

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



A Fully Rigged ship

Zebulon what was her history

Report compiled by:

Graeme Perks

Report Title:

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

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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.

Zebulon is an unusual name for a ship and I wanted to find out about the person who named her, did it have biblical connections. She grounded on St Patricks causeway (Sarn Badrig), Cardigan Bay in 1835, was re-floated and repaired. Her building in Nova Scotia, and use before 1835 between Liverpool and Nova Scotia and until her wrecking in the Magdalen Islands in The Gulf of St Lawrence, Canada in 1836.

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2.4 Contributors

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2.5 Abbreviations

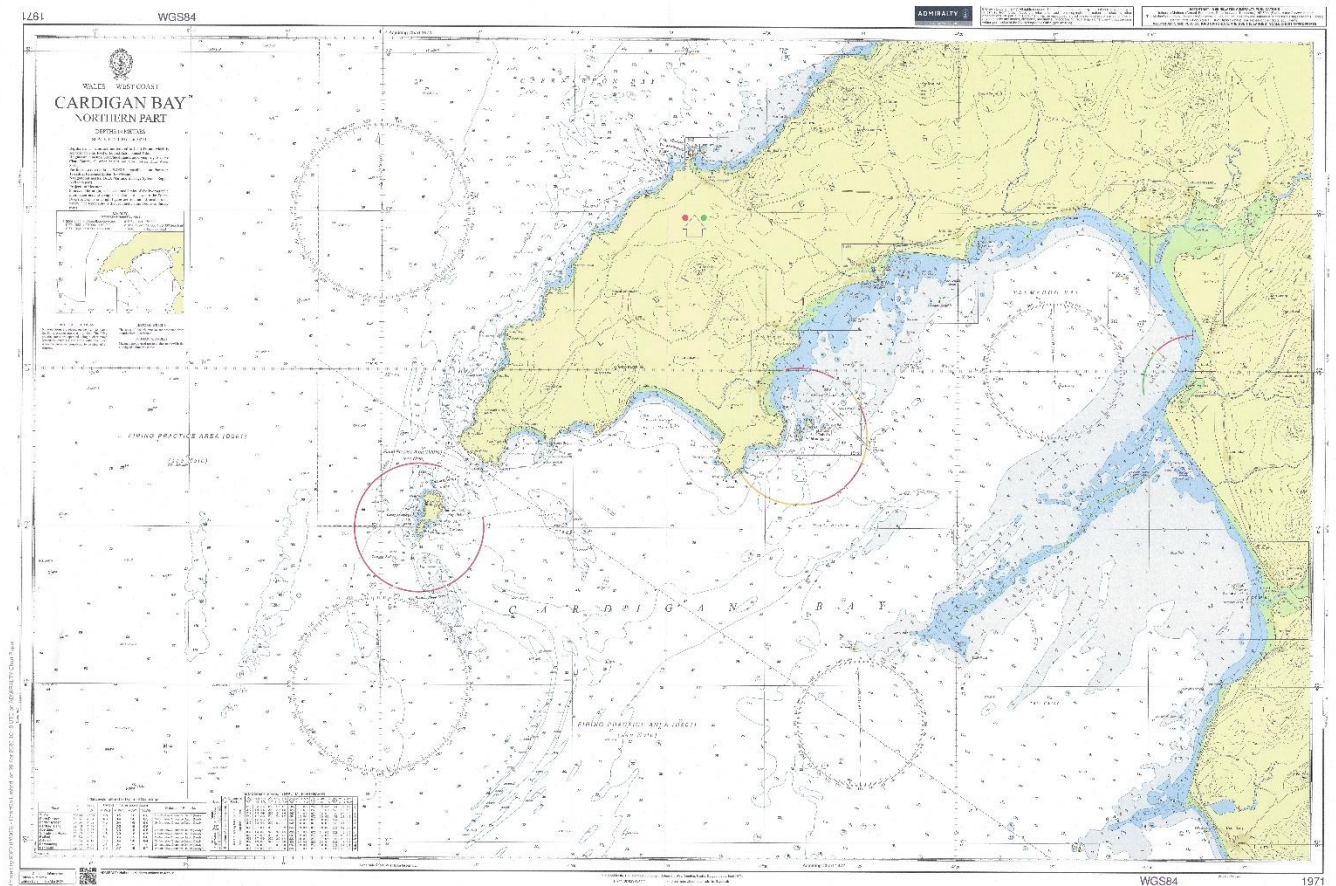
IJNA	International Journal of Nautical Archaeology
LR	Lloyds Register
MADU	Malvern Archaeological Diving Unit
NAS	Nautical Archaeology Society
N. B.	New Brunswick
N. S.	Nova Scotia
NPRN	National Primary Resource Number
OS	Ordnance Survey
RCAHMW	Royal Commission on the Ancient & Historical Monuments of Wales
URL	Uniform Resource Locator

