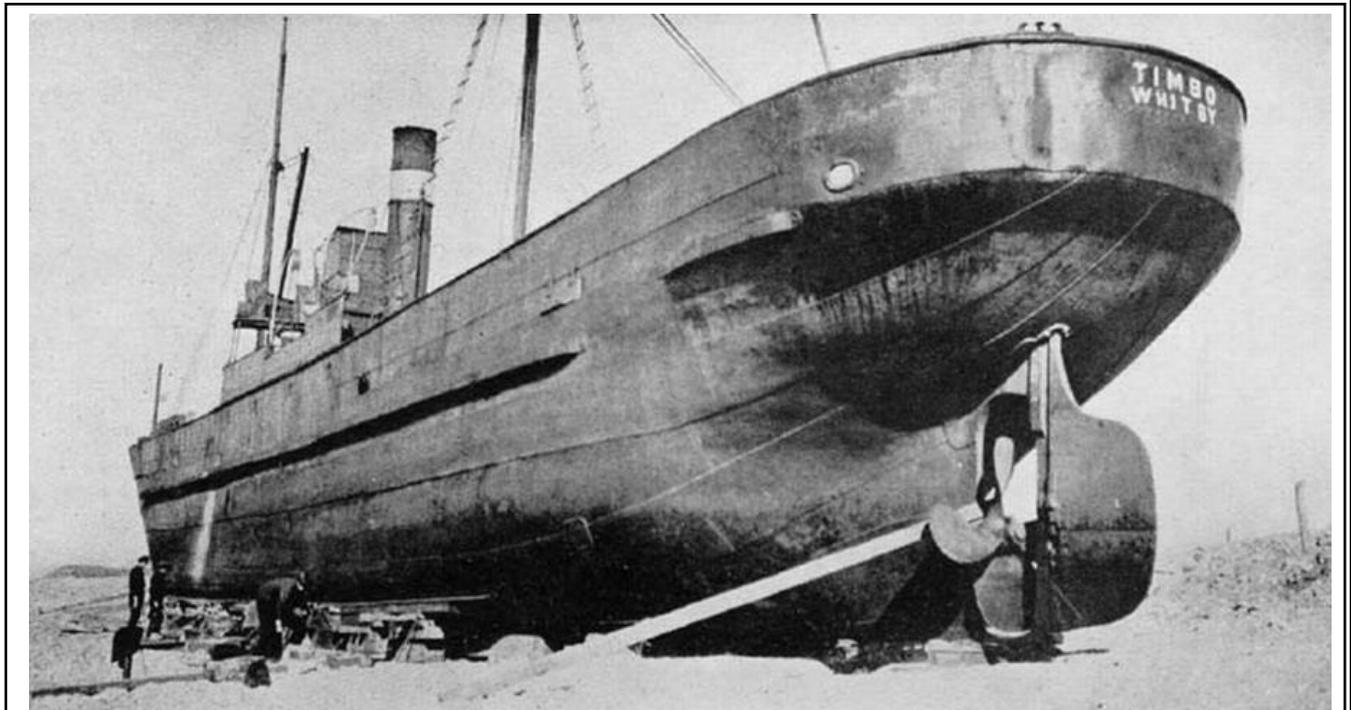


**Welsh Wreck Web Research Project  
(North Cardigan Bay)  
On-line research into the wreck of the:  
*Timbo***



**TIMBO aground in 1920. Photo courtesy of Chris Holden**

Report compiled by:

**Graeme Perks**

Report Title:

**Welsh Wreck Web Research Project  
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*Timbo***

Compiled by:

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**July 2020**

Report Ref:

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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.

## 2.0 Index

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**2.4 Contributors**

MADU

**2.5 Abbreviations**

GAT	Gwynedd Archaeology Trust
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
-	

### 3.0 Introduction

I selected the Timbo to research because it was a steamship and the other three vessels I had researched had all been sailing ships. I hoped to learn more about the way steamships are described in Lloyds register, something about its engines and the way it was operated because it was not reliant on the wind. If the early steamships suffered often with mechanical break downs and whether they needed tows regularly.

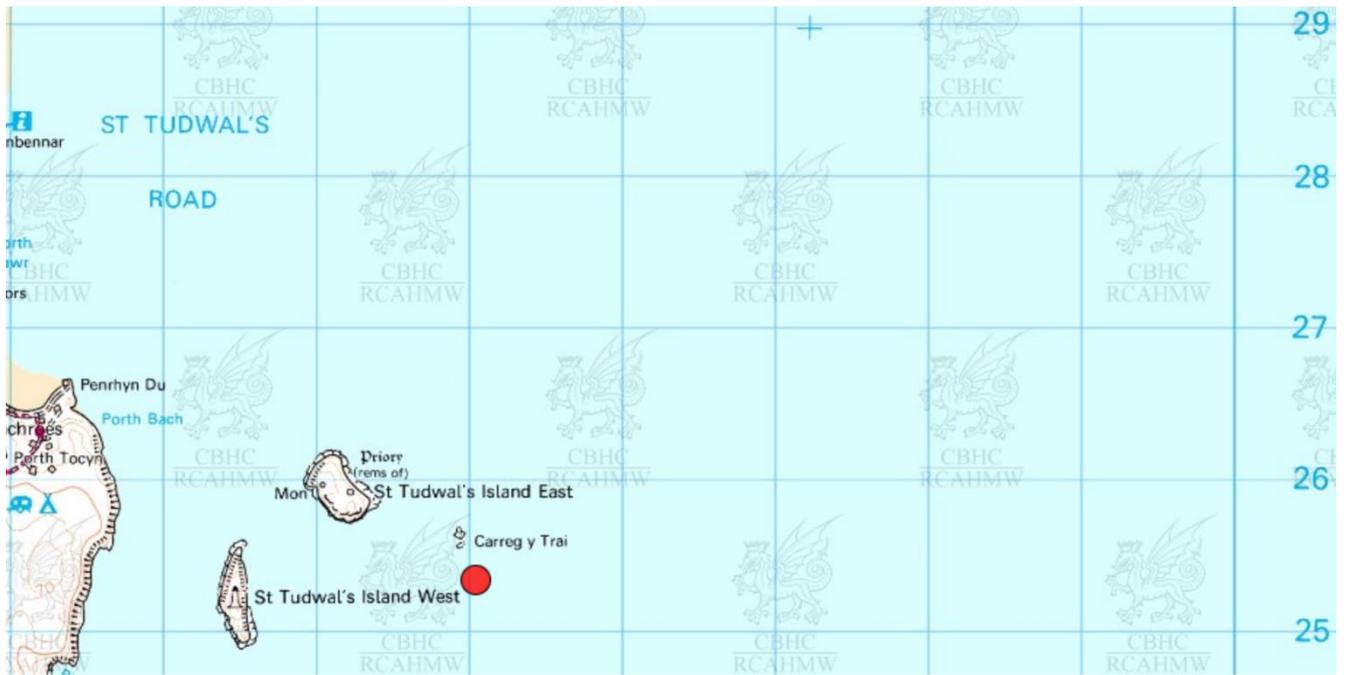
I hoped to answer the following questions;

- Was this the first time the Timbo had sunk ? I was surprised in two of the previous wrecks I investigated that they had been stranded and sunk but re-floated.
- What voyage was it undertaking when it sank and the type of cargo.
- Who were its crew ?
- Why did the vessel sink ?
- Whether attempts were made at salvage
- Is there anything unusual about or interesting in its history ?
- Is there a dive site associated with the wreck ?
- Has the wreck has been salvaged ?
- Where did it travel in its working life ?
- Who were the owners ?

## 4.0 Background

I knew Timbo was a steamship built of iron in 1883 with a gross weight of 295 tons, that sank Tremadog bay east of St Tudwal's island





Wreck site

## 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 did a search for "Timbo" in google and was surprised by the result.

I searched Lloyds Register for Timbo, then found that only limited dates are available on line for steamships.

I used crewlist to search the mercantile navy lists for Timbo and for crew lists but these are not available on line, mostly being held in Maritime History archive with 1895 in the National Archives. I did later find that the crew lists for 1/6/15 to 30/6/16 are now available on line at the Nation Maritime Museum.

I searched the British Newspaper Archives, for "Timbo". This is a paid for site I initially purchased for one month but they somehow managed to charge me for a second month without my consent and convinced paypal I had authorised the charge so I carried on using it after cancelling the automatic charge.

The search is available in 50 year sections from 1750 to present, which can then be selected in ten year sections, followed by single year's and month within that year. The newspapers can be selected to all or individual papers or publications but not all years are available for all newspapers, for instance 1902 and after 1913 or missing in Lloyds list. Like all scanned material the search does not always find everything or anything that's searched for but I have found a repeated search for a single year sometimes works. The search items are highlighted with a small blue box, but with lines and lines of small text I found I had to enlarge the page and scan for blue to find it. It is not 100%, sometimes it is misplaced or absent. This is not a problem with Lloyds register since its possible to find the correct page as its listed alphabetically but lists of ports with lists of vessels arriving, sailed etc is more difficult, as the port is not always known. Its coverage of Lloyds list after 1900 is poor and I think the paid for site Find My Past has the rights to these.

I searched The Welsh Newspaper Archives for "Timbo" and found information relating to local events affecting Timbo but also sailings and arrivals not in the British Newspaper archive. This I found easier to use as the search words found are highlighted in orange and the initial page often has sufficient details to avoid

opening the page which saves time. It also has a transcript alongside each page which can be useful although it can be hidden.

I searched Family Search UK for Henry Ainscough who was the master of the Timbo at various times including 1915 with no match.

I searched Lancaster archives and found index details relating to Preston docks.

## 6.0 Results

Vessel	Name/s	Timbo SLTB		
	Type	Schooner rigged Steamer		
		/.		
Built	Date	1883		
		Launched 19/6/1883		
	Builder	G.H. Smith & Co		
		Newcastle-upon-Tyne		
Construction	Materials	Iron		
	Decks	one		
	Bulkheads	unknown		
Propulsion	Type	Engine		
	Details	Single screw		
Engine	Details	2 Cylinder 19", 32" with 22" stroke		
		60 Hp		
		Clark, Chapman & Co, Gateshead		
	Boilers	one		
Drive	Type	Single Propeller		
	Number	one		
Dimensions	Length	145 ft	5 ins	m
	Beam	20 ft	3 ins	m
	Draught	11 ft	0 ins	m
Tonnage	Gross	254		
	Net	165		
Owner	First	Arthur B. Forward		
		Liverpool		
	Last	J. Milburn		
		Whitby		
	Others	See appendix		
Registry	Port	Gibraltar, Liverpool, Whitby		
	Flag	British		
	Number	89765		
History	Routes	Liverpool, Preston, I. O. Man, S. Scotland, Ireland, various Uk and continental ports		
	Cargo	Coal, general cargo, Iron ore, Cotton		
Final Voyage	From	Pwllheli 15 November 1922		
	To	London		
	Captain	H. Ainscough		
	Crew	8		
	Passengers	None		
	Cargo	In Ballast		
Wrecking	Date	15 <sup>th</sup> November 1922		
	Location	Caney-y-Trai (Half Tide Rock) off St Tudwall's Island		
	Cause	Navigational error in fog/night		
	Loss of life	None		
	Outcome	Sank		

**Lancaster Archives**

Correspondence and other papers relating to claims for damages following the collision between the steamer Timbo and the tug Alert on 31 May 1897.

Correspondence and other papers relating to the claim for damages arising from the collision between the steamer Timbo and one of the Corporation's hopper barges on 1 Jul. 1908.

**Shipping And Mercantile Gazette November 16 1883****Maritime and Commercial Law, High Court of Justice ,Chancery Division****Building dispute – Arbitration – The Compagnie Du Senegal V Wood**

Before Mr Justice Kay, Nov. 15

The question in this case was whether, where there is an agreement containing a clause providing that all matters in dispute shall be referred to arbitration, and for the protection of the property which is the subject of the agreement there is immediate necessity that a receiver should be appointed or an injunction granted, the Court can appoint such receiver or grant such injunction, and then stay all further proceedings in the action and allow the other matters involved in it to go to arbitration. In this case the agreement, which contained such a clause as the above mentioned, had reference to a ship called **Timbo**, which Messrs Smith & Co., who were the defendants, had agreed to build for the plaintiffs. The plaintiffs allege that the ship, as built was not in accordance with the agreement, (it having been, in fact refused any classification at Lloyd's), and they claimed a lien on it for the sums they had paid, and the appointment of a receiver. Two motions now came on for hearing, one by the plaintiffs for the appointment of a receiver, the other by the defendants, that all proceedings might be stayed and the matter in question referred to arbitration. It was not denied that it was desirable that a receiver was appointed.

