North America; Undine, Thetis, James Cooke, Doris, and Margaret Balfour for Quebec

Limerick Chronicle September 2 1840

Arrived – The Thetis of this port, F. Spaight, Esq. owner, arrived at Kilrush on Saturday, from Quebec, after a passage of 33 days. She is laden with timber which will be discharged at Kilrush.

Limerick Reporter June 18 1841

The Thetis, Ross collected 8 survivors out of 156 passengers and crew on Mistral, Outerbridge, from Grosse Isle and conveyed them to Quebec. A survivor was John Donohoe , Apprentice

Shipping and Mercantile Gazette January 10 1842

Limerick – Jan.7 : The Thetis, Ross, which sailed hence on the 2nd inst. For Bristol, and put back in again leaky, sailed this morning.

**Newry Examiner and Louth Advertiser March 23 1842
Quebec**

From the unsound state of the ships, and their crowded state, the passage is protracted, and consequently the supply of provisions exhausted, then extortion of some unfeeling captain's produces such sickening details as the following;

27th June- The emigrants arrived this week are chiefly labourers and a few tradesmen. Those in the Lively from Cork, Edwin from Killalo, Doris and Thetis from Limerick, were in great distress; many of the poor families ran short of provisions, and were obliged to purchase from the captains.

Limerick Chronicle March 11 1843

Forrester, a Bow street officer, arrived here yesterday to take charge of Capt. White of the late Native, schooner, of this port and Younghusband the mate, who proceed in his company in custody to London, for trial, for robbery on the high seas.

Liverpool Standard and General Commercial Advertiser May 19 1843

Destroying the ship "Native".-At the Central criminal court, London, on Monday, White and Younghusband, the captain and mate of the ship Native, were sentenced to transportation for life, for maliciously destroying that vessel.

Limerick Chronicle July 22 1843

We have ascertained that Colour-Sergeant John Fitzgerald, 36th Regt. Who deserted last April from Clare Castle barracks, while on detachment, with upwards of £100 belonging to Capt. Maule, 36th, entrusted to him for payment of that officer's company, died the month following on passage to America from this port. He had contrived privately to secure a berth on the Thetis one of the first spring ships of and from this port to Quebec with passengers, and it appears by the certificate of the master Capt. Hugill died on board the 17th May, when within a few days sail of the American coast. Fitzgerald was a married man, but left his wife behind him in this country.

Limerick Chronicle August 19 1843

Return of ships reported by Mr Buchanan to have arrived at Quebec, from, or from the neighbourhood of, the Port of Limerick, between 26th April and 27th May 1843

May 26- Thetis, Hugill, 99 passengers- One family went to E. Townships to settle; and the others to Bytown and Kelty

N.B. 1,800 steerage and 100 cabin passengers landed at this port during the past week, all in good health. These vessels have all made remarkably fine passages,

the average being only 38 days. They have also been well supplied with provisions, and not a single complaint has been made at this office. Employment has been very abundant in this neighbourhood during the last ten days, and will likely continue for a few weeks longer. Labourers readily obtain 3s.6d. to 4s. per day, about the coves and on board ships; but this will only last during the present busy period, caused by the arrival of so many vessels. The demand for labour in the rural districts is by no means abundant, and the rate of wages among the farmers ranges from 3s. to 2s. 6d. without board.

Limerick Chronicle November 29 1843

On Saturday, chief boatman Sweeny of Tarbut, seized a quantity of smuggled tobacco on board the Thetis of this port, commanded by Captain Hugill, at Clare after returning from Quebec with timber.

Limerick Chronicle December 13 1843

At the Petty Sessions of Ennis yesterday, Mr Carte appeared on behalf of the Board of Customs, to prosecute James Glyn and John McGrath, of the vessel Thetis for conveying on shore at the Clare river a quantity of foreign tobacco. The case having been proved the parties were convicted in a penalty of £100 or six months imprisonment.

Globe July 4 1844

Shipping disasters ; The Thetis, from Limerick, with cutwater and rudder damaged, having been in the ice was spoken to on 28th ult. Off St Paul's by the Rory O'More arrived at Quebec

Shipping and Mercantile Gazette December 2 1844 **Bowmore- Islay- Nov.27**

The Thetis, Hugil, from Limerick for Liverpool, put in with carried away spritsail yard and topgallant yard.

Limerick Chronicle December 10 1845 Imports

Thetis from Quebec – 210 pieces hewn timber, 73 great hundred 1 qr staves, 13 great hundred 6 pieces deals, 1 brl flour, 4 do apples, Francis Spaight

Shipping and Mercantile Gazette January 16 1846

Limerick- Jan 14: A fire broke out in the cookhouse of the Thetis at the quays on Saturday night, owing to the neglect of the watchman in overheating the stove, but was soon got under control with very little damage. The engine from the store of John N, Russell, Esq. was early at the scene of the danger. Had there been much wind we fear much damage would have been done, as she lay alongside of the barque Borneo, and the tide being quite out

Limerick Chronicle June 11 1846

Sailed from the port Limerick for North America, from the beginning of the spring season, ending 1st June inst. With the Thetis 203 passengers

Total vessels 23. Total passengers 4,084

This is the largest spring fleet that ever left the Shannon in any year to cross the Atlantic for America, and conveying too the greatest number of passengers. As hitherto, the vessels will not return wholly laden with timber, and several are expected to bring over Canadian wheat.

Limerick Chronicle November 4 1846

The first frost at Quebec this season has set in on the 3rd October, and formed ice, an inch thick, in the St Lawrence. The Thetis, Mary & Harriet, Bryan Abbs and St Lawrence were loading timber for this port.

Limerick Chronicle April 5 1847

From Derry castle and Burgess estate, Killaloe, 100 poor families, averaging 500 persons, gladly surrendered their small holdings to the proprietor, Mr Francis Spaight, who this week provided 300 of them a free passage, with sea store for the voyage, on board Jane Black, for Quebec, where they are to be landed free of all charges, with the intention of settling in Canada as farm labourers. The remainder of this cottier tenantry, who grew up as mere squatters on the estate, will follow in other vessels this month, and right glad of the opportunity and conditions, for which the poor people express their gratitude.

Pigs, 2593; Horses, 55.

PORT OF LIMERICK.

SHIPPING INTELLIGENCE.

ARRIVED
 Ninian, Fittock, Quebec, timber.
 Amelia, Trimwick, Cork, Indian meal.
 Maria, Winter, Quebec, timber, to Clare.
 We have to announce the safe arrival at Quebec of the
 Governor, Capt. Gorman, Thetis, Capt. Hugill, and Bryan
 Abbs, Capt. Brown—all of this port.
 Freights to London.—2s 0d per quarter oats; Liverpool and
 Clyde, 8s per ton.

IMPORTS.
Conte Corvette from Genoa—1800 qrs Indian corn, J N
 Russell.
Velocity from Viana—665 qrs Indian corn, J N Russell.

Shipping and Mercantile Gazette May 1847

Bermuda – April 6: Put in, March 31 – The Thetis, Hugil, from Limerick for New York, with damage to rudder, & c.

Shipping and Mercantile Gazette October 24 1848

Sydney C.B.- October 5

The Thetis, Wood of Limerick, to Quebec, put in here yesterday, with part of the crew refractory.

Shipping and Mercantile Gazette November 14 1848

Sydney C.B.- October 7

The Thetis, Wood; the master reports as follows:- I was obliged to run into Sydney of the 3rd instant, in a gale from the northward, in consequence of part of my crew refusing to do duty, and being short of water, having picked up a part of the crew of the John Bolton. I have had a tempestuous voyage, and lost all my

sails. Sailed again from here last night, but was compelled to put back again from stress of weather, with loss of spars.

Limerick Chronicle April 7 1849

Francis Spaight Esq., Derry Castle has last week sent to America, free of cost forty six females who voluntarily emigrated, and who had resided on his property.