3.0 Introduction

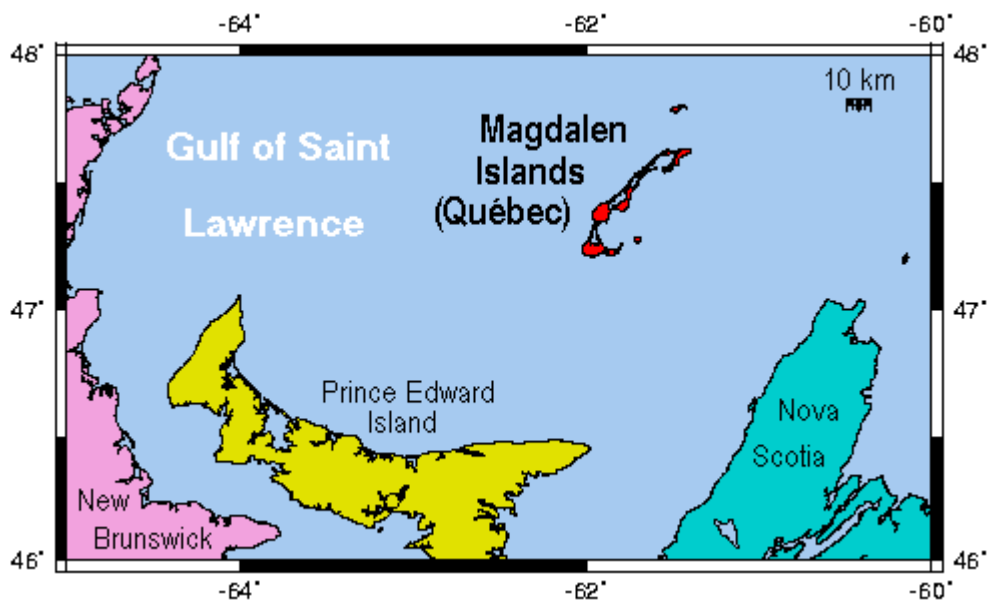
1. Zebulon was built as a ship, which means a fully rigged ship with three masts, one deck in black birch. It's dimensions are unknown except it was 295 tons, with 16 feet draught when fully loaded, this is before Lloyds register published ships dimensions. It was built in Yarmouth, Nova Scotia by Anthony Landers for his own use , he was also the first master.
2. The newspaper reports for this era are very basic with no details, Zebulon sunk, which it did prior to grounding on the Causeway in 1835. It was a total loss in 1836 on Magdalen Islands, Quebec, Canada.
3. The Zebulon left Liverpool UK for Richibucto, Nova Scotia and in a gale was driven onto St Patricks causeway.
4. The grounding was caused by the gale force winds, which a square rigged ship is very inefficient in sailing towards.
5. The ship floated off the next morning with the tide but due to the damage sustained put back to Liverpool for repair.
6. I can find no record of any research of this vessel except an entry in Wikipedia for 1835 and another for 1836 listing Zebulon as a ship wreck. It is not listed on Wrecksite EU.
7. After grounding on the causeway the vessel re-floated without assistance, it was in ballast. I can find few records of the type of cargos to Nova Scotia. The return voyage was carrying Timber or timber products. The wrecking in the Magdalen Islands , Quebec is not documented with any detail.
8. There is no dive site on the causeway, there is record of where in the Magdalen Islands, Quebec its final wrecking occurred but this is on a sandbank subject to shifting sands.

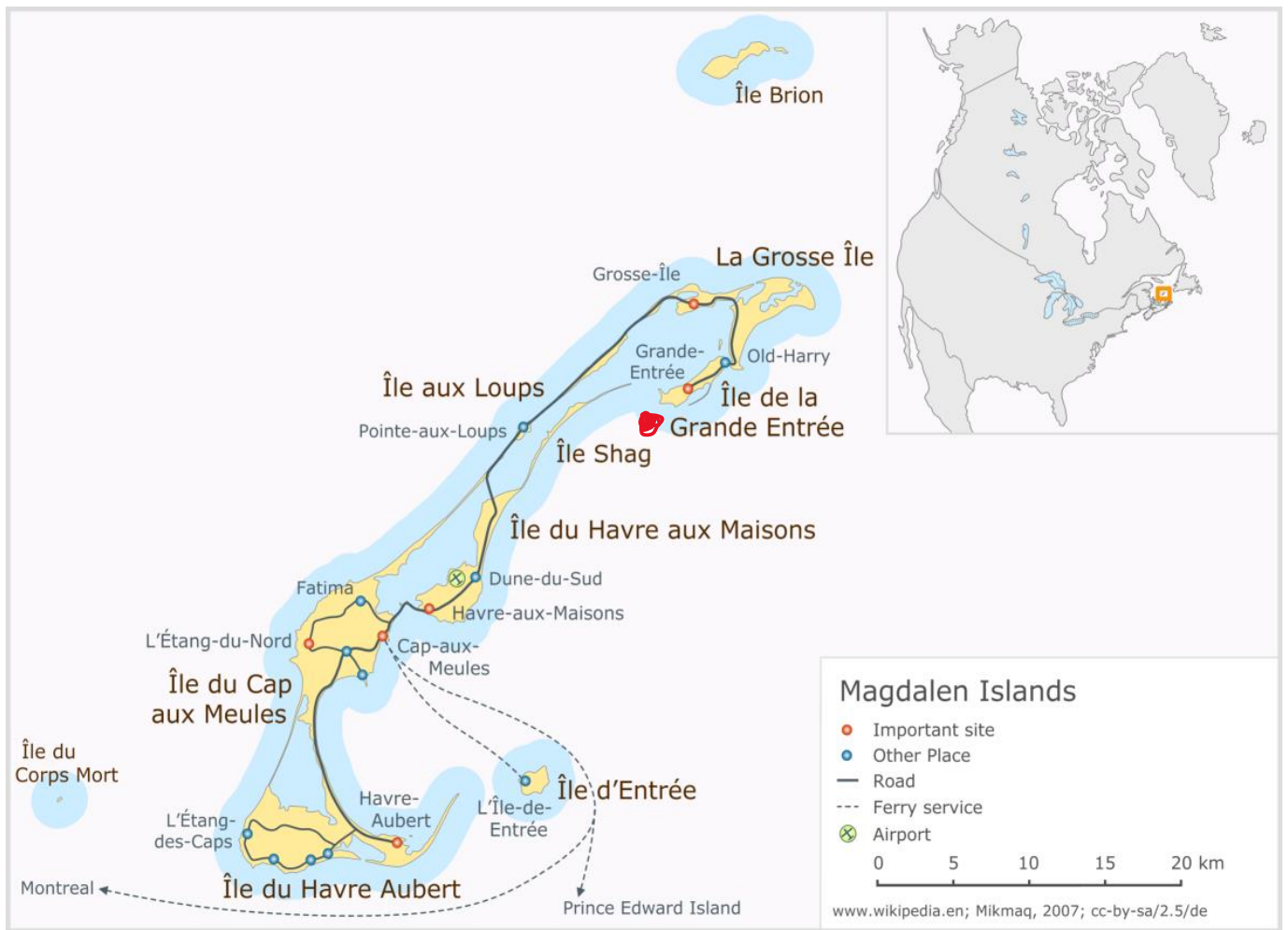
4.0 Background

I knew the Zebulon was a ship registered in Liverpool, it had grounded on the Causeway re-floated and been repaired.