Mr W.F. Robinson, Q.C., and Mr Frederick Thompson , for the plaintiffs, argued that the Court must either stay all proceedings altogether or not at all, and that, therefore, as it was necessary to appoint a receiver, no motion could be made on the motion of the defendants.

Mr Graham Hastings Q.C., and Sir Arthur Watson appeared for the defendants.

Mr Justice Kay said that the question was a very important one, that the Court of Appeal should rule on as soon as possible. He held that the Court had full discretion to appoint a receiver and stay all further proceedings except for the purpose of carrying out the order for the receiver with liberty to apply to the Court when the order was made, and also with general liberty to apply so as to enable the parties to make any necessary application to the Court pending the arbitration; and his Lordship ordered accordingly.

**The Newcastle Daily Journal December 27 1883**

**Ship Building in 1883 – The Tyne**

G.E. Smith & Co, Whitehill point

Timbo 60 H.P. 131 tons

**The Liverpool Mercury March 30 1886**

**Wrecks and Casualties**

**Madrid March 23** – The Timbo (s) has stranded on the coast of Majorca

**Rishanlys (s). – Lisbon, April 20 1888 10.30 am.-**

The British steamer Rishanlys towed in here, with machinery broken down, by the British steamer Timbo

**Timbo (s). – Whitehaven, July 14 1888 -6.30 pm.**

Steamer Timbo, from Annan for Liverpool (light), has been towed into Whitehaven, with engines disabled, by steamer Daiiriada , of Glasgow

**Isle of Man Times July 21 1888**

It is intended to dispatch the first class screw steamer Timbo every Friday evening until further notice from Liverpool to Douglas, Ramsey and Peel. Taking goods at Victoria Dock, Liverpool, S.W. A limited number of passengers will be taken.

For Freights apply & c., apply T.H. Williams & Co agents, 2 Chapel Walks, Liverpool

**The Annandale Observer August 3 1888**

**Steam communications between Liverpool and Annan for goods and passengers**

It is intended to dispatch the S.S. TIMBO or other first class steamer from Liverpool to Annan on Wednesday 8<sup>th</sup> August; from Annan to Liverpool on Friday 10<sup>th</sup> August and each succeeding fortnight thereafter. Days of sailing will be duly announced.

All cargos taken by special arrangement only

For freight apply T.H.Williams & Co, 2 Chapel Walks, Liverpool

**Shipping Gazette & Lloyds list August 11 1888****Changes in Ownership and Management of Vessels**

**Timbo (89765)** , Thomas H. Williams of 2 Chapel Walks, Liverpool, Ship Broker

**Isle of Man Times September 15 1888**

A prospectus was issued last night for the formation of “ The Liverpool, Isle of Man and South Scotland Steam Carrying Company Limited “ with a capital of £10,000 in 1000 shares of £10 each. The object of the company is to purchase the steamship Timbo and use her principally for cargo purposes

**Manchester Courier and Lancashire General Advertiser September 24 1888****The Liverpool, Isle of Man and South Scotland Steam Carrying Company Limited**

This company was registered on 19<sup>th</sup> inst with a capital of £10,000, in £10 shares, to acquire the Timbo and other steamships. The subscribers are;

-	shares
J.H. Openshaw, Egremont , ship broker	1
* G. Gilberson, Aigburth, Liverpool, bookkeeper	1
J. Gale, Port St Mary, Isle of Man, master mariner	1
H. Stavely, Liverpool, cowkeeper	1
J. Burnett, jun., Liverpool, bookkeeper	1
* M. Nixon, Liverpool, flour dealer	1
J. Akrigg , Liverpool	1
W. Heapy, Liverpool, dairyman	1
R.D. Williams Garston, bookkeeper	1

The subscribers marked with a asterisk, and Mr. R. Morrison are the first Directors. Mr T.H. Williams of Liverpool, is appointed manager.

Further adverts of the prospectus and for the regular services appeared

**Isle of Man Times October 10 1888****Yet another Manx company**

(From The Lighthouse September 29 1888)

Several of our Manx readers have asked our opinion on the scheme to sell shares in the Liverpool, Isle of Man and South Scotland Steam Carrying Company Limited . Prospectus reproduced.

In the first place, says the Lighthouse, considering the present competition and plentiful supply of tonnage between Liverpool and the Isle of Man, we fail to see how any such

concern as the one in question can succeed. It would not be necessary to raise £10,000 if it were intended to work the steamer Timbo only, for we would fancy £1,500 at the outside would buy the vessel. Unless we are mistaken she was mortgaged to Messrs. Leech, Harrison & Forwood but we do not know for what amount. Though not mentioned in Lloyds Register, we should fancy we have put an outside value on the Timbo, at any rate from our recollection of seeing her a little time ago. Under any circumstances we would not consider her a suitable vessel for the trade she is intended to employed in, although the prospectus offers a different view.

It continues to observe the directors may be excellent at their own professions but know little of running a steam ship company. It notes no reference is made to returning money deposited if the company fails to go to allotment. In all the circumstances we could not recommend an investment in this company. The company rebutted these comments and continued to advertise the prospectus and the Timbo sailings regularly.

#### **Isle of Man Times October 20 1888**

##### **Peel and the West**

The steamer Shannon arrived at Peel on Tuesday in place of the Timbo

#### **Glasgow Evening News October 12 1888**

##### **Body picked up in the Solway**

Yesterday afternoon the body of a man was picked up in the Solway between Maryport and Sillioth, by the steamer Timbo sailing from Isle of Man to Annan. The body was in a decomposed state the features being almost obliterated . It is supposed to be the body of a man named Kendal of Maryport who was one of three who were drowned in the boating disaster at Maryport two months ago.

#### **The Morning Post November 20 1888**

##### **Commerce and the Ports**

Our own correspondent Tangier Nov.8 Part article

Rabat is yet another port, although the sand bar which stretches across the harbour is an obstacle rather of nature than of government. British Industry however, has done much to overcome this and the small steam ship Timbo belonging to Messrs. Forwood of Liverpool, would have a much greater carrying trade but for the official pilot whose permission for her to pass to and fro have been both intermittent and arbitrary.

**Shipping Gazette & Lloyds list October 31 1888****Liverpool County Court****Freight.- Charter Party – The Timbo (s)**

Before Judge Collier, Oct.30

This was an action brought for the recovery of freight, and involved legal argument over contracts and who could sue who. It also involved an argument over the weight originally expect to be carried 170 tons and the weight the ship could actually carry 142 tons, but this was between the West Kent Brick and Portland Cement Company and Mr Sellers not Mr Morris

The plaintiff was Mr John Shuttleworth Sellers, owner of the steamship Timbo, and the defendant was Mr. W. D. Morris and the sum sought to be recovered was £35 12s 9d.

Mr Shand appeared for the plaintiff and Mr Taylor for the defendant.

Mr Shand stated that the freight was due under a bill of landing dated June 29, 1888 under which the Timbo conveyed from Rochester to Liverpool 141 tons 5 cwt of cement of which the defendant was the consignee. There were 800 casks of cement weighing 115 tons, and 294 bags weighing 26 tons 5 cwt. The charter-party was made with the West Kent Brick and Portland Cement Company. The defendant had paid into Court £22 18s 7d and the action was to recover the balance. The casks & bags of cement were tallied on being shipped , and again on delivery, and the number was the same each time. When the brokers for the owners, Messrs Williams & Co., went to ask for the freight, the consignee met them with a counter claim. He said he was agent for West Kent Brick and Portland Cement Company, and that the terms of the charter party had not been fulfilled. He never said anything about this before.

Mr Taylor said he denied liability in law in the first instance; but Mr Shand reminded him he had tendered money. Mr Taylor: No doubt.

Mr Shand said an item in the counter claim was for five bags of cement, said to be short in the delivery ,and they were valued at 5s a bag. This was a question of fact and was a matter between the plaintiff and the consignee. The judge decided that only the question of the five bags short could be decided upon by the court.

The first and second mate and the Captain of the Timbo were called to prove that the cargo tallied both on shipment and delivery and that the numbers were as stated.

The shipment was landed in heavy rain at Liverpool and it could not be removed for some days from the shed. When the bags were removed there were 5 short.

His Honour held that there was good delivery. He said that as the defendants had already paid £22 18s 7d he had to deal with the plaintiffs claim for £12 14s 2d. He was satisfied that

the same number of bags were shipped as delivered. The bags were landed to Mr Morris on 6<sup>th</sup> of July, but he did not count them until the 10<sup>th</sup>. The judgement was for the plaintiff for £22.14s 2d. The counter claim is not proved

### **Lloyds List April 1 1889**

#### **Timbo (s).- Liverpool, April 1 12.35pm**

The Timbo (s) of Liverpool, Garston for Dublin, coal, on 30<sup>th</sup> was put a Egremont Beach leaking. The main steam pipe afterwards burst, and she carried away anchors and chains, and the steamer afterwards drifted up river, and was picked by Primrose, the ferry steamer, and was fouled by her doing damage.

**Timbo. – Report of Joseph Gale**, master of the schooner-rigged screw steamer Timbo of Liverpool, 76 tons, from Garston, March 11 at 11.0am for Dublin with 300 tons of coal and one passenger:- Proceeded down the river at about eight knots. I was on the bridge with the second mate on the wheel and all hands on deck. When abreast of the Liverpool landing stage the engineer reported water coming through the tunnel, and I beached her at Egremont. We found a small hole in a plate in the rudder case, and it was cemented up, and she was pumped out dry. At 9.0pm the same day, tide being half flood, weather fine, wind N.W. light, with a moderate sea, the vessel floated off the beach, and the engineer reported that the main stop pipe of the boiler was broken, and that he could do nothing with the engines. We let go the starboard anchor, and also the port anchor, the starboard chain having parted and the port chain parted immediately after. We drifted up the river in a helpless condition. I hailed the Wallasey ferry steamer Primrose for assistance and he took us in tow about 9.30 pm and towed us to the Albert Dock wall. When rounding us to off the dock wall he stopped his engines when on our starboard bow, and our starboard bow fouled his port quarter. We had two plates damaged and stanchions and fore-castle head carried away. We made fast to the Albert Dock wall. I had to engage a steam lighter to put us into Canning Basin.- Liverpool April 1.

**Timbo.- Report of John Pennant**, master of the paddle steamer Primrose, of Liverpool, 83 tons, from Liverpool, March 30 at 8.0 pm for Egremont and New Brighton with about 50 passengers:- Proceeded and when near Egremont we were hailed by the steamer Timbo, which was drifting up the river in a helpless condition. I landed the Egremont passengers and then went after her and picked her up about 8.30 pm between Egremont and Seacombe, and took her in tow for the Canning Pier head with our rope, about 10 fathoms long. When going alongside the pier head I had to turn back and she came on and fouled our port quarter with

her starboard bow, breaking the rail and damaging the bulwarks. Our stem also touched the pier head but there is no obvious damage. We held on her till she made fast to the wall, and the captain said she was alright. I made no agreement with her. She had no steam, had lost both anchors and the steering gear was gone.- Liverpool 2 April

### **Lloyds List May 18 1889**

#### **Change of Ownership and Management of Vessels**

**Timbo 89765** Liverpool, Isle of Man and South of Scotland steam carrying Company  
- Lim. of 3 Chapel Walks, Liverpool

### **Lloyds List October 19 1889**

#### **Change of Ownership and Management of Vessels**

**Timbo 89765** George Eastwood of 60 Part Street, Southport, Lancashire, Decorator

### **South Wales Echo May 12 1890**

#### **Lloyds Casualty telegrams**

The steamer Timbo, from Fleetwood , with gravel, stranded yesterday near Weston Point. Must dock, as the vessel is broken amidships, and is water filled fore and aft.

### **The Cambrian News October 28 1891**

#### **Aberdovey**

A Gallant Act. – After coming in on Monday afternoon the Timbo performed a generous and praiseworthy act. One of the local fishing boats had been caught in the strong gale of east wind which sprang up so suddenly on Monday morning. The boat failed to reach the bar and had to seek shelter by anchoring close to shore between Aberdovey and Towyn. During the day the boat made two further attempts, but again failed to reach the bar . On hearing of the boats danger Captain Gale at once gave orders to get underway again and proceeded outside and steamed as close to the boat as was prudent. Signals were made to the latter, and in a short time the bore down on the steamer and after succeeding in getting a rope on board, she was towed safely into the harbour. The distance was about three miles to the north of the bar and at the time the wind blew with hurricane force sending showers of spray over the vessel and wetting everything from stem to stern. The timely and prompt assistance of Captain Gale was much appreciated by the crew of the fishing boat and also by the inhabitants.