Shipping and Mercantile Gazette December 5 1849

Limerick- Dec.3: The brig Thetis, Donohoe, of Limerick, from Quebec for Cork, 22 days, put into Scatterry Roads,(Shannon Estuary) windbound and remains

The Pembrokehire Herald & General Advertiser February 8 1850

CARDIGAN.—DREADFUL SHIPWRECK AND SERIOUS LOSS OF NINE LIVES.— We have to record one of the most serious shipwrecks that ever occurred at this bar, which took place in open day, and in the presence of several hundreds of individuals, on Wednesday, the 6th inst. On the morning of the said day, about 9 o'clock, a brig was seen to run into the breakers, and immediately the life-boat was sought for and manned, but being placed in an improper place, it was unable to reach the vessel, although four attempts were courageously made by different crews. The hurricane continuing with unabated fury, that about one o'clock the vessel went on her side, then on her masts, and soon after went to pieces. Three of the crew were saved on pieces of the wreck—two picked up by the life-boat and the other drifted a-shore, which proved to be the master. They were taken to the Webly Arms, at Poppet, and every attention was paid them. We regret to say one of them died about an hour after being at the house. She proves to be the brig Thetis, of Limerick, 297 tons register, Donahue, master, bound from Newport,. with a cargo of coals and wood-hoops, which place she left on the 30th ult. It appears from the master's account that on the 5th, 2, p.m., they lost their sails and boats, and were beating about the channel till they run on the bar. This is the second fatal wreck we have had within the last 13 months. We have now a life-boat at this port, and by this sad disaster we trust the managers will procure a more suitable place to keep it. If the boat had been placed in the house originally intended for it, every soul on board may have been rescued from a watery grave. The implements connected with the life-boat ought to be with it, and not let out for pleasure purposes during the summer. The lifebelts were in Cardigan, and were obliged to be sent for. We must give the brave men who volunteered in the boat every credit, for no fear or disinclination was manifested, and the boat is beyond all doubt a capital sea boat. David Davies, Esq., agent of Lloyd's, was on the sands and at Poppet House, paying every attention after the melancholy disaster. As harbours of refuge are much wanted on the Welsh coast, we trust some member in conjunction with some

Welshmen who represent English constituency in the present parliament, will impress upon the government the necessity of a refuge harbour between Milford and Liverpool. CARDIGAN

The Welshman February 15 1850

THE LATE SHIPWRECK ON CARDIGAN BAR.- In the consequence of the conflicting rumours which prevailed on Wednesday night, in the town of Cardigan, it was found impossible last week to supply a full account of the above disastrous affair. Careful enquiries have since been made, and from information which can be relied upon, we are enabled to give the following detailed particulars. The vessel was the Thetis of Limerick, 300 tons, bound from Newport, Monmouthshire, with a cargo of coals and wooden hoops. It appears from the captains statement that the crew consisted of thirteen men. We stated in the short account of the shipwreck we gave in the last edition of the Welshman, that a terrific gale prevailed on this coast on Tuesday, Tuesday night, Wednesday and Wednesday night, and numerous captains positively state that it is the most fearful storm that has prevailed on this coast for the last six years. The vessel had lost every inch of canvas about 2 o'clock on Wednesday morning, and in that helpless condition was driven about the channel at the mercy of the wind and waves until she struck the on the bar at about nine o'clock on Wednesday morning, it then being low water. The lifeboat manned by a staunch crew, put off to her assistance as soon as possible, and it appears nearly gained the vessel, but were beaten back by the fury of the wind and waves, the sea running with fearful violence ; no sooner were the first crew of the lifeboat landed, than a second set of noble hearted fellows volunteered to attempt to rescue of their fellow creatures from destruction, these also were obliged to relinquish the attempt, and third and fourth crew, with undaunted but unavailing courage, exerted themselves to save the seamen, and there is much reason to believe that the fourth crew might have saved some of the men, but as the boat neared the ship, a terrific sea broke over the vessel, and in one instant every man of the crew was struggling in the waves. We lament to state that out of thirteen, only two survived, although three reached shore alive, namely John Donahoe, Captain, John Hayes, seaman, who died after he was ashore, and John Peter Gilbert, seaman. The following are the names of the persons who unfortunately perished: Michael Hickey, mate, Dennis O'Keefe, cook, John Smith, Cornelius Dempsey, Timothy O'Keefe, John Flemming, Timothy Beard, seaman, John Stack and Michael Garvey, apprentices. It may not be out of place to suggest the propriety of a public meeting for the purpose of petitioning Government to establish a pier, or to adopt some other remedial measures as assistance has been rendered to other ports of less fearful notoriety.

The Pembrokeshire Herald & General Advertiser February 15 1850

CARDIGAN—on the 7th and 8th inst., several pieces of wreck. with some bundles of hoops, came on shore. Five bodies were washed on shore on the Cardiganshire side, and they were Interred in Verwick churchyard on Sunday last; three bodies came ashore on the Pembrokeshire side, and, with one that died after coming on shore, were interred at St. Dogmells churchyard on Saturday last. Several parts of the wreck and cargo were washed on shore, and were removed to yard of Mr. David Davies, Lloyd's Agent. On Saturday a man named Roach was taken into custody by the police, charged with having carried away some pieces of wreck, and brought before the magistrates, on Monday, at the Town when Mr. Davies, the agent for the droits of admiralty, attended and stated that all property picked up at sea, and floated ashore he was bound to protect, and requested their worships would deal summarily with the case, if proved, as it would have a beneficial effect in checking the practice of carrying away pieces of wreck. The charge was proved, and their worships inflicted a Penalty of £5, or three months imprisonment. Mr Davies stated that at the unfortunate Wreck Agnes Lee, in 1849, on the bar, all the bodies came on shore and were found, with the exception of that of the captain who had a considerable amount of property about his person and was supposed to have been found, plundered, and secretly buried.

The Atlas February 23 1850 Wales

A great number of ship wrecks have occurred along the welsh coast. Each day new portions of wreck are floated in. The Thetis from Newport to Limerick has been wrecked in Cardigan Bay; only two persons were saved out of a crew of thirteen. The Catherine, of Port Madoc from Newport, for Mochras, has been lost on the Patches near Aberystwyth; all hands perished. Some of the Bristol and Welsh steamers had upwards of three feet of water in their cabins during the gale last week.

We also have to record the total destruction of the Bishop's Rock Lighthouse, off Scilly, situated about ten miles westward of Lands End. The lighthouse was in progress of erection for the Corporation of Trinity House. On the Tuesday night it was standing and on the following morning not a trace of its existence was visible. The lighthouse was formed of cast-iron columns and stayed with wrought iron rods. It would have been upwards of 120 feet high, being twenty feet higher than the Eddystone.

The Pembrokeshire Herald & General Advertiser March 1 1850

Cardigan, - The Late Wreck,- We are glad to announce that Messrs. White of Cowes, the builders of the lifeboat, forwarded £5 to Capt. Bowen, St Dogmells, to be laid out amongst the crews that volunteered upon the occasion of the "Thetis" of Limerick, at this bar, on the 6th ult. The lifeboat is now removed to the place

originally intended for it by Mr Daniel Rees, of the barque Maria. Mr George Bowen, the late captain of the lifeboat has been engaged in removing the wreck, and has ultimately succeeded, which will prove of great benefit to the navigation of the river. The rudder and other parts of the wreck have been washed ashore at Treathseath, near Aberporth. It is hoped it will not be removed till it is fetched by the proper owner. We understand that there has been a great dispute respecting the salvage of the vessel; it is present unknown when and where it is likely to end.

The Welshman March 15 1850

Cardigan.- It may be in the remembrance of our readers that in the early part of last month a dreadful loss of ten lives occurred at Cardigan Bar, by the ship wreck of the brig Thetis, of Limerick, during the dreadful gales which then prevailed. The conduct of many of the seamen of St Dogmells, and Cardigan, who repeatedly manned the life boat, and attempted to board the vessel during the terrific hurricane, merited and obtained the highest praise, and the subject has been brought before the Royal National Institution for the Preservation of Lives from Shipwreck, and as a token of admiration of the courage displayed by the three different crews who successively attempted to reach the vessel and of their perseverance, by which the lives of two of the crew of the vessel were saved, the handsome sum of £11 has been forwarded to Mr t. Davies, the Honorary Secretary of the lifeboat committee, to be divided amongst the men who composed the crews of the life boat on that occasion.

The Pembrokehire Herald & General Advertiser April 30 1852

Captain Bowen rescued two men from the river after a squall had overturned their boat. This is the fourth instance in which Capt. Bowen, by his daring courage, has saved lives of his fellow creatures, the last occasion being in January 1850, when a large schooner named the "Thetis" of Limerick, was totally wrecked on Cardigan Bar, on which occasion Capt. Bowen with the most dauntless intrepidity plunged into the waves and rescued several of the crew from a watery grave. A handsome silver cup was presented to him by the inhabitants of Cardigan on that occasion. It is full time that the Royal Humane Society take notice of his bravery.

The Welshman July 19 1850

CARDIGAN BAR.- In the month of January last the brig Thetis, John Donohoe, master, bound from Limerick to Liverpool, was wrecked on Cardigan Bar during one of the fearful storms which occurred in that month, eleven of the crew being lost, and the Captain and one seaman only saved ; the vessel parted and every particle of her cargo was lost. The place where the vessel parted was in the direct course of the vessels and craft, in the hourly habit of passing into and out of the river Tivy, and was the cause of much difficulty to persons navigating the river, even at this season of the year. At a sale by auction of the remains of the wreck, Capt. George Bowen of the village of St Dogmells, near Cardigan and whose name has before appeared with worthy and enviable distinction before the public as the preserver of several lives when the schooner Agnes Lee was wrecked at Cardigan Bar, in February 1848, was declared the purchaser, and with the most praiseworthy public spirit he immediately employed a number of men and set to work to remove the wreck of the Thetis from the trading course of the river. After immense and indefatigable exertion, he last week raised the remains of the hull from the bed of the river and had it floated to St Dogmell's. The Thetis was of very superior building, being made of African oak planks and British oak timbers, copper fastened, with immense iron knees; it is believed there is about eight tons of iron in the part raised which measured in length ninety five feet, in breadth twenty feet, and depth about sixteen feet.