Cardigan Bay, St Patricks Causeway (Sarn Badrig)





♥ = Zebulon wreck site

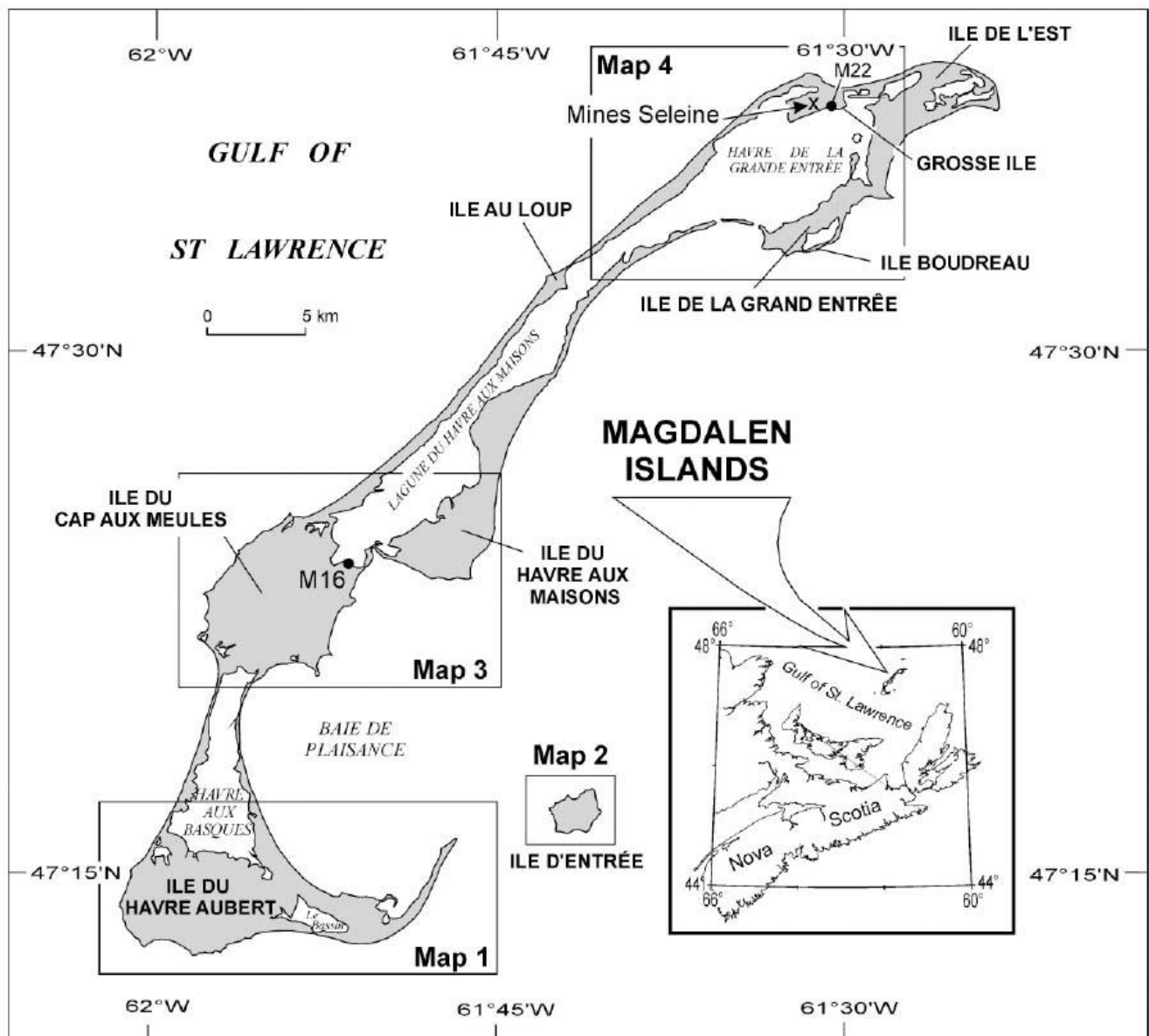


Fig. 2. The Magdalen Islands, with names as used by Brisebois (1981). The inset map shows the strategic location of the islands in the central portion of the Gulf of St. Lawrence. Numbered map portions 1, 2, and 3 are amplified in Fig. 3. Map 4 is enlarged in Fig. 9.

5.0 Research Methodology

I used a Microsoft Pixel laptop with access to my home internet running windows 10 operating system. I also used my Apple i-pad for research when I was away from the laptop and to assist in transcribing reports from the British newspaper archives. The internet connection at home failed during my research but after a rotting copper cable was found and replaced, it works faster than ever.

I searched the Lloyds register of shipping from 1821 to 1836, and all are available on line.

I searched Crew List with a negative result, the vessel is before the start of the mercantile navy list and the requirement to keep crew lists or a national register.

I searched Zebulon in google with a match in Wikipedia for 1835 and 1836 shipwrecks

I search Coflein for "Zebulon" with a no match.

I searched Welsh newspapers on line for "Zebulon" with one match.

I searched the British newspaper archives for " Zebulon" and was able to see some results without a subscription, this is only needed to open the pages. I later purchased a subscription to capture accurately all the reports. I also searched "Bittern" and found its timeline and masters. I searched "Landers" and found a newspaper notice for the Bittern in Newcastle. I was looking for connections and corroboration of other reports.

I searched "find my past" for "Zebulon" and was able to see some newspaper references without a subscription, this is only needed to open the pages.

I searched Ancestry but all the newspapers they hold are American.

I searched "Ship building Yarmouth Nova Scotia" on Google which took me to The mercantile fleet and its owners: Yarmouth, Nova Scotia 1840-1889 and a reference within it , J. Murray Lawson, Record of shipping of Yarmouth, Nova Scotia 1876. This a book which is free to download and records every vessel built in or brought into and used with Yarmouth as its home port from the 1761 until 1876. It also reports the loss of Yarmouth vessels and the circumstances but not after their home port is changed.

A search for " Anthony Landers, Yarmouth, Nova Scotia" produced A History of the County of Yarmouth with a chapter ,The History of our Shipping Interests - Anthony Landers. This is free to download. It also found Yarmouth, Nova Scotia: a sequel to Campbell's history which is on line and a critique of the original book. References to the Methodist Church in Yarmouth with mention of Anthony Landers were found.

I searched "Ship wrecks Magdalen Island" which found information about the islands and general information about the numbers of ship wrecks and some individual wrecks but not Zebulon.

I searched " Anthony Landers marriage Liverpool" and found Liverpool, St Nicholas – Tinstaffi Transcripts which has transcripts of the marriage index for 1754 – 1837 for St Nicholas Church and some details of the church.

I searched " Anthony Landers Liverpool" and found Records of Bristol ships 1800 – 1838 (Vessels over 150 tons)- Bris. ac. UK and found details of the sale of shares in Rhoda built by Anthony Landers.