**South Wales Daily News April 2 1892**

**Lloyds Casualty telegrams**

The steamer Timbo of Liverpool struck a dredger in entering Fleetwood and both were considerably damaged

**The Cambrian News July 22 1892**

**Aberdovey**

Reward.- Last week Captain Gale, s.s. Timbo, Liverpool, received £1, and three of the crew 10s, each from the Royal National Lifeboat Institution for rescuing the crew of the fishing boat Elizabeth Jane of this place, in October last.

**South Wales Daily News November 7 1892**

**Local chartering transactions**

Swansea, Saturday : The following fixtures have been reported  
Londonderry. 5s (Timbo ss)

**Lloyds List June 2 1897**

Timbo (s). – Liverpool, Jun 1 4.20 pm. – Steamer Timbo from Preston for Liverpool, and tug Enterprise, of Preston, were in collision last night in the Preston Channel. Former had four plates on each bow damaged and stem broken in two ; latter had a rubber cut through and plates on port side stove in. Timbo has arrived in Liverpool and dry docked for repairs.

**South Wales Daily News September 18 1898**

**Wrecks and Casualties**

A Preston telegram states that the barque Alert was slightly damaged by collision with the steamer Timbo. Damage to the latter unknown.

**Lloyds List May 2 1905**

Lancaster Glasson Dock arrived Timbo, Iddon from Preston for graving dock

## Shipping gazette and Lloyds List May 9 1906

### Notes

Gale v Timbo damage action

In the Admiralty division today, the President (Sir Gorell Barnes) and Elder brethren of the Trinity House, had before them an action in which the owners of the steamship Gale sought to recover against the owners of the steam ship Timbo the damage which their vessel has sustained by stranding, owing, they allege, to the negligent navigation of the defendants vessel. The plaintiffs case was that on February 19 shortly before 8,45pm last the Gale is a screw steamship of 128 tons net and 285 tons gross register and was proceeding down the sea channel from Preston, to Dublin with a general cargo, manned by a crew of eight hands all told, between six and seven mile lights. The weather was dark but clear, wind was a moderate gale, and the tide was first of the ebb. The Timbo was also coming down the channel, but over a mile astern of the Gale. In the circumstances of the threatening weather and the main feed pipe being out of order the master of the Gale decided to put back into port; and that she accordingly turned under port helm and after exchanging port helm signals with the Timbo straightened up on the south side of the channel. The Timbo continued to approach, showing both side lights, however, and therefore the Gale repeated the port helm signal several times, kept as close to the training wall on her starboard side as she safely could, Slowed her engines, which had been working at full speed ahead and shortly afterwards stopped them. The Timbo, however, continued to come down on the south side of the channel instead of getting over onto the north side, as she could and ought to have done, and the Gale to avoid collision was obliged to put her engines full speed astern, which canted her to starboard and grounded her on the training wall where she sustained considerable damage. It was alleged by the plaintiffs that the Timbo was navigated on her wrong side of the channel; that she neglected to take proper measures to pass the Gale at a safe or proper distance port side to port side; that she was proceeding at an excessive speed; and that she failed to stop or reverse her engines.

According to the defence the Timbo is a steamship of 96 tons net and 295 tons gross register, and shortly before 8.30pm on the day in question was proceeding at full speed down the River Ribble, on a voyage from Preston to Liverpool, manned by crew of eight hands all told. She was following out a vessel showing a stern light, which proved to be the Gale, which in turn was following another steamer. In those circumstance those on board the Timbo observed the green light of the Gale suddenly come into view without any warning by signal.

Thereupon the helm of the Timbo was starboarded and two short blasts blown on her whistle, her engines being put at half speed. The Gale however, instead of keeping green to green, as she could and ought to have done, opened her red light, blowing one short blast, whereupon the Timbo put her helm hard a-port, sounded one short blast on her whistle and put her engines full speed ahead and by those measures cleared the Gale, which got ashore by her own negligence. It was alleged by the defendants that the Gale turned round under port helm when too close ahead of the Timbo, in an improper manner and without giving any warning to other vessels of her intention.

In the course of the plaintiffs case an independent witness, the master of the steamship Norwood complained that the documents which purported to be their depositions made before the Receiver of Wreck at Preston had been he swore to and signed by them in blank, and had apparently been filled in since, inaccurately, from statements which had been taken down by the Receiver on foolscap paper. This was corroborated by the master of the Gale. At the instance of the defendants the President adjourned the case for the attendance of the Receiver of Wreck.

At the next hearing on 17<sup>th</sup> May Mr John Clark formerly the deputy Receiver of Wreck at Preston who is now stationed at Whitstable admitted the truth of the witnesses claims but denied that they had not been accurately copied. The President pronounced the Timbo alone to blame for the stranding.

The master's name for the Timbo changes after this verdict from Iddon to Costain in Lloyds List for her voyages.

### **Shipping Gazette & Lloyds list January 5 1907**

#### **Timbo (s).- Preston January 4, 4.20 pm**

Steamer Greenisland, of Belfast, towed steamer Timbo of Liverpool, with general goods, which was disabled, off bar yesterday morning, to Southport Channel. Timbo is now docked here, having been towed from Southport by Corporation Tug.

January 4 1907 Preston arrived Timbo(s) from Liverpool

January 9 1907 Preston sailed Timbo(s) for Liverpool

### **Shipping Gazette & Lloyds list Monday 18 February 1907**

#### **Timbo (s). – Liverpool Feb. 18, 10.31 am**

Timbo (s), Liverpool for Preston, returned to dock with loss of anchor and chain. Preston 19 February arrived Timbo from Liverpool.

**Shipping Gazette & Lloyds list Monday 22 February 1907  
Timbo salvage award**

In the Admiralty Division today before Mr Justice Bargrave Deane and Elder brethren of the Trinity House, the owners, master and crew of the steamer ship Greenisland and a Preston pilot named Thomas Hallsall, claimed salvage remuneration for services rendered to the steamship Timbo. It appeared on that on the morning of Jan. 3 last, the Greenisland in charge of the plaintiff pilot, who was outside Preston Bar, waiting for the tide to go up to Preston, when those on board her observed that the Timbo was in distress, something having gone wrong with her engines. There was a gale blowing, accompanied by a heavy sea, but the Greenisland took the Timbo in tow, and under the direction Mr Hassall, towed her through the Bull's Run into the Bog Hole. The defendants tendered £200.

The court awarded the owners of the Greenisland £330., her master £60, the crew £40, and the pilot £70. The value of the Timbo was £1,500, of her cargo £2,600, and her freight £13

**See Judgement following ;**

te—  
 Mr.  
 LCH,  
 een-  
 outh  
 n J.  
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Mr. Justice BARGRAVE DEANE, in giving judgment, said: In these cases of salvage we expect to find exaggeration on the part of the salvors, and a little bit of the opposite on the part of those who expect to pay, and this is a good example of that. We think there has been some exaggeration as to the state of the weather, chiefly because of the way in which the pilot was able to get off to the Greenisland; but we also think the master of the Timbo has minimised the position of things very considerably. The reason I say that is because if you take the two depositions which were made by these two masters, you find they both say there was a heavy sea, and they both say there was a moderate gale of wind. The probability is that what they both said at the time is right. That being so, you have a moderate gale of wind from the N.W.; I know that part of the world very well, and the Elder Brethren know it a good deal better, and with a N.W. gale blowing from Nelson buoy you would have under your lee the banks and also the coast from the Ribble and North Walton. Now, these sands are notoriously sands which shift from time to time, and local knowledge is most important, especially the local knowledge of a pilot; and, in the opinion of the Court, but for the services rendered by the Greenisland, and especially the services rendered by the local knowledge of the pilot on board the Greenisland, which enabled him to take this vessel through that narrow gutway to the east of the Birkdale Sand, this vessel would have got on the Birkdale Sand or the mainland and have been lost. Was she saved from that? The question is, what award should be made for the salvage? The Greenisland is a vessel of about the same size as the Timbo. She had a crew of nine hands all told on board her, and she seems to have sustained some damage, for which 10*l.* is claimed. It is not to be forgotten, and I think it is an important point in the evidence, that when the Timbo came to an anchor she was found to be leaking forward near the stem. It is also to be remembered that just before the two vessels got out of this narrow gutway into the Bog Hole, the last sea, apparently, which came upon them from the N.W. caused the bollards to which the tow-rope was made fast on the Greenisland to be started. In my opinion there is very little doubt that at that time the Timbo did touch the ground, which started her rivets. That shows what the danger was if she had not been taken directly through that narrow gutway in that heavy sea. The value of the salvaged property is comparatively small, the total being about 4,000*l.*, and I make a total award of 500*l.* Of that I give to the owners 330*l.*, to the pilot 70*l.*, to the master 60*l.*, and to the crew 40*l.*

lose. When in need of assistance and hose were severely burned board, and, together with the Montevideo. repaired sufficient under the ship's fire was still burning at 4 30 p.m., the outer roads. engineer, with attention to the saving the value was still burning on at intervals were effected. Liverpool. The arriving in the surveyor, survey We also had the neers, and part ing cargo in Liverpool for repairs.

After hearing of the Board questions:—

1. At what time in 1906, were the vessel and forced draught fan stopped; the fan were cleaned or stopped, the other draught fan were engines were started.
2. Were provisions of the ship to casing after the whilst the tub valves were repaired.
3. At what whereabouts in the subsequent explosion place, according to the fan casing.
4. What were the evidences place at short second explosion theory put forward ship as to the nature gases had some means be

**Lloyds List September 23 1907****Timbo (s). – Preston Sept. 21,12.57 pm –**

Steamers Pink Rose and Timbo both of Liverpool, were in collision last night in the river. The latter went aground and still remains in damaged condition; some cargo floated away. Understood attempt will be made to refloat and dock here. Former loaded and sailed again for Penzance, no apparent damage. Another account states Timbo was bound for Preston with a general cargo.

**Lloyds List September 23 1907 Liverpool, Sept.23 11.47 am. –**

Timbo : The Liverpool Salvage Association report:-

By the request of the ship owner a wreck officer was despatched to this vessel early Saturday morning. He found vessel is lying about one mile below Preston Dock, south side of the river, partly resting on river training wall, bow high up in the air; stern sunk in channel; tide up to middle of bridge at high water; about 8 feet at stern post at low water; overhung forward and aft straining badly. The bulk of the cargo will be damaged by water. Some of the cargo has been washed out of the vessel; discharge of cargo is proceeding. Small steam puffer was despatched to her yesterday (Sunday).

**Lloyds List September 25 1907****Maritime Losses & Casualties**

Name	tons	Flag	Built	Voyage	Casualty
Timbo (s)	96	British	1883	Liverpool – Preston	collision, sunk

**Lloyds List September 26 1907****Timbo (s). – Preston,Sept.26 12.32 pm –**

Timbo of Liverpool, re-floated and berthed at Quay wall.

Liverpool Sept 26 2.34 pm – Timbo (s):

The Liverpool Salvage Association have received a telephone message this afternoon from Preston to say their officer has succeeded in floating the Timbo and placing her upon the hard.

**Lloyds List September 27 1907****Timbo (s). – Liverpool Sept. 27 4.30 pm –**

Timbo : The Liverpool Salvage Association reports that the remainder of the cargo has been discharged from this vessel , and it is expected the selection will be completed tomorrow(Saturday) afternoon. The vessel has left in tow in tow for Liverpool and will be docked here tomorrow morning.

September 28 1907 Preston sailed Timbo(s), Costain for Liverpool (in tow of tug Energy)

### **Lloyds List October 12 1907**

#### **Maritime depositions**

The following depositions have recently been sworn before a Receiver of Wreck or Justice of the Peace.

Pine Rose (s), of Liverpool from Glasson Dock for Preston; Deposition of John Robinson, master.(1012) – Penzance, ept.23

Timbo (s), of & from Liverpool for Preston: Deposition of John Constain, master. (1,013.) – Preston Sept. 23

### **Lloyds List November 16 1907**

#### **River Ribble collision**

A collision which occurred during dense fog in the river Ribble on Sept. 20 last, between the two small steamships Timbo and Pink Rose was the subject of an action tried before Mr Justice Bucknell and Trinity Masters, in the Admiralty Division today.