Coflein website

The THETIS was a 297 ton wooden barque or brig (sources differ) built at Sunderland in 1836. Lloyd's register notes that the vessel had undergone some repairs in 1847. At time of loss, the vessel was owned by F Spraight and was registered at the port of Limerick. The vessel was primarily insured/used for transatlantic voyages from Limerick to Quebec. The vessel had been under the command of captain Donohue and was laden with coal, copper's staves and hoops, and a crew of 10 with 2 apprentices. The barque encountered hurricane force winds between 2-3am on Tuesday 5 February 1850 and all the sails were blown away. All traces of the wreck had vanished within 2 hours of the barque striking on the Cardigan Bar. At one point, the lifeboat was close enough to take a line from the THETIS, but was knocked back. Only three crewmen made it ashore, one died shortly afterwards.

A petition to Parliament was raised after the loss of the *Thetis*, following other tragedies in the same area by the residents of Cardigan resulting in a Board of Trade enquiry and a debate in Parliament. This was requesting a port of refuge be built on the coast between Milford and Liverpool so that vessels could find safety in the storms so frequent on that coast. The government refused the request quoting opposition for the measure from various departments.

Executed today web site

The spanking new 457-ton barque *Francis Spaight* was on the return leg of her second-ever run to Quebec to fetch timber back to her home port of Limerick. The ship was named for her owner, a big landowner and shipping magnate who had thriftily sent 216 passengers on the voyage's first leg. As Spaight would explain to a state commission a decade later amid the Great Famine, replacing ballast with emigres on outbound voyages was pure profit. In a sort of microcosm of Ireland's terrible economic machinery,** Spaight's own commercial interests on land and sea dovetailed nicely in filling his hulls with Ireland's surplus population. For example, when Spaight gained the 4,200-acre Tipperary estate of Derry Castle in 1844 he smoothly set about depopulating it** — as Ciaran O Murchada describes in *The Great Famine: Ireland's Agony 1845-1852*:

He [Spaight] did this by obligating unwanted tenants to emigrate to America on board his own ships and at his cost. It was all done extremely cheaply since the ships were cargo vessels which were empty on each outward voyage in any case. By 1847 Spaight's business-like approach had rid him of half the Derrycastle tenants, and by the time his consolidation was completed two years later he had removed some 2,000 persons in an operation which was admired by other landlords for its efficiency and the fact that it was done without arousing any overt protest on the part of the tenants.

As to the ship that bore the master's name, discharged of her Irish exiles and loaded with Canadian lumber, she departed her last port of call in Newfoundland on November 24. Aboard were eighteen souls: fourteen crew and four boys among whom we find our principal Patrick O'Brien — a penniless 15-year-old bound over from the Limerick workhouse as an apprentice to Mr. Spaight approximately on the eve of the Francis Spaight's departure. He was destined never to lay eyes on his native soil again.

On December 3, the ship capsized. Three men were lost at sea; the other 11 crew and all four boys clambered aboard a dinghy, adrift and un-provisioned in the frigid Atlantic. There the torments of privation worked them until they slaked their hunger on Patrick O'Brien's flesh.

The notoriety of cannibalism did not translate to any sense that the famished survivors ought to be prosecuted: they were objects of pity and the survival of those who made it was rather celebrated than disdained since even weeks later as they arrived back at Limerick they presented an appearance "ghastly and spectre like with a singular woe-be-gone expression of countenance." (Quoted in Neil Hanson's book about a later instance of cannibalism, [The Custom of the Sea](#))

Francis Spaight — the oligarch, not his barque — wrote an appeal that the public sustain with charity his own invalidated employees ... for, "mutilated by the frost and otherwise rendered helpless" they would "be unable not only to obtain bread, but to labour for it during the rest of their lives." What, you think I'm going to hire them? (Actually the skipper who orchestrated O'Brien's death went back to work captaining Spaight's ships.) Spaight put in ten quid for the lot of them, something like US \$1,000 in present-day money.

** "Irish genius discovered an altogether new way of spiriting a poor people thousands of miles away from the scene of its misery ... instead of costing Ireland anything, emigration forms one of the most lucrative branches of its export trade." —[Marx](#)

Francis Spaight was born on 24 June 1790. He was the son of Captain William Spaight and Millicent Anne Studdert. He married Agnes Paterson, daughter of James Paterson, in 1812. He died on 16 February 1861 at age 70.

He held the office of Justice of the Peace (J.P.) He lived at Derry Castle, Templeachally, County Tipperary, Ireland.

The following is a list of Mr Spaight's ships that will sail from this port for Quebec with passengers:

The first is expected to leave on or about the 1st of April next and the others will follow in succession allowing a few days between the sailings of each.

Jane Black, 1300 tons, Capt. Timothy Gorman.

Borneo, 1000 tons, Capt. P O'Donnell.

Governor, 800 tons, Capt. D Gorman.

Thetis, 700 tons, Capt. Daniel Ross.

Bryan Abbs, 600 tons, Capt. J Hugill.

1842 Wednesday 30th March (Limerick Chronicle)

Limerick City was a big centre for emigration into Canada due to the Timber Trade from Canada to Limerick. So outward journeys were advertised by the local timber merchant Francis Spaight & Sons - the cost of passage was about £3. Many who went that route stayed in Canada; others made their way to the US having arrived at Canadian ports and he had one of his ships each year call at St Andrews a port in Canada convenient for the border with USA.

Ships berthed on the Limerick quaysides ready to transport produce from one of the most fertile parts of Ireland, the Golden Vale, to the English ports. Francis Spaight, a Limerick merchant, farmer, British magistrate and ship owner, recorded 386,909 barrels of oats, and 46,288 barrels of wheat being shipped out of Limerick between June 1846 and May 1847. Giving evidence to a British parliament select committee inquiring into the famine, Spaight said that:

I found so great an advantage of getting rid of the pauper population upon my own property that I made every possible exertion to remove them ... I consider the failure of the potato crop to be the greatest possible value in one respect in enabling us to carry out the emigration system.

Francis Spaight

Justice of the Peace

Chairman Chamber of Commerce

Shannon Fisheries Board member

Chairman Limerick Harbour Board member

Director of National Bank of Ireland for Limerick

Board of Guardians Poor Relief, member for Limerick

Chairman Limerick & Ennis Railway Company (failed)

City of Limerick Grand Jury Cess member (Later foreman)

Treasurer Royal Western Yacht Club

Director North America Colonial Association

List of ships owned by Francis Spaight

Agnes

Jane Black

Borneo

Breeze

Bryan Abbs

Doris

Francis Spaight (abandoned, sinking - crew resorted to cannibalism)

Governor

Jessy

Jean

Mistral (sank, loss 148 lives)

Native (ship scuttled by Captain John White and mate, Joseph Younghusband)

Magnes (1837)(Brig ashore in Shannon 1838, re floated and sold in lots)

Seymore

Thetis (1836) (wrecked Cardigan Bar 1850, 11 lives lost)

Captains

J. Brown

Champion (Shown on advert for Thetis but no record of any voyage)

D. Gorman

Timothy Gorman

Issac Hugill (master of Thetis 1842 – 1847)

J. Mathew

P. O'Donnell

E. P. Outerbridge (Drowned when Mistral sank)

John Donohoe (master of Thetis from 1849 until she sank)

R. Paterson

Daniel Ross (master of Thetis 1838 - 1842)

J. Sealy (original master of Thetis 1836-7)

John M. White (Transported for stealing the cargo and scuttling the Native)

Woods (master of Thetis 1847- 1849)

Joseph Younghusband (master of previous Thetis of Limerick, wrecked in
- 1834. Transported with John White)

Tobacco smuggling

Quebec cost £17 6d bale 28lbs value Limerick 2 guineas

Penalty £100 or six months imprisonment

Thomas Tiffin and Sons of Sunderland

Thomas Tiffin and Sons, in 1819 the business was removed to a yard in the Rack, a little to the east of the Ayre's Quay Bottle Company's works, afterwards to the yard at the Sheepfolds. His sons, Tom and Ben, carried on the business after their father retired, in a yard purchased from the Dean and Chapter in 1836, on the north side of the Rack below Raven's Wheel, and to the south-west of the colliery.

Thomas Tiffin died on January 16th, 1855, aged eighty-eight years; his son Tom died May 9th, 1884, aged eighty-four years.