I searched the National Archives for Muster books at Liverpool 1830 - 1836 and found Port of Registry : Liverpool Ships names ; U – Z

Register of Shipping and Seaman agreements and crew lists, Series 1.
Agreements and crew lists. Port of Registry: Liverpool Ships names U- Z

Held by the National Archives, Kew

Date 1835-1844

Reference BT 98/353

There are other Muster rolls for Liverpool

Register No.'s

BT 98/88, 98/89.98/91,98/92, 98/93,98/94, 98/95, 98/96, 98/97, 98/98, 98/99

I also searched for Yarmouth, Nova Scotia but it only covers British Ports.

None of these records are available on line.

I searched "ships Yarmouth Nova Scotia" which produced Ships to Nova Scotia 1815 – 1838 it gave two sailings for Zebulon and information of cargos arriving in Canada and also emigrants.

I searched "Barque Zebulon" on google and found, Illustrated History of the Gardiners Volume 3 which detailed George Allen's move to Yarmouth N.S. and details of his family.

I searched the National Archives crew lists and agreements for "Zebulon" with no match, it was not a requirement to deposit them at the end of a voyage until 1854.

The register of ships for Liverpool is not available on line so I was unable to research that direction after its sale to Swales & Co. who were the owners in 1835 & 36.

6.0 Results


Vessel	Name/s	Zebulon	
	Type	Barque	
		Cargo	
Built	Date	1821	
	Builder	Anthony Landers	
		Yarmouth, Nova Scotia	
Construction	Materials	Wood (Black Birch & Fir)	
	Decks	one	
	Bulkheads	None known	
Propulsion	Type	Sail	
	Details	Square Rigged with Mizzen mast fore and aft rigged	
Engine	Details	N/A	
	Boilers		
Drive	Type		
	Number		
Dimensions	Length	Not known	
	Beam	Not known	
	Draught	16ft 0 ins	
Tonnage	Gross	294	
	Net		
Owner	First	Anthony Landers	
		Yarmouth, Nova Scotia	
	Last	Swales & Co	
		Liverpool	
	Others	Captain George Allen	
Registry	Port	Liverpool	
	Flag	British	
	Number		
History	Routes	Liverpool	
		Canada	
	Cargo	Timber and timber products.	
Final Voyage	From	Liverpool	
	To	Quebec, Canada	
	Captain	Foster	
	Crew	Not known	
	Passengers	Not Known	
	Cargo	In ballast	
Wrecking	Date	11 th September 1835	
	Location	Causeway	
	Cause	Gale force winds	
	Loss of life	None	
	Outcome	Grounded, Re-floated and repaired	

**Tyne Mercury, Northumberland and Durham And Cumberland Gazette
March 10 1818**

view full page view

Bishopwearmouth, Feb. 10th, 1818.
N. B. Notice will be given in the Newspapers for the creditors to attend and receive their dividends, as it is not intended the same shall be paid on the above day.

For Halifax and Yarmouth, Nova Scotia,

 **THE Ship BITTERN, (280 tons) A. Landers,**
master, now lying in the river Tyne. For
freight or passage, apply to the master on board;
or Messrs. Young & Thompson, Sunderland; John
Brown, Corbridge; or at the office of William John Grey,
Quayside, Newcastle.

As eligible lands in the above neighbourhood are known to
Capt. Landers to be easily obtainable, settlers by this vessel
can remain on board until they may be suited.
Newcastle, 5th February, 1818.

The first Spring Ship for Quebec, Three Rivers, and

Lloyds List February 18 1820

St Johns, N.B. 8th Jan. On 21st ult. A most tremendous Gale was experienced here; all the vessels in the harbour received damage; one sunk and two near the harbour were lost, and only one man saved. The Bittern, Landers bound to London nearly laden, and the Lady Ridley, a large ship loaded ran on shore with their bows against the wharf. – 13th Jan. The Bittern has been got off; her starboard side is much injured, and several planks must come out before she can proceed.

Lloyds List November 12 1822

The Bittern, Allen, of Sunderland, was condemned at St Johns, N.B. previous to 4th ult. as unseaworthy.

Liverpool Mercury April 11 1823

Zebulon, A. Landers from New York, with 300 barrels turpentine 83 barrels tar, for J. and H. Cumming, 13 hhds tobacco J. Brown & Son, 4000 horse hides, Rathbone, Hodgson & Co., 10 serons cochineal, J. Campbell & co., 21t Hache wood W & J Harrison, 362 bales cotton J. Marshall, 229 do Peck & Phelps, 103 do Bolton, Ogden and co., 200 do S. Gordon, 25 do Sands, Hodgson and co., 1 Mast, 1 spar A. Landers, 15 bales cotton, 5t Nicaragua wood, order – In the Kings Dock.

Durham County Advertiser January 17 1824

The Zebulon, Allen was expected to sail from Yarmouth, New Brunswick, about the 20th December with a cargo of timber for the Tyne or Wear.

Bells Weekly Messenger May 9 1824

Liverpool, May 4.—The Zebulon, Allen, arrived from Yarmouth NS. Fell in with, on 10th ult. lat. 50. long. 58. the hull of a timber-loaded brig, water-logged and abandoned, no head, bowsprit and foremast gone, yellow sides, a blue streak over, and a round house.

**Liverpool Mercury May 14 1824 Imports
British America**

Zebulon, G. Allen, from Nova Scotia with 664 pe. Fir, 118 pe. Birch, 36c 23 deals, 5fath lathwood, 98 fir knees, J & H Cumming.- Queens Dock

**Newcastle Courant April 30 1825
Deaths**

On the 21st inst. in Sparling Street, Liverpool, much respected, Jane, wife of Capt. George Allen, of the ship Zebulon, of Yarmouth, Nova Scotia, aged 27, also a short time previous their infant son.

Gore's Liverpool General Advertiser April 9 1829

For Halifax- The well-known Barque ZEBULON, ; Burthen 296 tons; very fast-sailer, and will be despatched immediately.—For freight or passage apply on board.

Gore's Liverpool General Advertiser December 2 1830 -

The Zebulon, Allen from Port Medway for this port, put into Holyhead, out 33days.

**Liverpool Mercury January 7 1831
Marriages**

At St Nicholas Church Mr Anthony Landers of the barque Zebulon to Miss Sarah Holmes, daughter of the late Mr. Thomas Holmes, sailmaker.

Gore's Liverpool General Advertiser March 24 1831

For conveyance of goods or passengers. – apply on board the vessel. Princes dock the Zebulon for Halifax, Nova Scotia.