The broad facts of the case were not in dispute. The two vessels were bound up the river to Preston, and the Timbo having passed the Pink Rose some time before , suddenly took a sheer, ran aground, and swung across the channel with the result that the Pink Rose ran into her starboard side and sank her. It was alleged by the plaintiffs that the Pink Rose neglected to keep a sufficient distance astern of the Timbo and to take proper steps to keep clear of her. On the other hand the defendants case was the Timbo was improperly allowed to get aground and athwart the channel, and failed to give any warning to the Pink Rose.

The court pronounced the Pink Rose alone to blame.

Mr Justice Bucknell in giving judgement, said: This is a case of collision between the steam ships Timbo and Pink Rose, which took place in the river Ribble on Sept. 20, in the morning, close upon 9 O' clock, the place being near the first lamp, which would be in the first mile lamp from Preston. The tide was running about two and a half knots, and there was a dense fog, and the condition of things which happened shortly before the collision was this : That the plaintiff's ship, the Timbo, which was proceeding up this place, called a river, but which is really a waterway between two artificial bank's of stone, which have been called walls. Both ships had been, apparently navigated up to some short time before the collision. The defendants vessel, the Pink Rose had been beached some distance away on account of the fog, and then she got underway in charge of a Trinity House pilot and the Timbo passed her. It is said the Timbo had no right to pass. I do not find she had no right to pass, and I I do find that when she passed she was carefully navigated. I find as a fact that the Timbo passed the Pink Rose

on a side on which, as far as I can see, she was lawfully entitled to pass her. Anyhow, she passed her in safety, in a fog, which is an indication that she was being skilfully navigated. The Timbo was then the leading ship. Where was she? She must have been carefully navigated, because those on board the Pink Rose saw from time to time the stern light of the Timbo immediately ahead. If the Pink Rose was not out of her proper water then neither was the Timbo. It has been suggested that the Pink Rose was being steered by the light, or the guidance of the stern light of the Timbo. I do not find that as a fact, nor do I think it is likely; but what happened was this. The Pink Rose was certainly going faster than the Timbo and was from time to time overtaking her, and getting so close to her that the stern light of the Timbo, which could be seen at 60 or 70 feet, was seen and was reported by the man on lookout on the Pink Rose; and it is said the Pink Rose at once took steps to slacken her speed, whatever it was, so as to put a greater distance between her stem and the counter of the Timbo. That was done more than once, and it indicates that the Timbo was being navigated with extreme care and caution, and was going as slow as she could, and that the Pink Rose was not going as slow as she could, and it was negligence on her part to be overtaking the Timbo and allowing herself to get within 60 or 70 feet of the stern light on more than one occasion. If that is so I get the navigation of the ship ahead careful, and the navigation of the ship astern not careful because it is clear to my mind and I find as a fact, that those on the Pink Rose could have gone more slowly than they did. I have asked the Elder Brethren this question: - Was it negligent of the Pink Rose to get as close to the Timbo as she did: that is" - and I state my findings of fact-" as near as 60 or 70 feet off?" And the answer is "Yes". Then was it negligent of the Timbo to get aground? We have to consider the condition of things which existed - the narrowness of the channel, the force of the tide, and the state of the weather. I have asked the Elder Brethren this question - and I agree with the answer, there is plenty of evidence to support it, and I should have found it if they had not so advised me - "Was it negligence on the part of the Timbo to get aground in that fog"? The answer is "No." The next question I have asked them is this: - "In your judgement how long would it take on that tide for the Timbo to get athwart, after her nose got aground"? The answer is that on that tide assuming as I find that it had a force of two or three knots, she might have got athwart, at an angle of 45 degrees, in less than one minute. It is said those on the Timbo only blew their three blasts immediately before or almost immediately before the collision, and, because it took a minute to get athwart, therefore she ought to have blown her three blasts signal a minute before she did, and was negligent in not doing it. I find it is not negligence on their part not to have blown their three blasts sooner than they did. When your ship touches the ground you are not bound to blow a three blast signal at once - I am not sure you are obliged to give it at all. An order was given to reverse the engines, and I find there was no time to execute that order before the other vessel was into them. It cannot be true to say that a minute elapsed while the engines were reversing before the collision happened. You must look at things not microscopically but as things would probably have occurred on that particular occasion at that particular time. The long and short of the whole matter is that the Pink Rose going faster than she ought to have been going in the circumstances. She ought to have known, and she did know by the

lamps she was passing, that she was getting within a mile of the docks, and that the vessel in front would be going as slow as she possibly could. The Pink Rose ought to have been keeping further astern of the Timbo than she was, and I cannot accept her story with regard to stopping and slowing. There was no engine room log or record of any sort or description with regard to the matters which took place in the engine room of the Pink Rose and comparing the witnesses on behalf of the Timbo with those called on behalf of the Pink Rose, I am sorry to say I must accept the story told by the one and cannot accept the story told by the other. There is another reason which leads me to my conclusion. The log kept by the Pink Rose goes into this matter with a very great minuteness – much more at length than any other entry in the log, which is to be expected – but there are omissions from the story told by the mate in his log which justify the observations made by Mr Laing, that those things which are alleged to have taken place on the Pink Rose did not in fact take place. The result is that I find the Pink Rose alone to blame.

November 17 1907 Preston arrived Timbo (s), Costain from Liverpool

**Shipping Gazette & Lloyds list December 17 1907  
Collision – Limitation of Liability. – The pink Rose**

This action was brought by the owners of the steam ship Pink Rose to limit their liability under the provisions of the Merchant Shipping Acts, in respect of a collision with the steam ship Timbo. The casualty occurred in the river Ribble on sept. 20 last when the Pink Rose was bound From Glasson Dock to Preston, and it resulted in the sinking of the Timbo. Fortunately there was no loss of life or personal injury. On Nov. 15 the Pink Rose was pronounced alone to blame for the disaster. The tonnage of the Pink Rose calculated in accordance with the statutes, is 283.87 tons and her owners therefore sought to limit their liability to the sum of £3370 19s 3d being the aggregate amount of £8 per ton on tonnage of the vessel.

The Court granted the usual degree of limitation.

**Shipping Gazette & Lloyds list December 30 1907  
Collision Case**

An order has been made in the Admiralty division of the High Court of Justice pronouncing that the owner of the steam ship Pink Rose, of Liverpool is answerable in damages in respect of a collision between that vessel and the steam ship Timbo on Set.20 1907 to an amount not exceeding £2,270 19s 3d. And the Court directed that all parties interested are to come in and enter their claims in respect of those damages on or before the 16<sup>th</sup> day of March 1908.

**Lloyds List July 8 1908**

Timbo (s).- London July 7. The steamer Timbo of and from Liverpool for Preston, was in collision in the Ribble, July 1, with the dredger No. 10, of Preston; damage to the Timbo £100

**Lloyds List July 31 1908****Collision in the Mersey.- The Timbo Vs the Coronation**

In the Admiralty Division, before Mr justice Bargrave Deane and Captains Bell and Marshall, Elder Brethren of the Trinity House July 21.

This action arose out of a collision in the Mersey river between the steamship Timbo and the Mersey Docks and Harbour Board's steam sand pump dredger Coronation. According to the statement of the claim the Timbo, (John Costain, master) is a steam ship of 295 tons gross and 96 tons net register, and shortly before 6.0 am on Feb.19 last was proceeding down the Queens channel, between Q 2 and Q 1 buoys, in the course of a voyage from Liverpool to Preston, with a general cargo, manned by a crew of eight hands all told. The tide was low water, slack, the wind W.N.W., of moderate breeze, and the weather was fine and clear, and the Timbo, steering W.N.W., was making, with engines at full speed 7 knots. In these circumstances a steamship, whose lights, as well as those of another vessel, which afterwards proved to be the Coronation, had been observed for some time before about astern, overtook and passed close along the starboard side of the Timbo. The Timbo was kept on her course and the Coronation also overtook her, drew up on her starboard side, but instead of keeping clear, as she ought to have done, the dredger suddenly blew three blasts of her whistle when close to, and falling off to port with the bluff of her port bow struck the starboard side of the Timbo doing much damage. The plaintiffs charged the the Coronation with failing to keep clear of the Timbo ; with improperly starboarding her helm; and with neglecting to ease, stop or reverse her engines.

Accordingly to the defence and counter claim, the Coronation (Richard Hy.Leigh, master) is a dredger of 3,044 tons gross and 1,915 tons net register, and shortly before 6.20am on the day in question was proceeding down the Crosby channel with a load of dredgings, bound for the dumping ground, and manned by a crew of 37 hands. She was on a down river course and making about 8 knots. In these circumstances those on board saw the Timbo's stern light about three quarters of a mile away and a little on the port bow. The coronation and another steamer, which she was following, were overhauling the Timbo and after the first steamer had passed the Timbo on her starboard side the Coronation continued on in order to do the same, but as she drew near the Timbo came off starboard and opened her green and masthead lights. The engines of the Coronation were thereupon reversed full speed, her helm was hard a-ported and three short blasts were sounded on her whistle, which were repeated. The Timbo then gave one short blast, which the Coronation answered with three short blasts, but the former came on and with her starboard side struck the port bow of the dredger, doing damage. The defendants alleged that the Timbo neglected to keep her course and speed, and failed to indicate her course by whistle.

Mr Justice Bargrave Deane in giving judgement, said: The Court had no doubt about the conclusion at which it ought to arrive. We cannot accept the suggestion that the Coronation found herself too close in to the buoys, or rather to the shoal water to the north, and that she then intended to starboard and get under the stern of the Timbo. We think that it is far more likely that this happened which I am now going to mention. My belief is and the Elder Brethren agree with me, that the Timbo was going down channel. She has got these two men on the bridge. They were going on an old course, which they knew by heart at night and they never dreamed of looking astern of them. I do not believe that they saw these lights coming up astern of them, as they say they did, at a distance as far back as the Formby. I believe the true story is that, having got as far as between these two buoys, the master thought that he would then turn off to cross between the buoys, and it was not until he had ported his helm a little that he suddenly became aware of this big Coronation close to his starboard quarter. He then left the helm, which was already a port and the vessel went across the bows of the Coronation, and got damaged as I have mentioned. If that is so, the sole cause of this collision lies at those on board the Timbo. They had no right to change their course unless they had first ascertained that the course was clear. Of course it is said that she did not alter her course: and I think the evidence of the last witness we have had, captain Porter from the Magic, proved that part of the case. I have no doubt whatever that the cause of this collision lies entirely at the door of the Timbo. Therefore I find her solely to blame.

### **Lloyds List September 2 1908**

Timbo (s). – London, 2 Sept. – The steamer Timbo, disabled, was towed to Preston Dock, Aug. 26, by the steamer Helvetia, of Liverpool.

### **Shipping Gazette & Lloyds list September 24 1908** **Shipping a Lifeboat**

Messrs. B. Smaridge and Son, boatbuilders, Liverpool sued Mr J.S. Sellers, Liverpool, owner of the steamship Timbo in the Liverpool County Court on Monday, for £9., damages for alleged negligence in connection with the transport of a ship's lifeboat from Preston to Liverpool.

For the plaintiff it was alleged that Mr Seth Smaridge bought a ship's lifeboat, 28 feet by 8 feet, for £6., from Messrs. Ward, of Preston, and arranged with the defendant to convey it to Liverpool on board the Timbo. When being loaded the boat was so damaged as to be completely wrecked. The stem was torn out, and all the centre thwarts were torn adrift in such a way as could only have been caused by an improper method of lifting. It was contended that the boat was perfectly sound, although it had been used by Messrs. Ward for from six to twelve months. It was purchased by them from the Moss liner Pharos and had been bought by that ship in New York for £90.

Mr Collins for the defence, pointed out that the defendant's note on receiving the boat for transport specified "condition unknown and at owners risk". He submitted there was no liability and nor was there any negligence proved. He called the second mate of the Timbo who said they first attempted to sling the boat by a rope fastened to the fore and after ring bolts, but the rope broke. Then a 3inch rope was run through the bolts, and another round midships, all being brought together and the whole lifted gently. As the boat lifted a piece of the stem came out with the ringbolt, and the boat fell into the water. His Honour held that the plaintiff had not proved his case and gave judgement for the defendant with costs.

### **Shipping Gazette & Lloyds List July 21 1909**

#### **Islesman (s).- Glasgow, July 16**

The steamer Islesman, of Glasgow for Preston, was in collision in the Ribble, July 11, with the steamer Timbo, of Liverpool.

### **Lloyds List November 18 1909**

**At Preston Mr John S. Sellars**, shipowner, Liverpool and Preston was summoned for an offence against the Factory Acts by failing to keep a register of chains showing the particulars prescribed by the Secretary of State under the Dock regulations.