Shipbuilders named 'Tiffin' built 76 vessels at Sunderland in the period from 1810 to 1857.

'Sunderland: A History of the Town, Port, Trade and Commerce' by Taylor Potts

7.0 Analysis

It is not clear when Thetis was converted from a snow to a brig after she was surveyed but it must have been soon after as she appeared in advertisements from 1836 described as a brig. In a newspaper report in April 1836 when she first arrived in Limerick from Sunderland she was described as a brig. The entries were not changed in Lloyds register until after she was surveyed in 1847. So almost certainly before she was launched but after the survey in February.

Thetis is a popular name for vessels merchant and naval, there must be a vessel of that name for most seafaring countries producing thousands of newspaper reports.

The master of Thetis from 1841 was Daniel Ross, who was employed by F. Spaight and another, Issac Hugill from June 1842 although the Lloyds register does not reflect the ownership change until 1847. I carried out further research in the British newspaper archives looking at advertisements placed by Francis Spaight and it became obvious that despite Lloyds register, he had been the owner of the Thetis since it was built. He was advertising berths for emigrants on his new vessel from February 1836 before it was launched, to leave about 8th April 1836. Its first voyage brought coal from Sunderland, where it was built, to Limerick.

The Thetis was involved with its owner in the transportation of emigrants from Ireland and Limerick in particular, to North America, during the famine. Francis Spaight of Derry Castle, had a fleet of at least eight vessels involved in carrying emigrants to North America, returning with timber and probably wheat for other sides of his business interests. He also used his vessels to remove unwanted residents from his properties by carrying them free of charge to North America, which prevented civil unrest, seen in other areas. He transported them at the correct time of year not just before winter. He told a Parliamentary enquiry carrying emigrants was a profit making enterprise.

The Brig Mistral, Outerbridge, one of his fleet sank in 1841 with the loss of 148 lives out of 156 passengers and crew. This was two unfortunate accidents not a problem with the vessel, it was driven onto rocks in a storm and the emigrant passengers were being transferred to the ships boats tied to the ships anchor chain to prevent them being blown ashore. When the boat suddenly slipped off the rock and sank immediately, it was so quick the painters dragged the boats down with the ship except the gig tied at the stern where the painter broke. A survivor was John Donohoe, apprentice, a John Donohoe was master of Thetis in 1850 when it was wrecked.

I found newspaper reports concerning emigrants reaching North America very distressed due to lack of food and water and the captains selling food at inflated prices when voyages took longer than planned, including Thetis. The newspaper notice in Appendix C concerning Thetis in April 1843 shows an act was passed in Parliament to require ship owners to provide food, water and fuel for the emigrants on passage to North America. The fuel must have been for cooking in the galley since fires must be controlled on a wooden ship and they were not fitted with heating systems.

The advertisements placed in the Limerick newspapers by Francis Spaight always sold the benefits of using his ships for emigration as sailing on time, good accommodation, discipline onboard, plenty of provisions, water and fuel (after a new law was enacted), attentive captains and ships in good repair. The fact they were in newspapers and the fare was £3 a person although not stated in the papers means his target audience were not impoverished. The sum of £3 is at least £350 today, a labourer if he could find work in Canada might earn 75p in 6 days, but not in Ireland. The British government was paying for emigrants to sail to Van Diemen's Land (Tasmania) in one ship a year from Limerick in this period, it was selecting the required people/skills (some from the Poor house) and it was booked a year ahead.

The season for voyages to British North America started for arrivals in May and finished with vessels sailing by the beginning of October due to the St Lawrence freezing and being closed by ice. There are reports of the Thetis being damaged by ice and also still loading on October 3 when ice an inch thick formed on the St Lawrence. In the winter months Thetis made voyages around the UK importing coal and oats etc.

The British newspaper archives provided almost all the reports from newspapers except the welsh reports which came from the Welsh newspapers on line. The lack of information in Lloyds register made identifying the vessel in reports more difficult but I was able to overcome this.

When the Thetis struck the Cardigan Bar the life boat was not in its originally chosen place and the life jackets provided had been hired out and needed to be fetched before it could be launched. The newspapers were critical of these failings and speculated all the lives could have been saved if it had been prepared to use immediately. It was afterwards moved to the correct position, I doubt the equipment was again hired or lent out and there was a mention of the former life boat captain.

I found newspaper report of a hearing in court for taking part of the Thetis after she was wrecked and the fine imposed. The agent for the droits of admiralty, wished to clearly indicate taking parts of or cargo from ship wrecks was illegal.

Francis Spaight at meetings of the Guardians responsible for the Poor Law including the workhouse took a disciplinary view advocating ejecting anyone who refused to obey instructions or work, particularly some women knitting stockings instead of the work for the matron. He did not advocate in the newspaper accounts using the law which allowed anyone in the workhouse who refused to work to be imprisoned.

Francis Spaight appears to have been unlucky with his new ships, all being lost.

8.0 Conclusions & Recommendations

I have spent over 50 hours on this research, 90% of it on line. I still had hundreds of newspaper reports to view even limiting the search to selected newspapers. I also took the record in Lloyds register in 1836 as fact for the owner when if I had been more circumspect I may have found the true owner earlier but the route I took to search the archives led me that way. My research concentrated first on the vessel and then the owner and others

There are over twenty vessels named Thetis in Lloyds register also a Royal Navy frigate, a collier and a Danish Navy frigate. To make sure I identified the correct Thetis, I started by recording all the masters names from Lloyds register of all the other Thetis vessels to exclude them. I found the names of all the masters employed by F. Spaight of Limerick for the years no master was recorded for the Thetis.

I cannot find any record in Lloyds Register of the vessels owned by F. Spaight except the Thetis from 1847 and Governor in 1842 and 1843(these entries show him as owner but the use and master are incorrect). This is probably because mainly, he only carries his own cargo and did not need it to satisfy customers.

I also checked the records after I had compiled them to check for inconsistencies in dates and locations since the vessel could not be in two places thousands of miles apart on similar dates.

I accessed the British newspaper archives after paying a subscription and then generally restricted the newspapers in searched to Lloyds List, The Shipping and Mercantile Gazette, and the Limerick papers. This because each of these newspapers could produce over 30 pages of twelve entries for each year and to search all newspapers available would involve viewing thousands of entries.

Francis Spaight was a man of the rich establishment, a Justice of the Peace etc, but was successful in avoiding civil unrest even though he cleared thousands of pauper residents from this properties. I only found one record of a former squatter on his land returning and she was imprisoned under the vagrancy laws. He demolished the empty homes on his estate to prevent squatting. He was not an absentee landlord and seemed to work for the advancement of Limerick and himself, making donations to charity but not championing the plight of the starving masses or being obviously sympathetic to their plight. He did however challenge corruption and the payment of public money wastefully. He challenged increases in taxes but no one likes paying them. He used his position as a J.P. to investigate and arrest the master and mate responsible for stealing the cargo and scuttling his vessel, Native. He used the law to discipline a mate and

apprentice for disobedience but this was the practice at the time and against the law, nothing underhand by him. He did act as an arbiter to settle a case brought by seamen against their captain who refused to pay them wages for a voyage after an anchor and cable was lost, the captain stated because they failed to follow his instructions.

He was a merchant dealing in the import of wood, coal, tallow, wine, glass and building materials. He imported and exported all types of grain, wheat, oats, hay from Europe, India and Egypt.

This project has answered my original questions and I have learnt something about the emigration from Ireland in the 19th century. I am now fairly proficient at using and reading Lloyds register, in searching on the newspaper archives. I completed the NAS on line archaeological report writing course recently and I have learnt that the abstract cannot be written until the report is almost complete.

I had insufficient details to identify the captains to search for them apart from when associated with the vessel. A ship named *Auspicious* master named Sealy, owned by E.B. Ord was sailing to British North America in the years before *Thetis* was launched. The *Thetis* was recorded in Lloyds register as owned by Ord & co., when it was launched.

I cannot see any further avenues of research available for this vessel unless more details can be obtained of the masters or details of the crew.

There is no wreck site as the salvage was sold by auction and the remaining hull was raised to clear the fairway into Cardigan.

There are two stories involved with this wreck, the ship itself and its loss, the plight of the emigrants from Ireland during the famine it carried to British North America. The story of *Thetis* is simple really it sailed mainly between Limerick and N.B., its owner found a cargo to carry out to N.B. instead of ballast – people. The clearance of tenants from estates in Ireland is beyond the scope of my research and until I started looking at the *Thetis* something I knew little about. It provides human colour to the narrative and information about the vessel's owner and his attitudes at this painful time in Ireland's history.

9.0 References

Aad.archives.gov

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

<https://coflein.gov.uk/>

www.executedtoday.com

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

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

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

www.ourlibrary.ca/

<http://www.thepeerage.com/>

sites.rootsweb.com/

<http://www.searlecanada.org/>

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

Books

Larn, R. & Larn, B., 2000, *Shipwreck Index of the British Isles: Volume 5 – West Coast and Wales*. Lloyd's Register of Shipping.