Liverpool Mercury November 18 1831

Arrived Zebulon, Herbert from Liverpool N.S. with 782 pecs pine, 210 deals, 280 staves, 3 spars, 7 fathoms of lathwood, order of Jessie McVicar

Gore's Liverpool General Advertiser 15 March 1832

Zebulon from Liverpool N.S. 670 logs, 16,923 feet yellow pine, 137 logs, 2827 feet red pine, 322 planks, 6412 feet of 2 inch, 29 plank ends, 265 feet 2ins., 7 Fathoms 4 feet Lathwood

**Gore's Liverpool General Advertiser 23 August 1832
Marriages**

Sunday last at St David's Church by the Rev. R. Davies, Mr James Trail, second mate of the barque Zebulon to Miss Ann Johnson

Liverpool Standard and General Commercial Advertiser 12 July 1833

Zebulon from Liverpool Nova Scotia with 273 pecs birch, 168 pecs pine, 24 deals, 5 fathoms lathwood for J Holt and Co

Cork Constitution December 16 1834

Off Youghal, Cork, 13th December the barque Zebulon 36 days from Quebec to Liverpool spoken to, was struck with sea on passage and lost bulwarks, jib-boom and bowsprit; one of the crew washed overboard.

The Evening Chronicle March 5 1835

The Zebulon, Foster sunk in Queens Dock, Liverpool 2nd Inst

The Liverpool Mercury March 6 1835

The Zebulon is sunk near Queens Dock

Liverpool Standard and General Commercial Advertiser August 28 1835

B DK Zebulon, Foster from Bathurst, with 478 pecs pine timber, 11 c 10 deals 9 cords lathwood 25 spars, J Ireton, Jones and co

The Pilot September 18 1835

The Zebulon, Foster from Liverpool to Richebucto, is supposed to be lost in Cardigan Bay

Liverpool Mercury September 18 1835

Zebulon, Foster hence for Quebec, ran on the Causeway in Barmouth Bay, during a gale on the 11th inst. She was got off the next morning and would put back to this port.

Lloyds List September 18 1835

Zebulon bound to Richibuto putting back after being on shore near Barmouth

The Morning Advertiser September 19 1835

The Zebulon bound for Richibucto is off this port, putting back after being ashore near Barmouth

Lloyds List 22 September 1835

Liverpool sailed Zebulon for Richibucto after being on shore

Saint James Chronicle March 29 1836

Deal 28th March ; - Several vessels have lost anchors and cables and proceeded to Ramsgate. The Zebulon for Richibucto. Lost anchor and cable and has gone to leeward.

Public Ledger and Daily Advertiser March 30 1836

The Zebulon of Liverpool, lost anchor and chains and windlass on deck; is going to Ramsgate.

Morning Advertiser March 31 1836

Gale has blown hard all night and continues. Ramsgate March 29 . – Arrived the Zebulon, Foster from London, lost anchor, chain and windlass damaged, & c., bound to Richibucto, N.B.

Liverpool Standard and General Commercial Advertiser July 19 1836

The Suffolk, Foggs, from Richibucto sailed 30th June. The Zebulon for this port sailed in company with her, and got aground on the bar in coming out.

Baldwin's London Weekly Journal July 23 1836

Shipwrecks and disasters at sea

The Zebulon, bound for Liverpool was aground on the Bar of Richibuto on the 29th June.

Lloyds List 15 November 1836

Pictou 21st October ; The Zebulon, Foster from Liverpool to Richibucto, N.B. is totally lost on the Magdalen Islands. Crew arrived here.

Gore's Liverpool General Advertiser November 17 1836

The Zebulon, Foster from Liverpool to Richibucto, N.B. is totally lost the Magdalen Islands: crew arrived here.

The Zebulon is shown as having a large repair in 1835 in Lloyds Register, in the registers up to that date it is shown as a ship (fully rigged ship) it then changes to a barque. It must have been a standard barque fitted with three masts because it is not shown in the register as having a different number. It had been described as a barque in adverts in March 1829, but there is no record of when the alteration to the rigging was made.

A full-rigged ship or fully rigged ship is a sailing vessel's sail plan with three or more masts, all of them square-rigged. A full-rigged ship is said to have a ship rig or be ship-rigged. Sometimes such a vessel will merely be called a ship in 18th- to early-19th-century.

By the end of the eighteenth century Barque came to refer to a vessel with a particular type of sail plan. This comprises three (or more) masts, fore-and-aft sails on the mizzen mast and square sails on all other masts. Barques were the workhorse of the golden age of sail in the mid-19th century as they attained passages that nearly matched full-rigged ships, but could operate with smaller crews.

The advantage of these rigs was that they needed smaller (therefore cheaper) crews than a comparable full-rigged ship or brig-rigged vessel, as fewer of the labour-intensive square sails were used, and the rig itself is cheaper. Another advantage is that a barque can outperform a schooner or barkentine, and is both easier to handle and better at going to windward than a full-rigged ship. While a full-rigged ship is the best runner available, and while fore-and-aft rigged vessels are the best at going to windward, the barque is often the best compromise, and combines the best elements of these two.

Yarmouth was settled in 1761 with a Schooner "Pompey" 25 tons and by 1861 this had grown to 149 vessels of 89,713 tons and continued growing. Various names tell of the successful extension of the foreign shipping business but none of these have the honour of originating the foreign trade of the port. That honour belongs to a man who does not appear in our lists -Anthony Landers, a native of Sunderland, England whose spirited and extensive operations in ship building, merited a more successful issue. Mr Landers first arrived in Yarmouth in 1808, on board a Dutch galliot of 101 tons, named the "Badger", which he loaded with a cargo of timber for Sunderland. On his return he bought two grants of land, to facilitate his future operations. The first vessel he built was a brig of 250 tons named "Peter Waldo". She was launched at Plymouth. He afterwards built another brig (at Plymouth) named the "Bittern", which he also loaded with timber for the English market. On his return voyage, having on board the weights and measures for the township of Yarmouth, together with some of the best Northumberland sheep, and a Northumberland bull and cow, he was taken off Halifax by the "Tezel", an American privateer, belonging to Providence R.I. They offered him and his crew the long boat; but Captain Landers refused to leave his ship. When the privateer and her prize arrived at Providence, the authorities received him kindly but kept his vessel. He stated his scheme about improving the stock; and they gave him some of their best breeds, which they afterwards sent to him at Yarmouth.