Mr William J. Law one of the Inspectors of Factories, stated that he visited the steamship Timbo, which was being unloaded in Preston Dock on Oct.13, and found three chains in use – two winch chains belonging to the ship and one shore chain. Neither the ship nor in the warehouse did the registers show that the chains had been tested in recent times. The Major said the bench thought this a very proper case to bring forward, especially as it had the serious aspect that upon the strength of these chains and there being regularly tested, depended the lives of men. The Magistrates inflicted a penalty of 20s, and costs.

### **The Guardian December 3 1910**

#### **Collision in the Mersey**

#### **Coasting steamer burned and sunk**

The Liverpool coasting steamer Timbo, outward bound from Liverpool for Preston, collided on Friday morning with the inward bound Allan liner Numidian from Glasgow. Immediately after the impact the Timbo was discovered to be on fire. Her Captain and crew, eight in number, made strenuous efforts to subdue the flames, but the inflammable nature of the cargo, which was mostly bales of cotton, rendered their efforts futile, and the men were taken off by the Numidian.

Just as the New Brighton steam lifeboat got alongside the blazing Timbo it heeled over and sank, portions of the cargo still blazing furious, floating the river. The only casualty was the dog belonging to the captain of the Timbo.

**Shipping Gazette & Lloyds List December 5 1910****Mersey Docks & Harbour Board****Notice to Mariners****Wreck of the S.S. Timbo**

Notice is hereby given that the S.S. Timbo lies sunk about 470 yards about S.3/4 W. (magnetic) of C. 6 red Conical buoy in the Crosby channel

A watch vessel has been stationed to the Northward of the wreck.

Vessels should give the watch vessel a wide berth.

By Order Miles Kirk Burton

General Manager & Secretary, Dock office, Liverpool Dec.2 1910

**Shipping Gazette & Lloyds List December 3 1910****Timbo (s). – Liverpool Dec. 5 9.58 am**

Timbo (s) which sank after collision near Crosby Lightship was raised yesterday by the Dock Superintendent and his crew and taken to Tranmere Bay where she was safely beached.

**Shipping Gazette & Lloyds List December 16 1910****Timbo (s). – Liverpool Dec.16 11.36 am**

Timbo (s) which was beached at Tranmere after collision, was safely docked yesterday in Canning graving dock.

**The Scotsman March 3 1911****Collision with an Allan Liner****Judgement in action for damages**

In the Admiralty Court yesterday Mr Justice Bargrave Deane sitting with Trinity Masters concluded the hearing of the action brought by the owners of the steamship Numidian (Allan Brothers & Co., of Glasgow and Liverpool) against the owners of the steamship Timbo ( The Ribble Shipping Co. Ltd. Of Liverpool and Preston) to recover damages arising out of a collision between these vessels in Crosby Channel, river Mersey on Dec.2 last. The Timbo was sunk. The defendants counter claimed for damages. His Lordship giving judgement said that the great dispute between the parties was as to which side of the channel the collision took place. The conclusion he had arrived at was that the vessels were both very near to the mid-channel the Numidian proceeding up and Timbo coming down. Their duty was to pass each other red light to red light, the Timbo keeping to the east side, the Numidian to the west. He did not think a good look out was kept on the Timbo, though he was satisfied that a proper look out was kept on the Numidian. The manoeuvres on the part of the Timbo were in his opinion due to bad steering and his yawed about from one side of the channel to the other. The Numidian in endeavouring to avoid the other vessel altered her helm too frequently. She ought instead to have reversed her engines much earlier than she did. In the circumstances both vessels were to blame for the collision, but as far as the Numidian was concerned, the fault was solely the mistaken navigation of her pilot, and therefore the plaintiffs plea of compulsory pilotage must prevail. Judgement accordingly.

**Preston Herald January 28 1914**

P.C. Wallbank arrested James Barker (59) a discharged hand for stealing a tin of salmon valued 6d , the property of the owners of the steamship Timbo as he left the Marsh Lane entrance to the docks. He noticed that the accused's pocket looked bulky and found the tin in the top of the accused's trousers.

The officer returned to Marsh Lane and saw John Murphy (32) a discharged hand also with bulky pockets, he examined his clothing and found an eight penny tin of salmon in his inside pocket and arrested him. Richard Snape the under manager for the owners of the Timbo identified the salmon as part of a consignment from Liverpool to Preston on the Timbo. They both pleaded guilty and were bound over to come up for judgement if called in the next six months in their own recognizance of £5.

**Lancashire Evening Post December 13 1916****Military Medal for Preston Soldier**

Corpl John Marsden, Machine gun section of the L.N.L. Regiment has been awarded a Military medal on return to the front after being wounded in May, before the war he was a fireman on the steamship Timbo.

**Lancashire Daily Post July 22 1919****Preston Captain Honoured by King of Norway**

A presentation was made to Captain Henry Ainscough of the Liverpool S.S. Timbo in recognition of his rescue of part of the crew of a Norwegian ship.

**The Aberdeen Daily Journal December 6 1920****100-mile-an-hour Gale's Terrible Toll**

The steamer Timbo stranded a mile on this side of Clynnog, Carnarvon Bay. Three men were drowned and one man is missing.

The Rhoscolyn lifeboat responded to distress signals from a light steamer four miles off Rhoscolyn Point during a heavy W.N.W. gale. The lifeboat made several attempts to get along side the steamer, but failed and when returning to station, five of the crew including the coxswain were washed overboard and drowned and with her sails torn the boat became unmanageable and eventually drifted ashore near Llandwyn lighthouse where the remainder of the crew were landed. The steamer is believed to have since drifted ashore.

**Lancashire Post December 7 1920****The Timbo Disaster****Effort to save boy praised by coroner**

The inquest on the bodies of the five members of the Rhoscolyn lifeboat, drowned in an unsuccessful attempt to take off the crew of the steamer Timbo and on the bodies of the four members of the crew of the Timbo, drowned in a later attempt to get ashore in the ship's boat, was held at Clynnog yesterday. The victims were;

Coxswain Owen Owens(61), William Thomas(19), Robert J. Hughes(16), Evan Hughes(31) and Owen Jones(38)

S.S. Timbo: William Jones, mate, Stanhope Place, Liverpool, William Jones (14) Stanhope Place, Liverpool, Fred Frankland Wood Street, Maryport, and William McGuffie, Bridge Road, Edge Hill, Liverpool.

Thomas John James, second coxswain of the lifeboat said the lifeboat got sufficiently near to the steamer to allow the later to throw across a 4inch hawser. By this means the steamer and the boat were kept together for about 15 minutes. The hawser then snapped, and seeing the steamer riding at anchor without damage, the boat turned for home. Half an hour later she shipped a heavy sea which carried Evan Hughes and Owen Jones over board. All attempts to recover them failed.

In about three quarters of an hour the boat was struck by a heavy sea and was capsized. When she righted herself three more of the crew were missing. He could see the bodies floating together but there was no chance of rendering assistance as witness and remainder of the crew were in sore straits. After a further struggle they succeeded in reaching the shore. In replying to the coroner the witness said there was no fault with the boat or the crew.

H.G. Jones R.N. representing the National Lifeboat Institution said that after an inspection of the boat he was satisfied that she was efficient and well equipped. Inquiry was made into the deaths of the four members of the crew of the Timbo. Captain Beashel, of the Timbo, of Rush, Co. Dublin said (emphatically) the lifeboat made every effort to get alongside but failed. No more could be done. Continuing he said that when the ships lifeboat was launched, William Jones, the boy, was put in first and he was followed by the mate, McGuffie, Joseph Frankland and Rigby. The boat then parted from the steamer, and so long as it remained in sight was all right. The steamer was carried to the shore near Clynog, and the survivors were then able to land.

Joseph Rigby, one of the men, who got away on the boat, said a big sea carried it away from the ship side. Only witness and the mate could pull an oar, with the result that the boat got broadside on and was overturned. All the occupants were thrown into the water. They all manged to get back except the boy. Witness got hold of him but the boat was again capsized. About ten minutes later a breaker knocked the boat over for a third time, and when witness came up the boat had been carried away and the men scattered about. He last saw the mate swimming out to sea. The second engineer was clinging to an oar. Witness went to the boy, who was floating on his back with a lifebelt on and dragged him for about half an hour until his strength gave out. He was then obliged to let go and made for the beach eventually landing under Rodfarn Farm. He became unconscious and when he came to he was sitting by a fire at the farm.

Verdicts of accidentally drowned were returned.

High tributes were paid by the Coroner and others to the gallantry displayed by the lifeboat men and by Rigby.

Five members of the Rhoscolyn lifeboat crew, which put out in response to distress signals from a light steamer off Rhoscolyn Point, Anglesey, on Friday morning, lost their lives.

The crew numbered 13, of whom one was a volunteer, who, on seeing the lifeboat launched, offered his services. He was one of those drowned, and the four others were Owen Owens, the coxswain, Williams Thomas, Evan Hughes, and his brother, Richard John Hughes. Their father, Edward Hughes, narrowly escaped. Two of the men were washed overboard.

Edward Owen, the bowman, informed our Holyhead Correspondent that he had been a member of the crew for 20 years, but had never experienced anything like such weather. After five attempts to get the line from the steamer they succeeded, but the warp snapped, and they had to abandon the vessel, which, he thought, made for the Carnarvonshire coast. The lifeboat made for Llandwyn lighthouse, but on the way it turned turtle and the crew were all thrown into the sea. Some clung to the boat and others to the masts, but when the boat righted itself three men had disappeared. The survivors succeeded in running ashore near Llandwyn lighthouse, and walked to Newborough, four miles away.

A news agency states that the steamer to whose assistance the lifeboat went was the *Timbo*, which was on her way from Liverpool to Newport (Monmouthshire). The vessel was commanded by Captain Baushell, of Rush, Co. Dublin, and there was a crew of eight on board. Five of the crew entered one of the boats to endeavour to reach the shore, but their frail craft was carried away by tremendous seas, and only one of their number, a man named Rigby, was saved. The steamer was afterwards blown high and dry on the coast, and the captain and remaining members of the crew were thus enabled to get ashore. As far as can be ascertained, the names of the men who perished are William Jones, and a boy of the same name, belonging to Amlwch, F. Franklin, and a man named McCuffey. Three of the bodies of the lifeboatmen have been recovered, and three of the bodies of the *Timbo's* crew.

## **Wreck and Rescue on the Coast of Wales by Henry Parry Pub.1969**

During a severe north-westerly gale on December 3 1920 the small steamer *Timbo* of Whitby bound from the Mersey to Newport in ballast, was driven off course into Caernarvon Bay. Signals of distress were seen from the shore and the Rhoscolyn lifeboat *Ramon Cabrera* was launched at once under Coxswain Owen Owens. They came up with the steamer riding heavily to both her anchors but could not get alongside owing to the heavy seas. However they managed to get a rope made fast to the stern although this parted in a very short time. As the steamers anchors were holding, the lifeboat made for Llanddwyn to seek what shelter there was in the lee of the Island. After an hour's beating against the wind a huge sea broke on the lifeboat's lee side washing overboard two of the crew, Evan Hughes and Owen Jones. Strenuous efforts were made save them but all in vain. The coxswain thereafter decided to turn back for Llanddwyn and then, two miles from the shore, another tremendous sea struck the *Ramon Cabrera*. Thrown on her beam ends, her sails went clean under, but she righted herself. This time a further three members of the crew were swept overboard, Coxswain Owen Owens, William Thomas, Richard Hughes, all of whom were drowned. Later that afternoon, seven tragic hours after leaving Rhoscolyn, the lifeboat was beached at Llanddwyn by her remaining crew. In the mean time the *Timbo* had parted from her anchors and drifted helplessly out of control across the bay towards the Caernarvonshire coast near Dinas Dinlle. When close to the shore a huge wave struck her and this coupled with the exceptionally high tide, lifted her bodily on to the beach broadside to the sea. A strip of shingle almost a hundred feet wide thus separated the *Timbo* from the sea at low water. There she lay until the firm of Ensor & Sons of Cork, marine salvagers, undertook to try and salvage her. This presented a problem for to try and tow her off in that position would only add to the difficulties, the stony beach would have heaved up under her weight, causing the wreck to burrow deeper into the shingle. The first thing the salvage experts did was to place timber under the bilges to prop the vessel upright and then by judicious use of lifting jacks the *Timbo* was gradually raised, giving sufficient room for launch ways to be placed under her keel. This prevented her digging further into the shingle when the tugs started to haul her off. This work was completed before the next scheduled highest tide, when she was heaved slowly across the intervening space until at last the launch ways disappeared into the water and finally she was afloat again. Success had crowned their long and tedious salvage efforts even though the *Timbo* had earlier claimed the lives of five lifeboatmen and four of her own crew. The bodies of the lost lifeboatmen were all buried together in Rhoscolyn churchyard, where a memorial stone stands to perpetuate their heroism and self-sacrifice that sad December day.