'Sunderland: A History of the Town, Port, Trade and Commerce', Taylor Potts, 1892

Appendices:

Appendix A–Table of Lloyds Registers entries for the *Thetis of Limerick*

1836

Thetis Sw Seally 297 SUDRLD 1836 Ord & Co SUDRLD SID.LIM 9 A1
 - 2Mon 2

Thetis was a Snow master, Seally, 297 tons built in Sunderland in 02/1836 owned by Ord & Co., registered in Sunderland sailing between Sunderland and Limerick, surveyed in second month 1836 with A1 classification for 9 years.

Until 1844 there were no changes but this year the master, owners and port of register are blank.

Until 1847 these items are blank but in 1847;

Thetis Bk I.Hugil 297 SUDRLD 1836 F.Spaight Limerick Lim .N Yrk 9 AE1
 - Srprs47 1

Thetis is now a barque, master I Hugil, 297 tons, built in Sunderland 1836 with some repairs in 1847, owner F. Spaight, registered in Limerick, sailing from Limerick to New York, classification AE1 for 9 years surveyed in January 1847

1848 the master changes to Woods sailing from Limerick to Quebec

1849 unchanged

1850 no entry

Appendix B – The Timeline for the *Thetis of Limerick*

* = approximate date

1836

April 4 1836 Portsmouth sailed Thetis, Sealy for Limerick

April 19 1836 arrived Thetis, Sealy from Sunderland with coal

April 28 1836 Limerick sailed Thetis of Limerick for Quebec with 131 emigrants

June 14 1836 Quebec arrived Thetis, Sealy fr Limerick delivered emigrants safe

July 14 1836 Limerick arrived Thetis, from Quebec

July 31 1836 Thetis spoken to long 31 London to Quebec

August 26 1836 Limerick arrived Thetis, Sealy from Quebec, timber

November 27 1836 Quebec arrived Thetis, Sealy from Limerick

December 3 1836 * Quebec loading Thetis for Limerick

December 19 1836 Limerick arrived Thetis, Sealy from Quebec, timber

1837

January 27 1837 entered Customs House, London Thetis, Sealy from Limerick

March 7 1837 Limerick arrived Thetis, Sealy from London in ballast

April 9 1837 Limerick sailed Thetis, Sealy for St Andrew's N.B., 186 emigrants

April 16 1837 Thetis spoken to Lat 48 long.39, Limerick to St Johns N.B.

April 17 1837 Thetis spoken to Lat 48 lo 25, Limerick to St Johns N.B.

June 2 1837 St Andrew's N.B. arrived Thetis, Sealy from Limerick

August 15 1837 Limerick arrived Thetis, Sealy from St Andrew's N.B, timber

August 24 1837 Limerick sailed Thetis, Sealy for Miramichi

September 2 1837 Thetis, Sealy from Limerick spoken to Lat.49 Long. 35

September 30 Thetis of Limerick off Miramichi Bar

October 2 1837 Miramichi, N.B. arrived Thetis, Scully from Limerick

November 15 1837 Limerick arrived Thetis, Sealy from Miramichi, N.B., timber

1838

January 31 1838 Tarbert sailed Thetis for London with 2800brls oats

April 13 1838 Elsinore arrived Thetis, Sealy from London

April 19 1838 Off Memel Thetis, Sealy from London

April 21 Memel arrived Thetis, Sealy from London

May 1 1838 Memel sailed Thetis, Sealy for Limerick

May 9 1838 Elsinore arrived Thetis, Sealy from Memel, Lithuania

May 31 1838 Limerick arrived Thetis, Sealy from Memel, timber

June 14 1838 Limerick sailed Thetis, Sealy for Quebec

August 23 1838 Quebec sailed Thetis, Sealy for Limerick

August 26 1838 Thetis spoken to in the Gulph

August 28 1838 Thetis, Scally spoken to at Lat.46 lon. 57

September 21 1838 Limerick arrived Thetis, Sealy from Quebec,29 days passage

October 17 1838 Tarbert Roads arrived Thetis, Scully from London

October 23 1838 In Tarbert Roads Thetis, Sealy for London

November 17 1838 Dartmouth arrived Thetis, Sealy from London

December 6 1838 Deal arrived Thetis, Scully from Shields for the Westward

December 7 1838 London entered inwards Thetis, Sealy, B297 Church Hole,
- Ogilby

1839

January 14 1839 Cuxhaven arrived Thetis, Sealy from London for Shields

June 20 1839 St Lawrence river arrived Thetis of Limerick

July 5 1839 Quebec cleared Thetis for Limerick

July 8 1839* Thetis, Sealy from Newfoundland off Cape Gaspe`

August 9 1839 Quebec cleared out Thetis for Limerick

August 22 1839 Limerick arrived Thetis, Sealy from Quebec with timber

September 17 1839 * Limerick sailed Thetis, Sealy for Miramichi in ballast

September 17 1839 Thetis, Sealy Limerick to Quebec spoken to Lat. 48 lon.21

September 17 1839 Thetis Limerick to Miramichi spoken to Lat.47 33 Long 21 11

December 15 1839 Limerick arrived Thetis, Sealy from Miramichi, N.B.

1840

January 18 1840 * Kilrush arrived from Glasgow Thetis with oats

January 22 1840 Thetis sailed for Glasgow with 104 bris beans, 107 bris wheat,
- F. Spaight

January 25 1840 In Tarbert Roads Thetis anchored weather bound

February 1 1840 At Tarbert Thetis from Glasgow with oats

February 21 1840 At Tarbert Roads Thetis

April 29 1840 Limerick sailed Thetis for Quebec with 170 emigrant settlers

June 1840 Thetis, Limerick to Quebec spoken to Lat. 46 lon.42

June 3 1840 Thetis, Limerick to Quebec spoken to Lat.45 46 Lon 41 24 with
- emigrants

June 16 1840 Thetis of Limerick spoken to

July 20 1840 Quebec arrived Thetis from Limerick

September 11 1840 Limerick arrived Thetis, Ross from Quebec with timber

September 29 1840 Limerick arrived Thetis with scotch coal

October 6 1840 In Scatterry Roads Thetis

October 9 1840 Limerick sailed Thetis for Plymouth with grain

November 4 1840 Limerick arrived Thetis, Ross from Glasgow 400tons coal

1841

April 8 1841 Limerick sailed Thetis, Ross for Quebec with emigrants

May 21 1841 Quebec arrived Thetis, Ross from Limerick with 131 passenger, 8 - survivors of Mistral

May 31 1841 Thetis, Ross spoken to at Lat. 40 Long 72

June 3 1841 New York arrived Thetis

June 18 1841 Thetis, Ross spoken to at Lon. 19

June 22 1841 Thetis, Ross spoken to off Cape Chat

July 18 1841 Limerick arrived Thetis, Ross from Quebec, timber

August 6 1841 Limerick sailed Thetis, Ross for Quebec with emigrants

August 10 1841 Scatterry Roads sailed Thetis, Ross for Quebec

August 14 1841 Spoken to brig Thetis, of Limerick Lat 49 long 17

October 1841 Limerick sailed Thetis for Quebec with emigrants

November 10 1841 Limerick arrived Thetis, Ross from Quebec

November 17 1841 Limerick sailed Thetis for Bristol with 900 bris wheat,
- F. Spaight

December 4 1841 Bristol arrived Thetis from Limerick, 562 qrs wheat, 1ton hemp

December 15 1841 Limerick arrived Thetis, Ross from Bristol oats and wheat

December 29 1841 * Limerick sailed Thetis for Bristol with 3200 bris oats,
- F. Spaight

1842

January 2 1842 Limerick sailed Thetis, Ross for Bristol

January 7 1842 Limerick sailed Thetis for Bristol, grain

January 22 1842 Bristol arrived Thetis, Ross from Limerick

February 12 1842 Bristol sailed Thetis, Ross for Limerick

February 26 1842 Bristol sailed Thetis, Ross for Limerick

March 26 1842 Limerick arrived Thetis, Hugill from Bristol, sundries incl. cider

April 14 1842 Limerick sailed Thetis, Hugill for Quebec

June 11 1842 Quebec arrived Thetis, Hugill from Limerick, 203 emigrants

June 30 * 1842 Quebec cleared Thetis, Hugill for Limerick,

August 12 1842 Limerick arrived Thetis, Hugill from Quebec, Timber

August 20 1842 Limerick sailed Thetis, Hugill for Quebec

September 10 1842 * Thetis of Limerick spoken to Lat. 44N Lon. 29W

September 27 1842 Off Quebec arrived Thetis of Limerick

September 29 1842 Quebec arrived Thetis, Hugill from Limerick

November 14 1842 Cork arrived Thetis, Hugill from Quebec

1843

April 17 1843 * Kilrush arrived Thetis, Hugill from Quebec

April 22 1843 Limerick Thetis sailed for Quebec with 69 emigrants

May 25 1843 Quebec arrived Thetis, Hugill from Limerick 99 emigrants

June 16 1843 Quebec cleared Thetis, Hugill for Limerick

August 1 1843 * Limerick arrived Thetis, Hugill from Quebec

August 1 1843 Kilrush sailed Thetis for Quebec

September 30 1843 Quebec arrived Thetis, Hugill from Limerick

October 7 1843 Thetis spoken to in Gulf of St Lawrence

November 20 1843 Limerick arrived Thetis, Hugill from Quebec with timber

1844

January 18 1844 Liverpool, George's Dock arrived Thetis, Hugill from Limerick
- with 166 scks rapeseed for E Hudson & Co., 3000 bris oats
- J & F O'Neill, 1565 do order