When the war was over, he bought an American vessel, which had been taken as a prize by a Liverpool privateer. Her name had been the "Factor", which he changed to the "Bittern", and all that remains of her lies at the bottom of Yarmouth harbour. He sailed some time in this vessel between Yarmouth and England. In the year 1818 he brought out all his furniture and other effects, including improved farming implements, together with a competent man, the late George W. Brown, to carry on the farm.

In 1819 he built the barque "Zebulun" 300 tons; in 1821 the "Waldo", 250 tons; the "Thales", at Tusket, 260 tons, and at Salmon river, the "Ugonia", 260 tons. In 1825 he built the "Thetis", 300 tons; and at Milton, the barque "Hebron". In 1830 he built the barque "Dove", and the brig "Rhoda" each 275 tons. If the circumstances were all taken into account, it must be confessed that he was a far more than ordinarily spirited and enterprising man: and he may justly, I conceive, be called the Father, if not the Founder of our foreign trade, which is the main source of the continued and increasing prosperity of Yarmouth.

But fickle as she is said to be, Fortune was more than usually so with this man. In the year 1833, he went to reside in England; and I have been credibly informed, that a few years ago, a number of Yarmouth men being in Liverpool, subscribed among them to furnish him with a coat. He became beggared in the

initiating and prosecuting of an enterprise, in which thousands are now becoming rich.

A History of the County of Yarmouth, N.S(1876) by J.R. Campbell

Around 1815 Capt. Landers from Sunderland, England, built a house north of the Second pond, calling it Hebron House from the Biblical name meaning friend. The name stuck and the village was called Hebron Corner (later shortened to Hebron). There is a tradition that Capt. Landers built a Methodist church on his land near the corner in which he preached. His grant of land embraced nearly half of Hebron, or rather The Ponds as it was then called.

Hebron's well-known Round House was originally a cattle barn that boasted a very early example of automated feed for the cattle.

Preserving Yarmouth Memories

In 1816 Rev. Robert Alder, a Methodist minister, preached his first sermon in Yarmouth at the house of Waitstill Lewis, at the foot of Lewis' Lane, and he later preached in Hebron at the house of Captain Anthony Landers, from England, the first Methodist to come to Yarmouth.

Yarmouth's Methodist Churches

The property bought by Anthony Landers had been occupied as a farm, and had a house and orchard upon it ; the house remaining just opposite Hebron Corner for some fifty years afterward. There was no propriety, therefore, in Mr. Campbell's statement that " his house was at first apart from all others ; " and it may be added that Mr. Landers had no nearer neighbours while he remained at Hebron than those he found there. But Anthony Landers's friends need not look to Hebron for a monument of his usefulness and enterprise. These took a far wider range. To aid him in his operations, he brought from England a number of vigorous young men who were valuable accessions to the community. Among these were Thomas Winter, William Bullerwell, Joseph Stoneman, George Allen and Thomas Allen, and George W. Brown.

Anthony Landers neither originated, nor to any great extent engaged in, the foreign trade of the port. The vessels built for him from 1811 to 1830 were of a

class too large to participate in any foreign trade Yarmouth could profitably follow at that period. His vessels were probably built for sale in the English market for the most part; and the almost universal failure of those engaged in it, both in Yarmouth and Digby Counties, has followed the history of that enterprise. Mr. Landers appears to have met the fate of all the rest. He was evidently a man of great enterprise, and of an order of intelligence differing from what prevailed in Yarmouth when he first visited the county. If he could have been content to settle down in Yarmouth and allow his ship-building and ship-owning business to grow with the natural growth of the place, and at the same time to follow those other enterprises in which he showed a tendency to indulge, viz., in developing the agricultural resources of the county, and in elevating the social and religious status of its people, the benefits he would have conferred on Yarmouth are to-day incalculable.

Yarmouth, Nova Scotia: a sequel to Campbell's history"

The Magdalen Islands, also known as Îles de la Madeleine, have a long history of shipwrecks. In the 18th and 19th centuries, an estimated 500 vessels fell victim to the shifting sands and shallow waters of the Magdalen Islands, in Canada's predominantly French-speaking province of Quebec.

In those days, there were no lighthouses in the area and charts were less than accurate. In the heavy winds, fog and choppy waters, navigation became a game of guessing and dexterity. Many ships along with their passengers perished in the waters.

Many of the Magdalen Islands' shipwrecks lie hidden at the bottom of the sea in various states of decay. But a few old hulks are visible from the beach, such as a 1963 shipwreck on the Corfu Island. Other pieces of wrecks are visible in dry ground in different forms, such as houses. Many homes in the Magdalen Islands are constructed from wood salvaged from the island's many shipwrecks. A hundred-year-old church is built from the same material. Today, the population of the Magdalen Islands is 12,800 and most of the people can trace their origin to storm-tossed arrivals.

The coast line in areas of the Magdalen Islands is rocky with rock cliffs behind which smash ships and prevent survivors gaining shore. The shore line and sandbanks change every year covering and uncovering wrecks.

Anthony Landers Herbert was married on 29th December 1830 to Sarah Holmes(single) at St Nicholas Church, Liverpool which is located close to the pier head and only a few yards from the river Mersey. The original 14th century church was destroyed by the carpet bombing of Liverpool docks in the second world war and was rebuilt afterwards against the nineteenth century steeple which was left standing despite the bombing.

Galliot – A type of vessel much favoured in Holland, of which numbers reached English owners as prizes. Their rig varied, but was often that of a top sail ketch *i.e.*, two masted , the foremost mast being the taller, or mainmast, carrying a fore and aft main sail and a small square topsail above. The aftermost mast, or mizzen, was short and carried fore-and-aft sails.

Rhoda Built at Yarmouth Nova Scotia 1828

Bristol Register No. 32 18 April 1829

Previous registry St John, New Brunswick No. 79 in 1828 see Appendix C for further details.

It was owned by Anthony Landers and William Brown (merchant of Yarmouth) both having 32 shares.

In 1823 an act was passed " An Act for the Registry of Vessels" which came into effect on 1st January 1824. It altered the system of registry in only one particular, this being the limiting of shares in any one vessel to 64 – The property in every vessel of which there is more than one owner , shall be considered to be divided into 64 shares.