**Western Mail January 31 1921****Lifeboatmen's Epic struggle**

During the great storm on December 3 5 Rhoscoiyn lifeboatmen were lost while endeavouring to rescue the crew of the steamship Timbo in Carnarvon Bay. The trustees of the Carnegie Hero fund have awarded the widow of Owen Owens 10s 6d per week and the widow of Owen Jones 19s per week

**Rootschat.com**

Some of the of the descendants of the family of Robert J. Hughes(16), Evan Hughes(31) who drowned and their father Edward Hughes who was also in the crew of the lifeboat that day and survived with a broken leg and other injuries, were exchanging details of their family tree on Rootschat.com in 2011.

**Western Mail November 18 1922****A Total Wreck**

Loss of Whitby steamer ashore off Welsh coast

While on a voyage from Pwllheli Harbour to London for repairs, the 300 ton steamer Timbo of Whitby, grounded in a thick fog on St Tudwal's rock near Abersoch on Wednesday night. The crew landed at Abersoch in a small boat. The Timbo was declared to be a total wreck on Friday. Every effort to refloat the vessel proved futile, as the rocks had penetrated her bottom. A Lloyd's (Portmadoc) message, received on Friday night reported that the Timbo full of water, was hanging amidships on a rock. Her salvage was regarded as possible if powerful pumps were available, but otherwise she must be considered a total wreck.

**Northern Daily Mail November 18 1922**

The steamer Timbo, from Whitby, which struck the rocks on St Tudwals islands near Abersoch, during heavy fog, is a total loss.

**Lloyds List 21 November 1922**

Timbo Abersoch. Resting on flat rock. Amidships to stern dry. Bow afloat in five fathoms water. Exposed to all weather from west to south. Forward hold leaking slightly. Engine room, after hold tidal. Can be easily stopped. Prospect of salvaging good should weather continue fair. Will require couple of pumps and salvage steamer prompt. Nothing about here.

**Later** – Vessel underwater at half tide. Salvaged new anchor and cable, some gear locally on percentage basis. Now in charge of Lloyds agent, Agents advertising ship for sale.

**Truth August 2 1922**

Shipwrecked Mariners Society, In December 1920, on survivors of Timbo expended £11 10s 4d, though it is true they stayed at the Sailor's home belonging to the National Sailors Society, who refused to accept payment for their board.

Steamer Ribbledale 115271 (formerly the British Monarch) registered in Liverpool 1902 is also owned by Ribble shipping company, John S Sellars 9 Redcross Street, Liverpool, the same owner as Timbo  
Henry Ainscough master of Timbo on occasions is also master of this ship.

The Ribbledale 160 ft long, 24.7 ft wide, 11.0ft depth 229 tons net, 523 tons gross, 91 Hp screw propeller

**NPRN** 271605

**Map Reference** SH32NE

**Grid Reference** SH3503725340

**Unitary (Local) Authority** Maritime

**Old County** Maritime

**Community** Maritime

**Type of Site** WRECK

**Broad Class** MARITIME

**Period** Modern

**Site Description** A 2m in diameter iron propeller lies to the south of the reef, along with the ship's boiler, 2 large winches, a length of propeller shaft and a mass of ribs, hull plates and girders. The ship's small, unmarked bell, measuring 215mm x 240mm (8.5in x 9.5in), was recovered in May 2002 and reported to the Receiver of Wreck

Event and Historical Information:

The TIMBO was an iron-hulled steamship built by G H Smith & Company, Newcastle-Upon-Tyne in 1883. Technical and configuration specifications are given as 295gt, 116nt; 145ft 5in length x 20ft 3in breadth x 11ft depth; screw propulsion powered by a single steam boiler linked to a compound engine; machinery by Clarke, Chapman & Company. The TIMBO stranded on Caney-y-Trai (Half Tide Rock) off St Tudwall's Island on 15 November 1922. At time of loss, the vessel was owned by J Milburn and was registered at Whitby. The ship was on passage from Pwllheli to London in ballast under the command of H. Ainscough. The TIMBO has been driven ashore two years earlier at Dinas Dinlle, during which incident five lifeboat men and four crew members lost their lives.

## 7.0 Analysis

I used the British Newspaper archives for most of the research and found Lloyds List within it useful but 1902 is missing and is limited from 1890 onwards, it is not available from 1913. The paid for site Find My Past seems to have the rights to the missing editions of Lloyds lists but the casualty reports seemed to have been reported in other newspaper in the Welsh archive, so only sailings and arrivals are missing. The other newspapers reporting shipping movements gave additional information about cargo and general information about incidents involving the vessel and crew. The Welsh newspaper archives also proved useful supplying reports missing from the previous source but also local details not of interest to Lloyds list or other newspapers. Those reports also provided names of crew at various times, the crew list is not available on line except for 1915/16.

The Timbo was built by G.H. Smith & Co of Newcastle in 1883, the only ship they built that year, for The Compagne Du Senegal, but not to Lloyds register standards so it failed to achieve any classification, and the Compagne wanted their money back. The matter went to the High court but because the contract required arbitration its appears that the matter was settled that way and a receiver appointed to deal with the Timbo.

The Timbo has one entry in Lloyds register in 1889 which confirms it has no classification. This is the year a share offer to purchase the Timbo and set up a regular service between Liverpool and the Isle of Man was criticised including that the vessel was not listed in Lloyds Register.

G.H. Smith only built two more ships after Timbo, in 1884. This was also a period of recession in the ship building industry with owners reducing not only workers but reducing wages. This led to long bitter industrial disputes.

The Timbo then appears in West Africa, Sierra Leone but there is no record of any voyages only in that it is in port.

It is recorded stranded on Majorca in 1886

It next appears registered in Gibraltar in 1887 and is recorded making voyages to Tangier and Rabat. This venture failed because the official pilot at Rabat failed to give permission when required to enter or leave the port and the Timbo sailed for the UK. It is registered then in Liverpool 1888 to Mr Thomas Williams but when he is trying to raise money in a share issue later for the Liverpool, Isle of Man and South Scotland Steam Carrying Company Limited, the previous owner, Arthur B. Forwood, is a director of the company supposedly holding a mortgage on the vessel. Forwood became an M.P. and financial secretary at the Navy, and was controversial in reducing naval spending at the time.

The Lloyds register also records Timbo as a schooner which at first I overlooked since modern vessels are either power driven or sailing vessels with an auxiliary engine. Steam ships of this era also sailed because it was not physically possible to carry sufficient coal for anything but short voyages. The engines were inefficient and burnt too much coal to power them. Timbo had a compound engine and used the steam produced in a single boiler twice in a 19 inch cylinder and then a 32 inch cylinder before returning it via a condenser to be reheated into steam. This was really a second generation steam engine, an improvement on the efficiency of earlier engines where steam was used once but along way from triple expansion (steam used three times) or steam turbines. The Liberty ships produced in the USA in the second world war only had triple expansion engines because the limited steam turbine production was reserved for American Navy vessels.

If sailing vessels were always able to travel on a broad reach ( the fastest point of sail), power driven vessels would not have been developed. These early steam vessels would also sail or use their engine's with sails set in suitable wind directions to reduce the use of coal save cost, and travel faster.

The steam engine allowed vessels to travel into the wind in a straight line greatly reducing passage time and to enter and leave port without waiting for a suitable wind. Tugs were used to tow sailing vessels into and out of some larger ports but were not free so not always used, although they later became compulsory at some ports for safety.

Timbo had a single screw, only one propeller centrally mounted as seen on page one. This is not far below the water surface so that in large short waves, in storms it was likely to leave the water and spin uselessly, making the vessel vulnerable to being driven ashore if near land or rocks.

The problem the greater straight line speed created was collisions between vessels either because there was limited experience of the greater speeds particularly vessels approaching each other head on, which if they were both travelling at say five knots doubled their approach speed to ten knots. This is without the effect of the tide running with or against the vessel causing one to move more quickly over the ground. The other consideration is boats do not have brakes so decisions need to be made early to slow down to avoid collision. One of the many collision cases Timbo was involved in, the pilot of a Liner entering the Mersey river and approaching the Timbo was criticised for not reducing speed sooner to avoid a collision, when the Timbo's was poorly steered and not keeping a proper lookout. The straight line speed also required more vigilance from lookouts to identify other shipping, their course and speed. Timbo was found to have failed to have carried this out in other cases of collisions.

I was surprised carrying out this research how many collisions Timbo was involved in and that it sank twice, and was raised and repaired in a short time. In this era ships were not fitted with electrical systems or expensive fittings which were adversely effected by immersion in sea water. The steam engines were also not affected adversely, unless cold sea water came into contact with very hot boilers when they would be liable to explode with the rapid cooling.

The plans for Timbo do not seem to have survived but it must have been fitted with bulkheads to separate the midships engine to prevent fire and explosion when it sank.

Clarke & Chapman & Company at Gateshead, built the engine for Timbo. The company is still trading today at Gateshead but not in steam engines, it has had many changes including being owned by Rolls Royce from 1989 to 2000. It now produces mechanical handling equipment for ships including Royal Navy auxiliary ships.

The occasion that makes the name Timbo infamous in North Wales occurred in December 1920 when the Rhoscolyn lifeboat came to its aid when it was at anchor in Carnarvon Bay. The loss of five members of the lifeboat crew and four members of Timbo's crew is still remembered to this day. The ship itself after the anchor lines parted was thrown by the sea onto the beach and the remaining members of the crew scrambled ashore safely. This is a lesson only learnt in recent times from the Fastnet race disaster and the Sidney Hobart race where boats were abandoned by crews for life rafts and the boat was later recovered safely but the crews or part of them perished. The boat is the best lifeboat unless its actually sinking or on fire.

An Article was published in the Daily Post in 2018 about the tragedy and the bravery of the lifeboat crew.

I was pleased to see that the coxswain's widow and another crew member's widow were awarded a pension to assist them. The attempted rescue was not even recorded for the lifeboat as it was unsuccessful.

The Timbo's third sinking not far from the 1920 tragedy proved to be the final time.

## 8.0 Conclusions & Recommendations

I have again spent over 50 hours on this project probably about 80% of that time on line.

The wreck site of the Timbo is well known, it lies in 14m of water but has been extensively salvaged, some at the time of her sinking but more later. The boiler remains along with a 2m iron propeller lying nearby, 2 large winches, a length of propeller shaft and a mass of ribs, hull plates and girders.

I would like to dive the wreck but there is nothing special about the vessel its self to warrant a field school. Its well identified, and its story is not unusual except for the loss of life in 1920 which is commemorated in the cemetery at St Gwenfaen's Church in Rhoscolyn and well documented.

Timbo had a career which started with being constructed to a standard that was below the owners requirements and was refused a Lloyds classification, it then was below the mainstream trade as insurance must have been difficult to obtain. It appears the company that ordered it was unable to reject it and re claim the money already paid. It went off to West Africa but soon re appeared registered in Gibraltar this appeared to be a venture carrying goods to and from Morocco. This failed due to officialdom making it difficult to enter and leave port.

It then is registered in Liverpool and a share issue is offered to set up a company running regular shipping voyages to the Isle of Man and to south Scotland. This seems to fail partly because of adverse publicity and the offer appearing to promise an unattractive business model. The Timbo spends most of its time travelling from Liverpool to Preston and return. It does not seem to be operated very competently and is involved in a number of collisions particularly in the Mersey river and the Ribble river channel to Preston docks. Some are the fault or partly the fault of other vessels. It sinks twice and is recovered. The stranding in 1920 after the tragedy with the lifeboat and part of its crew is an interesting salvage.

It is then registered in Whitby but is still in North Wales when it strikes the rocks at Carreg-y-Trai reef off Abersoch. It stays on the surface initially but no suitable salvage equipment is available and after some salvage it sinks. One report states the impact with the rocks occurred in fog and another at night.

If census details on free sites were available it may have been possible to find more information about the crew in 1915 but insufficient details are available apart from this year.

The on-line research has taught me about the way steamships were operated and how many more voyages they could undertake compared with a similar sized sailing ship. It has demystified the descriptions of steam engines and enabled me to understand the abbreviated descriptions in Lloyds register of steam ships. I have also understood the way the Admiralty courts operate to decide cases brought in collision cases, dissecting the evidence given.

I have found the history of this ship interesting as from start to finish it has unexpected turns, whether it is the numerous collisions and sinking twice before its final loss. The initial refusal of a Lloyds classification, its many incidents, the failed business ventures, the arguments concerning salvage, the awards for saving life and even the arrest of crew members for stealing tins of salmon.