March 6 1844 Cork put in Thetis from Liverpool to Limerick

March 13 1844 * Limerick arrived Thetis, Hugill with coal

April 17 1844 * Limerick sailed Thetis, Hugill for Quebec

May 8 1844 Limerick sailed Thetis for Bristol with 1100 bris oats, F. Spaight

July 5 1844 Quebec cleared Thetis, Hugil for Limerick

July 24 1844 * Quebec arrived Thetis, from Limerick

August 14 1844 Thetis Quebec to Limerick overdue

August 15 1844 Limerick arrived Thetis, Hugill from Quebec with timber

August 27 1844 Limerick sailed Thetis, Hugill for Miramichi, N.B.

October 25 1844 Limerick arrived Thetis, Hugill from Miramichi, N.B. with timber

November 26 1844 Limerick sailed Thetis, for Liverpool with 242 sacks rapeseed,
- 400 bris wheat, F. Spaight, 389 bris wheat P O'Brien, 543 do oats
- Mullock & Sons, 312 bales hay, Shaw & Duffield

November 30 1844 Island of Islay windbound Thetis, Hugill, Limerick to Liverpool

December 27 1844 arrived Thetis, from Liverpool

1845

January 2 1845 * Liverpool, Salthouse Dock arrived Thetis, Hugill from Limerick
with 300 bis hay for J. Rea, 409 brls wheat J & F O'Neill, 389 do D Powell & Co.,
427 bris rapeseed Union Co., 543 bris oats Ridyard & Leicester-

February 8 1845 Limerick arrived Thetis, Hugill from Liverpool, sundries

February 21 1845 Limerick sailed Thetis, Hugill for London

February 24 1845 Tarbert put in Thetis ,Hugill from Limerick to London, with
- cargo shifted

March 1 1845 Limerick sailed Thetis, Hugill for London

April 2 1845 Tralee sailed Thetis for Liverpool- 900brls barley, 217brls oats
- Messrs Leary

April 23 1845 Limerick arrived Thetis, Hugill from London in ballast

May 5 1845 Limerick sailed Thetis, Hugill for Quebec, emigrants

July 19 1845 * Quebec arrived Thetis, from Limerick

September 3 1845 Limerick arrived Thetis, Hugill from Quebec, timber

October 1 1845 Thetis limerick to Quebec spoken to at Lat. 45 long.47

December 6 1845 Limerick arrived Thetis, Hugill from Quebec, timber

1846

March 11 1846 * Tralee sailed Thetis for Cork 588 qrs oats

March 15 1846 Limerick sailed Thetis, Hugill for Quebec – emigrants

April 23 1846 Kilrush sailed Thetis, Hugill for Quebec – 150 emigrants

May 6 1846 * Limerick sailed Thetis, Hugill for London - 680 qrs oats, T Corr

June 9 1846 Quebec cleared Thetis, Hugil for Limerick

July 24 1846 Spoken to Thetis, Hugill Lat.52N Lon 16W for Limerick from Quebec

July 29 1846 Limerick arrived Thetis, Hugill from Quebec

August 8 1846 Kilrush sailed Thetis, Hugill for Quebec in ballast

20th September 1846 Thetis of Limerick spoken to off Bird Island,

October 20 1846 Gardiner, Ontario arrived Thetis, Hugil from Limerick

November 1846 Thetis spoken to Lat. 32 long.35

November 23 1846 Limerick arrived Thetis, Hugill from Quebec, timber

1847

January 9 1847 Limerick sailed Thetis, Hugill for New York

January 24 1847 Thetis from Limerick for America spoken to at lat.48 lon.24

February 1847 * Thetis from Limerick for America spoken to at lat.48N lon.26W

February 1847 Thetis fro Limerick for America spoken to lat.47 59N long 35 30W

February 25 1847 New York arrived Thetis from Belfast

March 21 1847 Bermuda put in Thetis for New York with damage to rudder & c.

May 1 1847 New York arrived Thetis, Hugill from Limerick after damage repairs
- Bermuda

June 14 1847 New York arrived Thetis, Hugill from London

July 22 1847 Liverpool arrived Thetis, Hugill from New York

August 12 1847 Liverpool sailed Thetis, Hugill for Quebec

August 18 1847 Thetis of & from Limerick spoken to at lat.49 44 long 13

August 25 1847 * Thetis from Limerick to Quebec spoken to at lat 7

October 13 1847 Quebec cleared Thetis, Hugill for Limerick

November 11 1847 Quebec arrived Thetis, Hugill from Liverpool

1848

January 16 1848 Greenock arrived Thetis, Wood from Limerick

February 3 1848 North Shields arrived Thetis, Woods from London

February 7 1848 Glasgow sailed Thetis, Woods for Limerick

February 27 1848 Greenock arrives Thetis from Limerick

March 11 1848 Limerick arrived Thetis, Woods from Glasgow

April 22 1848 Limerick arrived Thetis, Woods from Quebec

April 24 1848 Limerick sailed Thetis, Woods for Quebec

June 1 1848 Spoken to brig Thetis, of & from Limerick to Quebec off Point de
- Monts

June 9 1848 Quebec arrived Thetis, Wood from Limerick

July 29 1848 * Spoken to brig Thetis

August 28 1848 Tralee sailed Thetis, Woods for Quebec

October 4 1848 Sydney C.B. Thetis, Wood put in Crew refractory

October 26 1848 Quebec arrived Thetis, Wood from Tralee

November 7 1848 Quebec cleared Thetis, Wood for Limerick

December 6 1848 Limerick arrived Thetis, Woods from Quebec

1849

April 28 1849 Limerick Thetis clear for Quebec 191 passengers

May 8 1849 Thetis Quebec to Cork spoken to at Lat. 35N lon.36W

May 13 1849 Shields arrived Thetis, Woods from London

June 1849 Thetis Limerick to New York spoken to at Lat. 43N lon. 42W

June 9 1849 Grosse-isle, Quebec arrived Thetis from Limerick with 191
- passengers

June 14 1849 New York arrived Thetis from Limerick with emigrants

July 28 1849 Dublin arrived Thetis, Donohoe from Quebec

August 6 1849 Off Cape Clear(Queenstown) brig Thetis, of Limerick from
- Quebec, 29 days

August 30 1849 Dublin arrived Thetis, Donohoe from Quebec

September 27 1849 Greenock arrived Thetis, Donohoe from Belfast

October 3 1849 Quebec arrived Thetis, Donohoe from Dublin

October 29 1849 Quebec cleared Thetis, Donohoe for Cork

December 6 1849 Scatterry Roads Thetis, Donohoe, Quebec for Cork out 22 days

December 8 1849 Remains lying at anchor Scatterry Roads Thetis, Donohoe from
- Quebec for Cork

1850

January 9 1850 Queenstown arrived Thetis, Donohoe from Newport

February 8 1850 wrecked on Cardigan bar on passage from Newport

Notice from Limerick Chronicle February 1836

curially attended to.

February 17

America.

FOR QUEBEC and MONTREAL, with Passengers, the beautiful copper-fastened first-class ship, the "BREEZE," 600 tons burthen, Captain R. PATERSON, now in port, and will be despatched on the 25th of March, wind and weather permitting.

The Breeze will be as usual fitted up in the most comfortable manner, and an abundant supply of Fuel and Water laid in for the Voyage, to prevent those serious consequences which have often occurred for the want of these necessaries. Her superiority over other ships in sailing, has been often proved in the passenger trade, so that Emigrants will have many advantages going out in her.

The many losses which have so frequently occurred in Old and Inferior Vessels, render it necessary that Emigrants should be particular in selecting Good Ships, even at a trifling advance in the passage money.

The BRYAN ABBS, 500 tons burthen, Captain D. GORMAN, a fine new first-class vessel, will sail for Quebec and Montreal, about the 4th of April, and a beautiful new brig, the THETIS of Limerick, 500 tons burthen, will sail about the 8th of April.