Port of Registry : Liverpool Ships names ; U – Z

Register of Shipping and Seaman agreements and crew lists, Series 1.
Agreements and crew lists. Port of Registry: Liverpool Ships names U- Z

Held by the National Archives, Kew

Date 1835-1844

Reference BT 98/353

There are other Muster rolls for Liverpool

Register No.'s

BT 98/88, 98/89, 98/91, 98/92, 98/93, 98/94, 98/95, 98/96, 98/97, 98/98, 98/99

None of these records are available on line.

The Zebulon carried timber and timber products from Canada to the UK but return cargo was in short supply as evidenced by advertisements for freight and passengers. I have shown in Appendix F, one days arrivals at Quebec to illustrate that most vessels made the voyage to Canada in ballast. The only cargo I can find for Zebulon is salt on one occasion. The only cargo to Canada in this period was immigration which left in the spring, when the advertisements in 1829 and 1831 appeared for the Zebulon.

James (Hodges) Gardiner (1780 – 1837) : married Sarah James and resided at the Old Mill, Goodrich before moving to Liverpool where he was a grocer and Methodist preacher.

Their children Mary Gardiner (1804-1876) : married Captain George Allen on 4th March 1827 in St Peters, Liverpool and emigrated to Yarmouth, Nova Scotia where she was instrumental in starting the Methodist Church. Captain Allen had a first wife named Jane Renison and a daughter named Eleanor Allen, his wife was from Sunderland and they were married there in 1820, but Jane died in Liverpool in 1825.

Emma Gardiner (1809-1895) married Robert Martin, a building contractor, accompanied her sister to Yarmouth but returned to Liverpool.

Children of Mary & Captain George Allen

Mary (1845-1936): married Lewis Waterman, mother of Henry Arthur who became an eminent local politician (mayor of Yarmouth 1928-9 and later in the Nova Scotia House of Assembly).

George(1828-) was born in Liverpool on 19th January 1828

The man Anthony Landers, who built Captain Allen's ship, the 800 ton Zebulon was also from Sunderland. Captain Allen, a master Mariner, was born in Newcastle upon Tyne, was the son of George Allen and Mary Lawson of Sunderland. He had sailed across the Atlantic as early as 1825.

Captain Allen sailed to Yarmouth N.S. in 1830 with Captain Anthony Landers and bought a piece of land. He liked Yarmouth and thought there was a future ship building there. He went back to England and in the spring of 1832 retired from the sea. He sailed again to Yarmouth with his family and household furniture in the barque Zebulon that he sold to Captain Foster.

A record in the Yarmouth archives tells us that;

George Allen came to Yarmouth bringing supplies to George Landers who owned the grist mill. He liked the place so much, and saw such great potential for the ship building industry that he returned with his entire family, the material to build a house, and someone to build the house for him.

Captain Allen's daughter Eleanor also moved to Yarmouth N.S. with her new step mother and young step brother (a sister Jane born in Liverpool on 8th September 1830, had died there on 2nd April 1832 before they set sail) and his brother Tomas also went to settle there at some stage. The house they built in 1832 is still to be found at 574 Main Street, Yarmouth and was still in the family in 1971 having belonged to Edward Allen and then his daughter Hilda.

The source of this information is given as an interview with Miss Hilda Allen, granddaughter of George Allen, published in the Yarmouth Herald on September 24th 1958. The building is still standing and is now a Nursing Home.

In the 1860-61 Nova Scotia census George Allen's household in Yarmouth is recorded as containing five males and six females. No further information was given.

George and Mary Allen were recorded in Yarmouth on the Canadian census of 1871- they were Wesleyan Methodists and George was a merchant aged 74 with sons George (40), Robert(32), Edward(26), and a daughter Elizabeth (18). All the sons had followed there father in that they were seamen except for Edward who , like his father, was a merchant.

Illustrated History of the Gardiners Volume 3 by David Favager

7.0 Analysis

I at first thought the owner and master, David Landers of the Charlotte lost in 1828 may have been Anthony Landers with a mistake in the first name because he was absent after that year from the lists of Ship builders and he did build the vessel. I later found he had returned to England and lost his money in another venture becoming destitute. A Landers family landed in Yarmouth in 1761 with the first settlers.

The Schooner Mary sunk in 1860 with the master George Allen may have been the former master of Zebulon or his son but further researched revealed his father was Rueben Allen.

In 1835 Lloyds Register published in that years register, approved types of timber to be used in the construction of vessels in different areas of the vessel and various technical details for their construction were listed. The Zebulon was built of black birch and fir which were not approved types of timber, it had also with the change in approved materials for anchor chains failed to upgrade to meet the new rules. The vessel by this time had been sold to George Allen who was also the master and he had sold it on to Swales & Co. It is as Swales and Co., become the owners that Zebulon is changed from being described as a ship to a barque but this appears to be an update of Lloyds register rather than the date the vessel was altered as it had been described as a barque for some time before this.

The British newspaper archives provided almost all the records of the vessels history with some from " Find my Past" newspaper archive.

The vessels registered in British America, as the Zebulon was, were mainly owned by merchants shipping wood to the UK. This reduced their shipping costs and gave them the opportunity to build wooden ships in British America, sail them to the UK and sell them, along with their cargos of timber.

The Ship List provided details of two sailings of Zebulon but provided details of all vessels arriving in Quebec in May 1834 with their cargos.

For an idea of the coastline and topography of the Magdalen Islands see Legends of Magdalen Producer Gregory B. Gallagher Real Life Films on Amazon Prime. It also briefly shows the location Zebulon was wrecked near the start. It is on a sand bank south of Ile de la Grande Entrée.

I noticed a change in the cargo carried from Canada from basic timber over the time researched to timber products i.e. treenails, oars, masts or spars, oak

staves etc. This is the same principle used in modern times to add value to exports.

The Zebulon is recorded on occasions entered for loading before returning to Canada but this was mostly ballast.

The pattern of use of Zebulon though out its lifetime reflects an ownership by merchants carrying their own goods rather than a ship available to carry goods on a commercial basis. It almost always travelled between British America and Liverpool carrying timber or timber products they are listed for different agents but these are probably the next stage in the chain to the consumer. Anthony Landers in his early use of the ship Bittern carried cargo from New York and into and from America to British America. He also made voyages between Cork and British America but then changed to the pattern followed until 1836. The return cargo to British America was settlers but these were not recorded in this period. The notices which appeared in newspapers in the Northumberland area and Liverpool have survived, but no records of passengers are available. The reference to six men brought to Yarmouth by Anthony Landers in Yarmouth, Nova Scotia: a sequel to Campbell's history is the only record I could find on line. These included George Allen and George W Brown.