I achieved most of the objectives I set at the beginning except information about the crew and owners is limited.

The dive site is not under threat and it requires no action.

The tragedy involving the lifeboat is already well documented and was again subject of a newspaper article in 2018 the remainder of Timbo's career is one I found interesting but my wife is bored with it.

## 9.0 References

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Wreck and Rescue on the Coast of Wales by Henry Parry 1969

## Appendices:

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

Timbo	89765	SLTB	Scw	Stm	Iron	65	145.5	20.3	11.0	C2cy.19" & 36"-22
			Sr			292	F22tons			60 Hp
						259				Clark & Chapman & CO
										Gateshead
Newcastle	1883									Liverpool, I.O.M,& S. Scotland Stm carrying Co. Reg. Liverpool
	1889									
G.H.Smith & Co										

A compound engine is a steam engine that operates cylinders through more than one stage, at different pressure levels. Compound engines were a method of improving efficiency. Until the development of compound engines, steam engines used the steam only once before they recycled it back to the boiler. A compound engine recycles the steam into one or more larger, lower-pressure second cylinders first, to use more of its heat energy. Compound engines could be configured to either increase a ship's economy or its speed.

The Lloyds register shows 2 cylinders for Timbo of 19inches and 36 inches with a 22inch stroke, producing 60 Horse power built by Clarke & Chapman & Company at Gateshead.

## **Appendix B – The Timeline for the *Timbo***

### **1884**

February 16 1884 Shields, Northumberland Dock sailed Timbo(s), coals

March 3 1884 Shields Timbo sailed for Bilbao, c

March 17 1884 Madeira arrived Timbo(s), Defoix from Newcastle

March 17 1884 Madeira sailed Timbo(s), Defoix for Sierra Leone

April 17 1884 Sierra Leone in port Timbo (s)

April 18 1884 Sierra Leone in port Timbo (s)

June 20 1884 Sierra Leone in port Timbo (s)

November 25 1884 Sierra Leone in port Timbo (s)

December 8 1884 Sierra Leone in port Timbo (s)

### **1886**

March 23 1886 Majorca stranded Timbo

### **1887**

August 21 1887 Tarifa passed west Timbo (s)

### **1888**

April 19 1888 Gibraltar sailed Timbo, Brown for Tangier

April 30 1888 Lisbon arrived Timbo (s) towed in British steamer Rishanlys

May 2 1888 Gibraltar sailed Timbo (s), Brown for London

May 4 1888 Lisbon arrived Timbo (s) Brown from Rabat

May 9 1888 Dartmouth arrived Timbo from Rabat(general) for London for coals

May 10 1888 Dartmouth sailed Timbo(s) for London

May 12 1888 Deal passed from Timbo (s), Brown from Rabat & c

May 12 1888 Gravesend arrived Timbo (s) from Gibraltar

May 14 1888 St Katherine Dock Timbo, Brown Madeira lying C warehouse

May 15 1888 St Katherine Dock Timbo, Brown Madeira lying C warehouse

June 14 1888 St Katherine Dock Timbo, Brown Madeira lying C warehouse  
June 19 1888 Ships in dry dock Fountain Timbo (s)  
June 19 1888 Ships in dry dock Fountain Timbo (s)  
June 28 1888 Rochester sailed Timbo (s),Gale for Liverpool  
July 2 1888 Dover passed west Timbo (s) ( of Liverpool) 9 – 10am  
July 2 1888 Falmouth arrived Timbo (s), Gale from London for Liverpool for coals  
July 3 1888 Lizard passed west Timbo (s) of Liverpool from London for Liverpool  
July 6 1888 Liverpool arrived Timbo (s), from London  
July 16 1888 Whitehaven arrived Timbo (s),Gale from Annan towed in.  
July 19 1888 Whitehaven sailed Timbo (s),Gale for Liverpool  
July 21 1888 Liverpool cleared Timbo (s) for Isle of Man  
August 2 1888 Workington sailed Timbo (s) for Garston  
September 8 1888 Liverpool cleared Timbo (s) for Annan  
October 8 1888 Malin Head passed east 3.35 pm SLTB, Timbo  
November 7 1888 Whitehaven arrived Timbo(s) for Annan put in short of coal  
November 7 1888 Whitehaven sailed Timbo(s),Gale for Barrow  
November 20 1888 Liverpool cleared Timbo (s) for Annan

**1889**

January 3 1889 Burryport arrived Timbo (s), Gale from Liverpool  
January 7 1889 Swansea arrived Timbo, Gale from Cork  
January 11 1889 Mumbles Lighthouse passed west Timbo (s) of Liverpool  
March 29 1889 Liverpool cleared Timbo for Dublin  
March 30 1889 On Egremont Beach leaking from Garston for Dublin, coal  
April 16 1889 Dublin arrived Timbo (s), from Liverpool  
May 2 1889 Liverpool sailed Timbo (s) for Honfleur  
May 7 1889 Honfleur arrived Timbo (s) from Liverpool  
May 11 1889 Honfleur sailed Timbo (s) for Liverpool  
May 13 1889 Lizard passed west Timbo (s) of Liverpool



September 5 1889 Prawle Point passed down Timbo of Liverpool  
 September 14 1889 Liverpool cleared Timbo for Dublin  
 September 17 1889 Liverpool cleared Timbo for Douglas  
 September 20 1889 Londonderry arrived Timbo from Garston  
 September 20 1889 Ardrossan arrived Timbo from Londonderry, light  
 September 21 1889 Ardrossan sailed ,Timbo for Garston, pig iron  
 September 26 1889 Liverpool cleared Timbo for Belfast  
 October 2 1889 Londonderry arrived Timbo (s) from Garston, coals Mc Gowan &  
 - Lane  
 October 5 1889 clear out Timbo for Bowling , ballast  
 October 31 1889 Belfast arrived Timbo from Garston  
 November 1 1889 Glasgow arrived Timbo from Belfast, light  
 November 1 1889 Glasgow sailed Timbo, Gale for Belfast , coal  
 November 9 1889 Dundalk arrived Timbo from Troon, sailed for Liverpool  
 November 10 1889 Glasgow arrived Timbo, Gale from Millom, pig iron  
 November 12 1889 Glasgow sailed Timbo for Whitehaven, 300 tons pig iron  
 November 12 1889 Kildonan passed down Timbo of Liverpool  
 November 14 1889 Troon arrived from Belfast, light  
 November 24 1889 Glasgow arrived Timbo from Workington  
 December 3 1889 Port Glasgow arrived Timbo, Gale from Millom, pig iron  
 December 5 1889 Port Glasgow sailed Timbo, Gale for Port Rush, coal  
 December 19 1889 Barrow sailed Timbo (s), Gale for Liverpool  
 December 27 1889 Erith sailed Timbo (s) 310 tons coal, Evans and Bevan  
 December 28 1889 Swansea arrived Timbo from Dudden, iron ore

## 1890

February 7 1890 Neath and Britton ferry arrived Timbo from Whitehaven,  
 - 300 tons pig iron, Leach, Flower  
 February 9 1890 Swansea sailed Timbo, Gale for St Valery

February 10 1890 Mumbles Lighthouse passed west Timbo of Liverpool

March 5 1890 Cardiff sailed Timbo for St Vallery

March 30 1890 Swansea arrived Timbo from Liverpool 165 tons copper

March 31 1890 Mumbles Lighthouse passed east Timbo of Liverpool

March 31 1890 Swansea arrived Timbo from Birkenhead, 200 coper regulus

March 31 1890 Swansea sailed Timbo for St Valery , 280 tons coal

April 3 1890 Mumbles lighthouse passed west Timbo of Liverpool

April5 1890 Lizard passed east Timbo of Liverpool

May 12 1890 Timbo stranded by Weston Point

August 9 1890 Swansea arrived Timbo from Birkenhead , light

August 14 1890 Swansea sailed Timbo, Gale for Garston

## **1891**

January 17 1891 Newport sailed Timbo for Liverpool 250 tons tin plates

January 20 1891 Newport sailed Timbo, Gale for Liverpool

October 26 1891 Aberdovey arrived Timbo, Gale with sleepers

October 28 1891 Aberdovey sailed Timbo, Gale

## **1892**

May 19 1892 Cohhah's Quay arrived Timbo from Liverpool

May 19 1892 Cohhah's Quay sailed Timbo for Dundalk

August 8 1892 Lizard passed east Timbo of Liverpool

November 2 1892 Swansea arrived Timbo from Fleetwood, 165 tons timber

November 5 1892 Swansea arrived Timbo from Fleetwood, 180 tons timber

November 6 1892 Swansea sailed Timbo, Quayle for Londonderry, 320 tons coal

**1893**

January 6 1893 Barry Dock sailed Timbo for Belfast

July 16 1889 Swansea arrived Timbo from Ulverston 280 tons pig iron

From January 1900 until December 1910 Timbo sailed constantly from Liverpool to Preston and return several times a week including sailing the same day back with general cargo. Master often Ainscough

November 28 1901 Preston sailed Timbo for Liverpool towing Tyson & Mary

August 12 1904 Swansea expected to load in the next week Timbo for Portugal

December 3 1910 Liverpool sailed for Preston, collided and sank in Mersey

**1911**

February 12 1911 Preston arrived Timbo from Liverpool, general cargo

February 13 1911 Preston sailed Timbo for Liverpool, general cargo

From February 1911 until May 1915 Timbo sailed constantly from Liverpool to Preston and return several times a week including sailing the same day back with general cargo, except two occasions when it carried empty sacks.

May 30 1915 Preston sailed Timbo for Mevagissy, coal

June 1 1915 Preston sailed Timbo for Liverpool, general cargo

No records for 1917,18 but January 4 1917 Timbo rescued sailors returning from Preston to Liverpool. Records available again 1919 same route.

**1919**

July 30 1919 Swansea sailed Timbo for Dublin

August 22 1919 Swansea North Dock arrived Timbo from Waterford

August 26 1919 Preston sailed Timbo for Swansea, light

October 23 1919 Preston sailed Timbo for Belfast, coke

October 29 1919 Belfast sailed Timbo for Liverpool

**1920**

February 9 1920 Dublin arrived Timbo from Bangor

March 31 1920 Dublin arrived Timbo from Garston

July 24 1920 Swansea arrived Timbo from Dublin

August 6 1920 Dublin arrived Timbo from Birkenhead, coal

**Appendix C – Mercantile Navy List Timbo**

Built Newcastle 1883, Iron , 124ft 7in,24ft 2in, 8ft 8in, net tonnage 72,  
gross tonnage 192, 60Hp engine, single screw

<b>Year</b>	<b>Port of Registry</b>	<b>Owner / Managing agent(x)</b>
1888	Gibraltar 1887	Arthur B. Forwood, Liverpool
1889	Liverpool 1888	x Thomas H. Williams 2 Chapel Walks, Liverpool
1890	Liverpool 1889	George Eastwood 60 Part St. Southport, Lancs
-		John S.Sellars, 6 Baltic Buildings, Redcross St.
-		Liverpool
1891	Liverpool 1889	x John S.Sellars, 6 Baltic Buildings, Redcross St.
-		Liverpool
1892	Liverpool 1889	x John S. Sellars, 6 Baltic Buildings, Redcross St.
-		Liverpool
1893	Liverpool 1889	x John S. Sellars, 6 Baltic Buildings, Redcross St.
-		Liverpool
1894	Liverpool 1889	x John S. Sellars, 6 Baltic Buildings, Redcross St.
-		Liverpool
1895	Liverpool 1889	x John S. Sellars, 6 Baltic Buildings, Redcross St.
-		Liverpool
1896	Liverpool 1889	x John S. Sellars, 6 Baltic Buildings, Redcross St.
-		Liverpool
1897	Liverpool 1889	x John S. Sellars, 6 Baltic Buildings, Redcross St.
-		Liverpool
1898	Liverpool 1889	x John S. Sellars, 6 Baltic Buildings, Redcross St.
-		Liverpool
1899	Liverpool 1889	x John S. Sellars, 6 Baltic Buildings, Redcross St.
-		Liverpool
1900	Liverpool 1889	x John S. Sellars, 6 Baltic Buildings, Redcross St.
-		Liverpool
1902	Liverpool 1889	x John S. Sellars, 6 Baltic Buildings, Redcross St.
-		Liverpool
1903	Liverpool 1889	x John S. Sellars, 6 Baltic Buildings, Redcross St.
-		Liverpool
1904	Liverpool 1889	x John S. Sellars, 6 Baltic Buildings, Redcross St.
-		Liverpool