These Ships are all First-Class, and the Captains being ordered to pay particular attention to the comfort of the Passengers who sail with them, they will therefore be found a desirable conveyance for those who may be disposed to Emigrate. As the above Ships will sail at the appointed time, an early application is recommended to the owner, Mr. **SPAIGHT**, at his Office, Bedford-Row, or to Messrs. **MULLOCK and SONS**, Ship Agents, Arthur's-quay.

February 13.

Notice from Limerick Chronicle February 1837

February 25.

AMERICA.
FIRST SPRING SHIPS FOR
Quebec, Montreal, & St. Andrew's
NEW-BRUNSWICK.

FOR QUEBEC and MONTREAL, to Sail about the 28th of March next, Wind and Weather permitting, the Ship BORNEO, 800 Tons, Burthen, T. GORMAN, Commander.

The BORNEO is one of the fastest Sailers out of this Port, and in every respect one of the most superior Vessels ever offered for Emigrants ; her great tonnage will afford increased comfort and accommodation to passengers.

She will be followed by the BREEZE, THETIS, BRYAN ABBS, AGNES. &c, all well-known and very superior Vessels, one of which will Sail for St. ANDREW'S, N.B. on or about the 28th of March. St. Andrew's being situated within a few miles of the United States, is a most eligible Port for Emigrants wishing to proceed there.

As many are disappointed every year, by not making an early application, it is recommended that Emigrants should engage their berths as soon as possible, by applying to the Owner, FRANCIS SPAIGHT, Esq. at his Office, Bedford-Row ; or to MULLOCK & SONS, Ship Agents, Arthur's-quay.

February 15.

a in the

denun-
l-known
at Gen-
Mahon's
pendent
proof to
sociates
rofessed

ELE.

Price

—

with right
or Summer
Also To
non-street,
Proposal
or W. H. 1
street, who
five or six 7

AT BAL
brothe
wans, Mad
Horse of gr
and finest s
brother to
Doncaster
with fine s
Horses last
at the low r
at first serv
same place,
each Mare.
For furth

Notice from Limerick Chronicle 1841

desktop view

Full page view



For Quebec and Montreal,

THE following regular **TRADERS**—all First-Class Vessels :—

Ship **BORNEO**, 900 Tons—Capt. T. GORMAN—To Sail on 2d April.

Brig **BREEZE**, 800 Tons—Capt. O'DONNELL—To Sail on 5th April.

Brig **GOVERNOR**, 700 Tons—Capt. D. GORMAN—To Sail on 8th April.

Brig **MINSTREL**, 600 Tons—Capt. OUTERBRIDGE—To Sail on 10th April.

Brig **THETIS**, 600 Tons—Capt. CHAMPION—Expected to Sail on the 15th April.

Brig **BRYAN ABBS**, 600 Tons—For Miramichi—To Sail 10th April.

(WIND AND WEATHER PERMITTING.)

These SHIPS are well known to be admirably adapted for the **PASSENGER** Trade, having, from their size, superior accommodation, and being commanded by Captains who are long accustomed in taking out Passengers, and whose skill and kind attention have always given the greatest satisfaction.


Mr. SPAIGHT'S Ships are all closely examined every year and kept in the best possible order. Punctuality to the day of sailing is strictly attended to, and the greatest regularity is enforced on board; these are advantages which the emigrant will no doubt, observe and highly value.

Apply for Freight and Passage at Mr. SPAIGHT'S office, **HENRY-STREET**, where every information will be given.

Limerick, March 4.

Notice from Limerick Chronicle April 1843

Full page view



**THE FINE BRITISH-BUILT, OAK SHIP;
THE TIS,**

**297 TONS BURTHEN, PER REGISTER,
*Isaac Hugill, Master,***
Will be despatched for QUEBEC, about the 20th
April, (wind and weather permitting.)

THIS superior Vessel is likely to be the last that
will offer for Quebec this Spring, and as she has
always proved, in her numerous trips across the
Atlantic, to be a Ship well calculated for the Passenger
trade (being built especially for that purpose)
persons going by her will find that she affords every
accommodation that can conduce to comfort during
the voyage ; being also commanded by a Captain
whose conduct and attention to his passengers has,
at all times, given general satisfaction. Plenty of
Water and Fuel will be laid in for the voyage together
with an abundance of Provisions, such as
is required to be supplied to the Passengers by the
recent Act of Parliament.

An early application is recommended to the
owner, FRANCIS SPAIGHT, Esq. at his Offices,
Bedford-row and Henry-street, where every information
will be given to benefit and direct the
emigrant ; or to Messrs. MULLOCK & SONS,
Ship Agents, Henry-street.

Agents for Kerry, Mr. THOMAS G. HILL, of
Tarbert, Mr. HENRY BENNER, of Tralee ; for
Clare, Mr. LOTT HALLORAN, of Ennis, and for
Nenagh, Mr. RICE LEWIS, of that town.

April 15.

OR
follow
to con
the G
116, s
Sess
Balling
Rathke
Newcas
Shanag
Pallask
N. I
Weste
the s
C. E.
Not
Weste
Newca
Sess
Patrick
Crom
Kilmall
Kilfina
Hospita
Balline
Pallag
Murroe
Ballygr
County
N. I
Easter
super
Sunvil
Not
Easter
Mess
street,