1906 -	Liverpool 1889	Ribble Shipping Company Lim,9 Redcross St. Liverpool – John N. Sellers, same address
1907 -	Liverpool 1889	Ribble Shipping Company Lim,9 Redcross St. Liverpool – John N. Sellers, same address
1909 -	Liverpool 1889	Ribble Shipping Company Lim,9 Redcross St. Liverpool – John N. Sellers, same address
1910 -	Liverpool 1889	Ribble Shipping Company Lim,9 Redcross St. Liverpool – John N. Sellers, same address
1911 -	Liverpool 1889	Ribble Shipping Company Lim,9 Redcross St. Liverpool – John N. Sellers, same address
1913 -	Liverpool 1889	Ribble Shipping Company Lim,9 Redcross St. Liverpool – John N. Sellers, same address
1914 -	Liverpool 1889	Ribble Shipping Company Lim,9 Redcross St. Liverpool – John N. Sellers, same address
1915 -	Liverpool 1889	Ribble Shipping Company Lim,9 Redcross St. Liverpool – John N. Sellers, same address
<i>1916</i> -	<i>Liverpool 1889</i>	<i>Ribble Shipping Company Lim,9 Redcross St. Liverpool – John N. Sellers, same address</i>
1917 -	Liverpool 1889	Ribble Shipping Company Lim,9 Redcross St. Liverpool – John N. Sellers, same address
<i>1918</i> -	<i>Liverpool 1889</i>	<i>Ribble Shipping Company Lim,9 Redcross St. Liverpool – John N. Sellers, same address</i>
1919	Liverpool 1889	x Henry Haagensen, Old Customs House, Grimsby
1920	Liverpool 1889	x Henry Haagensen, Old Customs House, Grimsby
1921 -	Whitby 1920	John Milburn,1 Old Market Place, Whitby Eric Miburn same address
1923 -	Whitby 1920	x Ruben Burbage-Clark, Thames chambers, Beer Ln, Gt Tower Street, London E.C.1

**Appendix D****Crew List 1/7/1915 – 31/12/1915**

Henry Ainscough master 52 years born Runcorn previous vessel Timbo  
John Ball Johnson mate 40 years born Taleton previous vessel Timbo  
Thomas Creevy engineer 49 years born in Marston previous vessel Timbo  
Samuel Creevy engineer 30 years born Liverpool previous vessel Timbo  
James Foley able seaman 68 years born Wicklow previous vessel Timbo  
A. Ratcliffe able seaman 39 years born Widnes previous vessel Timbo  
J. Baker ordinary seaman 16 years born Preston previous vessel Watford  
T. Banks seaman 37 years born Warton previous vessel Margerison  
William Booth seaman 37 years born Runcorn previous vessel Ribbleton  
D. Brown 53 years seaman born Preston previous vessel G A Savage  
J. Dagger fireman 24 years born Preston previous vessel J C Hand(--)  
Andrew Davies fireman 50 years born Drogheda previous vessel Timbo  
William Ireland ordinary seaman 17 years previous vessel First Ship  
W. Murray seaman 19 years Longtown previous vessel Kittiwake  
Walter Noblett fireman 23 years Liverpool previous vessel Warnow  
John Pearson seaman 36 years Middlesborough previous vessel Ibis  
Arthur Ratcliffe seaman 39 years born Widnes previous vessel Timbo  
Arthur Ratcliffe mate 39 years born Widnes previous vessel Timbo  
James Soley seaman 47 years born Wicklow previous vessel W M Barkley  
Thomas Walls seaman 22 years born Liverpool previous vessel Timbo  
John Henry Wieringa seaman 41 years Antwerp previous vessel No. 6 Hopper

**Crew List 1/1/1916 – 30/6/1916**

Henry Ainscough master 52 years born in Runcorn previous vessel Timbo

John Ball Johnson mate 40 years born Taleton previous vessel Timbo

Thomas Creevy chief engineer 49 years born in Marston previous vessel Timbo

Samuel Creevy senior engineer 30 years born Liverpool previous vessel Timbo

H. Ainscough cook 38 years born in Widnes previous vessel Traffic

James Abram able seaman 18 years born Ban(--) previous vessel Timbo

Robert Eccles able seaman 24 years born Preston previous vessel Timbo

James Foley able seaman 68 years born Wicklow previous vessel Black(---)

A.Ratcliffe able seaman 39 years born Widnes previous vessel Silverfield

A.Davies fireman 66 years born Drogheda previous vessel Nyroca

George Taylor fireman 52 years born London previous vessel Timbo

Thomas Well ordinary seaman 21 years born Liverpool previous vessel Timbo

Ship: Ribbledale; Official number: 115271 1915

H Hinscough; rank/rating, Master; year of birth, 1863; place of birth, Runcorn; previous ship, Timbo.

Ship: Elizabetta; Official number: 131382. 1915

previous ship, Timbo of Liverpool. Andrew Davies; rank/rating, Able Seaman; age, 49; place of birth, Drogheda;

Ship: Ribbledale; Official number: 115271. 1915

George Taylor; rank/rating, Fireman; age, 53; place of birth, London; previous ship, Timbo.

Ship: Mayflower; Official number: 120889.

Thomas Wall; rank/rating, Able Seaman; age, 22; place of birth, Liverpool; previous ship, Timbo of Liverpool.

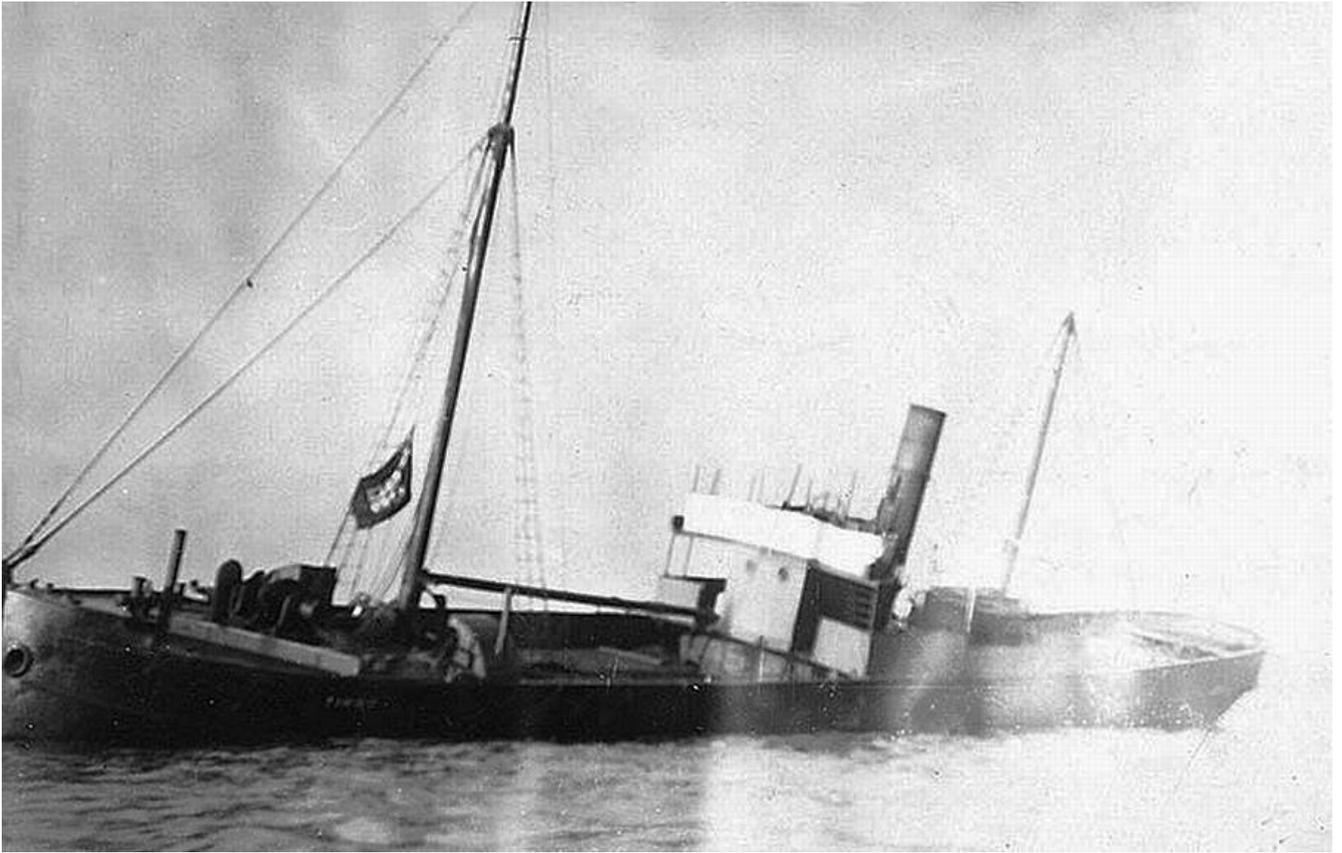
Ship: Lady Martin; Official number: 95315.

James Foley; rank/rating, Able Seaman; age, 48; place of birth, Wicklow; previous ship, Timbo

***Appendix E***



**The Ramon Cabrera, the lifeboat stationed at Rhoscolyn in 1920 (Image: Courtesy RNLI)**



Above photo of the wrecked TIMBO courtesy of Mr & Mrs Owen



Above photo of the wrecked TIMBO courtesy of Mr & Mrs Owen



The attempted rescue



Timbo wreck at Ilyn



The memorial to the lifeboatmen at St Gwenfaen's Church (Image: Eryl Crump)

## Appendix F

**Ardossan** – North Ayrshire coast in southwestern Scotland

**Annan** - On Solway Firth eight miles from English border, on the River Annan

**Bowling** – Glasgow

**Burry Port** - west of Llanelli in Carmarthenshire, Wales, on the Loughor estuary

**Connah's Quay** - in Flintshire, on River Dee, 6 miles west of Chester

**Duddon** - sandy estuary between Morecambe Bay and West Cumbrian coast.

**Garston** - On the banks of the Mersey, south of Liverpool city centre

**Honfleur** - northwestern France. On the Seine estuary across from le Havre

**Lizard** Cornwall is the most south-westerly point of the British mainland

**Malin Head** - is located on the Inishowen Peninsula, County Donegal, Ireland and is the most northerly point of mainland Ireland.

**Mevagissey** – Cornwall, 5 miles south of St Austell

**Prawle Point** – The Southernmost point of Devon

**Rabat,** - Located on the Atlantic coast of Morocco

**Rochester** is a town in [Medway](#) in [Kent](#), about 30 miles from [London](#).

**St Valery** in Caux – English Channel in Normandy, northern France

**Ulverston** - Historically in Lancashire, north-west of Morecambe Bay.

**Weston Point** - Runcorn

**Whitehaven** - situated on the west coast of Cumbria

**Appendix G****TYNE BUILT SHIPS**

Name: TIMBO  
Type: Cargo Ship  
Launched: 19/06/1883  
Completed: 1883  
Builder: George K Smith & Co  
Yard: Whitehill Point, North Shields  
Yard Number: 9  
Dimensions: 292grt, 165nrt, 145.5 x 20.3 x 11.0ft; (1920: 295grt, 116nrt)  
Engines: C2cyl (19 & 36 x 22ins), 60nhp  
Engines by: Clarke Chapman & Co, Gateshead  
Propulsion: 1 x Screw  
Construction: Iron  
Reg Number: 89765

## History:

1883 Compagnie du Senegal, France  
1887 AB Forwood, Liverpool; registered at Gibraltar  
1888 Liverpool, Isle of Man & South Scotland Carrying Co Ltd, Liverpool  
1889 George Eastwood, Southport; registered at Liverpool  
1890 John S Sellers, Liverpool

1904 Ribble Shipping Co Ltd (John S Sellers), Liverpool  
 1918 Henry Haagensen, Grimsby  
 1920 John Milburn, Whitby; registered at Whitby  
 1921 Reuben Burbage-Clark, London  
 15/11/1922 Wrecked

**Shipbuilder: George K Smith, Whitehill Point, North Shields (1882 - 1883)**

<b>Yd No</b>	<b>Year</b>	<b>Ship Name</b>	<b>D / H / P</b>
	1881	<u>Invicta</u> (TT)	D / H
	1881	<u>Petrel</u>	D / H
	1882	Bacante	
	1882	Otter	
	1883	<u>Tyne</u> (TT)	D / H
9	1883	<u>Timbo</u>	D / H / P
10	1884	<u>Lacksley</u>	D
11	1884	<u>Blanche</u>	D