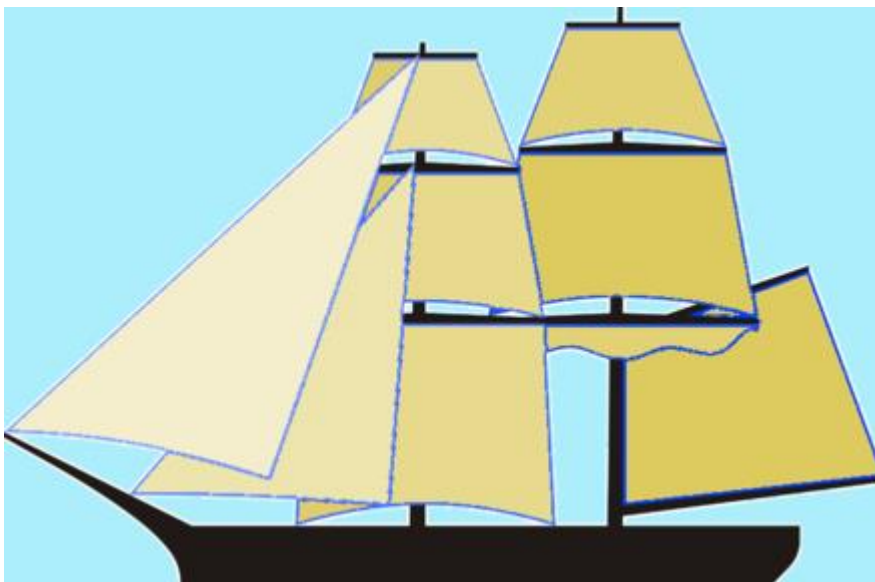
Appendix D

Fig.1



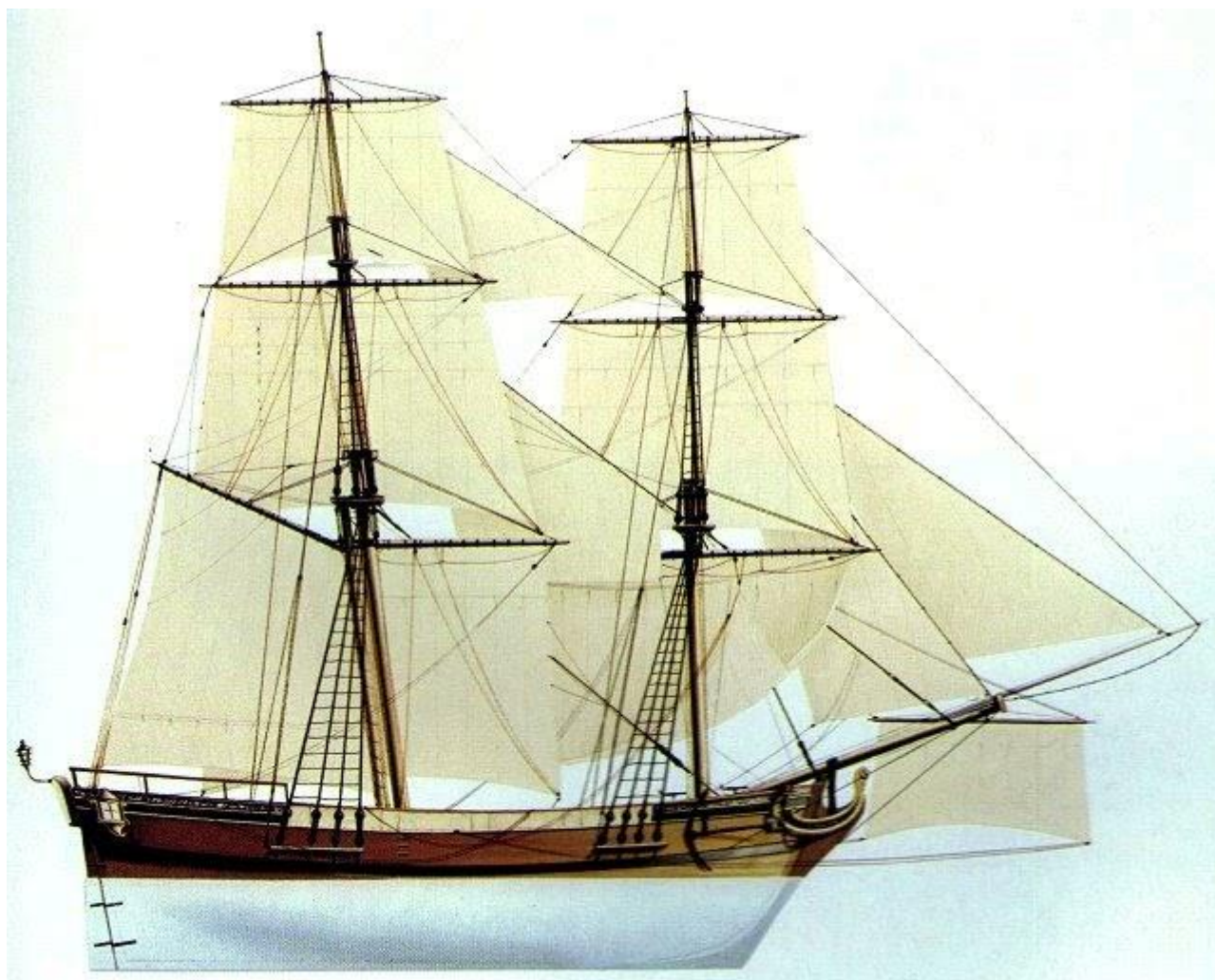
Schematic view of a snow, showing the snow-mast, a loose footed gaff sail and clewed up main course

Fig. 2



A typical brig sail plan

Fig. 4



A Snow showing sail plan

Fig. 5



A BRIG UNDER SAIL

Appendix E – Lloyds survey report February 1836

LRF-PUN-SLD923-0409-R

Her Mast, Yards, &c. are in good condition, and sufficient in size and length.

She has SAILS. good CABLES, &c. good ANCHORS.

N ^o .	Fore Sails,	180	Chain	1/4" 1/2"	N ^o .	Ant.	Ant.
2	Fore Top Sails,	60	Hempen Stream Cable,	1/4"	Bower	13 1/4	11
2	Fore Topmast Stay Sails,	80	Hawser	1/4"	Stream,	4	
1	Main Sails,	80	Towlines	8 1/2"	Kedge,	13 1/4	
2	Main Top Sails,	80	Warp	5 1/2"	All of proper weight.		

and is well furnished in other All of good quality.

Her Standing and Running Rigging is well fitted sufficient in size and good in quality.

She has One Long Boat and Shuff good and suitable for the vessel

The present state of the Windlass is good Capstan — and Rudder 5 lbs. Broom all good

both by the purchase John P. Denton

General Remarks—Statement and Date of Repairs.

Frame appears throughout healthy; A few S & L's fasten on quarter Cliffs which are Waring; part of the space of Sp. Timber an irregular L's, rather being; part of Sp. an Scarper Sp. at Quarter on the S & L's. The quality of planking is good throughout, with wrought L's & P's. Two L's; Turned all by Tack appear good. All appear fastened; principal part of Bolt through Stem, Stereotype Metal on Chained.

Keel & Bottom. Plank to Light timber. Ceiling Keel & Bottom Plank, some thin and some fast to the ceiling. The only exception taken being clamped & appears to be the same as the Plank worked up to the light timber in the S & L's.

This Vessel commenced building in July 1835. Launched July 1836. and was Surveyed at the following date by $\frac{30}{7} \cdot \frac{25}{10} \cdot \frac{11}{11} \cdot \frac{19}{1} \cdot \frac{2}{2}$.

Her general Appearance is Form

If Sheathed, Doubled, or Felted, _____ and Date when last done _____

And At 10 of opinion this Vessel should be Classed 9 A. 1.

The Amount of the Fee, £ 3 : 3 : 0 is received by me, John P. Denton

Committee Minute 11 March 1836

Character assigned A 1 for 9 Years

John P. Denton

50923/407

No. 404 Survey held at Sundaland Date February 1836
 on the Ship "The Isis" Master Leahy
 Tonnage 297 Built at Sundaland When built 1836
 By whom built The Tiffin Son Owners W. And V. Co
 Port belonging to Sundaland Destined Voyage to Liverpool
 If Surveyed Afloat or in Dry Dock during the Building

Length aloft.....		Extreme Breadth.....		Depth of Hold.....	
Feet. Inches.		Feet. Inches.		Feet. Inches.	
92 6		26 6		7 6	

Scantlings of Timber.				Thickness of Plank.			
				Outside.		Inside.	
Timber and Space.....	each	2.7		Keel to Bilge.....	3	Foot Waling.....	3
Floors.....	sided	2.7	Moulded	Bilge Planks.....	4	Bilge Planks.....	4
1 st Footboards.....		8.0		Bilge to Wale.....	3	Ceiling in Flat.....	2 1/2
2 nd Ditto.....		9.0		Wales.....	5	Ditto Bilge to Clamp.....	5 1/2
3 rd Ditto.....		8.0		Topsides.....	2 1/2	Hold Beam Clamps.....	4
Top Timbers.....		7.8		Sheer Strakes.....	5	Deck Beam Ditto.....	3
Deck Beams.....		7.0		Plank Sheers.....	3	Ceiling 'twixt Decks.....	2
Hold Beams.....		11		Water-ways.....	4 1/2	Hold Beam Shells.....	4 1/2
Keel.....		11		Upper Deck.....	3	Deck Beam ditto.....	4 1/2
Kelsons.....		11					

Copper.		Size of Bolts in Fastenings.		Iron.	
		Copper.			
Heel-Knee, and Dead Wood abut.....	1 1/2	Bolts thro' the Bilge and Foot Waling.....	1/4	Hold Beam.....	1
Scarp of Keel.....	1 1/2	Butt End Bolts.....	1/2	Deck Beam.....	1 1/2
Floor Timber Bolts.....	1	Lower Part of the Rudder.....	3		
Kelson ditto.....	1 1/2				
Transoms and throats of Hooks.....	1 1/2				
Arms of Hooks.....	1 1/2				

Timbering.—The Space between the Floor Timbers and Lower Footboards in this Vessel is 11.3 Inches. The Space between the Top-timbers is 5.6 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English Oak and are free from all defects.

Her Floors and first Footboards are composed of English Oak Timber.

Her other Footboards and Top Timbers of English Oak.

Her Shifts of the first and second Footboards are not less than seven 5.11 N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are seven.

The Frame is square from the first Footboard Heads upwards, and free from sap, and from thence downwards, the frame is fairly squared and reasonably clear of sap.

The alternate Frames are — bolted together. up to 2nd shift.

The Butts of the Timbers are — close together; their thickness not less than 1/4 of the entire moulding at that place.

The Frame is — checked with — Butt at each end of the check. 2 1/2 in. butt.

The Main Kelson is composed of Am^e Oak and the False Kelson of Am^e Oak.

The Scarps of the Kelsons are not less than 8 feet — inches.

The Deck and Hold Beams are composed of Am^e Oak fairly squared and reasonably clear of sap.

Planking Outside.—This Vessel's Plank from the Keel to the first Footboard Heads is composed of Am^e Oak.

From the first Footboard Heads to the Light Water Mark of Am^e Oak.

From the Light Water Mark to the Wale of Am^e Oak.

The Wale and Black-strakes are of —.

The Topsides of —.

The Sheer-strakes of Am^e Oak.

The Gunwales of Am^e Oak Water-ways of Am^e Oak.

The Shifts of the Planking are not less than 5 feet — inches. N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship. 2nd Shift at last 5 1/2 feet between.

The Planking is wrought — between.

Planking Inside.—The Clamps are composed of Am^e Oak the Stringers of Am^e Oak and the remainder of the Ceiling of Am^e Oak.

The Bilge Planks of Am^e Oak and the remainder of the Ceiling of Am^e Oak.

Fastenings.—To Hold Beams Am^e Oak fairly squared and reasonably clear of sap.

Deck Beams Am^e Oak fairly squared and reasonably clear of sap.

Number of Breasthooks Five Pointers One Crutches Two Am^e Oak fairly squared and reasonably clear of sap.

Butt End Bolts are of Am^e Oak in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Footwaling — bolted through and clenched.

General Quality of Workmanship — appears good.

We certify that the preceding is a correct description of the above-named Vessel.

Builder's Name —
 Surveyor's Name Leahy