A connection between Anthony Landers (Herbert) and George Allen is their Methodist faith and they both came from North East England. George Allen became the master of the Bittern owned by Anthony Landers (Herbert) when he started acting as master on the Zebulon. He afterwards became the master of the Zebulon, then also its owner. He changed his energy's to land based after 1832 and may have been one half of Allen & Brown, building ships in Yarmouth, but I have been unable to identify the partners.

George W Brown who came to Yarmouth with Anthony Landers and owned half of the Rhoda Built at Yarmouth Nova Scotia in 1828 By Landers, may have been the other partner.

8.0 Conclusions & Recommendations

I have found the explanation for why shares in ships are quoted in sixty fourths, the Act passed in 1823.

The reason for the name Zebulon is because Anthony Landers was a Baptist even the first one in Yarmouth, N. S. When he married, his full name was given as Anthony Landers Herbert, he used Herbert as his surname when he was the master of the ship Bittern.

The wreck has a place marked on a shipwreck map produced by Leonard Clark of the Magdalen Islands but I cannot find a copy on line. It is shown on sandbanks between the Islands so is probably covered and uncovered as the sands move. The Magdalen Islands looks a wonderful if challenging place to dive but a bit remote. The foreshore wrecks are numerous and those visible can be different every year. The site of the Zebulon's wreck is under the control of nature and may be revealed completely at some time in the future.

The presence of families with the names Landers and Allen in Yarmouth made it more difficult to identify who was being referenced in reports. The ship builders and owners Allen and Brown may be George Allen and George Brown who came to Yarmouth with Anthony Landers but I am unable to confirm this.

I found the story of this vessel and the people involved interesting. Particularly the part Anthony Landers had on the development of Yarmouth, but the lack of detail from nearly 200 years ago prevents it being more interesting.

I have learnt to become more selective in the searches I conduct and careful in selecting the words searched to avoid masses of data to check for matches.

I have spent about forty hours on this project and about 85% of that time has been on line.

I have answered the questions I set myself and been surprised by the information I have been able to find from nearly 200 years ago, but only the basic detail of the grounding and final loss were recorded at the time.

Anthony Landers Herbert disappeared from the record after returning to England in 1833, George Allen's family is well recorded and I have insufficient detail or no details of the crew and later masters/owners to carryout further research.

9.0 References

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Appendices:

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

Lloyds register 1823

8—	Sp	D. Wood	80	Lmkln	8	Greig & Co	9	LhCoastr	A	1	A.1
9—	Sw	R. Young	173	Sndrld	8	Scofield &	12	LoHmbr	A	1	
10	Zebulon	S	A. Landers	295	N. Sco.	2	A. Landers	16	Lo.	A	1
		I.B.		BB & Fir				PIC		9	4
1	Zeeburg Bg	Anderuse	115	Ppnbg		Papenbrg	10	LoRtrdm	E	1	
										x8	

A Ship built using iron bolts in Nova Scotia, owner and master A. Landers, 295 tons, single deck with beams, built of black birch and fir, in second year since built, 16 feet draught when loaded, surveyed in London, has proved iron cables, Class A1 for 9 years.

Lloyds Register 1824

8—	Sp	D. Wood	80	Lmkln	9	Greig & C.	9	LoCoastr	A	1	
9—	Sw	R. Young	173	Sndrld	9	Scofield &	12	Ya.Sndld	E	1	
10	Zebulon	S	A. Sanders	295	N. Sco.	3	A. Sanders	16	LiNScot.	A	1
		I.B.	G. Allen	BB & Fir				PIC		4	6
1	Zeeburg Bg	Anderuse	115	Ppnbg		Papenbrg	10	Lo.Rtdm	E	1	
										x8	

Master changes to G. Allen, sailing from Liverpool to Nova Scotia, class A1 4 years

Lloyds Register 1825

9—	Sp	D. Wood	80	Lmkln	10	C. Craig	9	Li. Ireld	A	1	
10—	Sw	R. Young	173	Sndrld	10	Scofield &	12	Ya.Sndld	E	1	
1	Zebulon	S	G. Allen	295	N. Sco.	4	A. Sanders	16	LiNSco.	E	1
		I.B.		B. B. Fr & O.				PIC		6	
2	Zeeburg Bg	Anderuse	115	Ppnbg		Papenbrg	10	LoRtrdm	E	1	
										x8	

Class now E1 for 6 years

Lloyds Register 1826

8	—	Sp	D. Wood	80	ptfirb.& Ceiling	11	C. Craig	9	Li.Ireland	E I	22
9	—	Sw	R. Young	173	Sndrid	11	Scofield &	12	Ya.Sndld	E I	24
10	Zebulon	S	G. Allen	295	N.Scot.	5	ALanders	16	Li.NScot.	E I	22
		I.B.	T. Elerby		B.B.Fr& O.				PIC		2
1	ZeeBlume	Sr	Backman	120	Grpsw	8	Vis nbrn	11	Lo.	A I	24
											24

Master changes to T. Elerby

Lloyds Register 1827

9	—	Sw	R. Young	173	Sndrid	12	Scofield &	12	Ya.Sndld	E I	22
10	Zebra	Bg	HWlliams	91	Cnrnvn	2	Capt.	11	Lo.Bangr	A I	4
									PIC		11
1	Zebulon	S	J. Elerby	295	N.Scot	6	ALanders	16	Li.NScot.	E I	4
		I.B.	G. Allen		B.B.Fr& O.				PIC		4
2	ZeeBlume	Sr	Backman	133	Grpsw	9	Vssenbrn	11	Li.Elsin'r	E I	9
											4

Master changes back to G. Allen

Lloyds Register 1828

2	—	Sw	R. Young	173	Sndrid	13	Scofield &	12	Ya.Sndld	E I	22
3	Zebra	Bg	HWlliams	91	Cnrnvn	3	Capt.	11	Lo.	A I	4
									PIC		4
4	Zebulon	S	G. Allen	295	N.Scot	7	ALanders	16	Li.Halifx	E I	4
		I.B.			B.B.Fr& O.				PIC		4
5	Zee Lust	G	Jonkhoff	96	Gronin	10	Capt.&Co.	8	Li.Grngn	E I	25
											25

Proven iron cables and 1 hemp

Lloyds Register 1829

1	—	Sw	R. Young	173	Sndrid	14	Scofield &	12	Ya.Sndld	E I	22
2	Zebra	Bg	HWlliams	91	Cnrnvn	4	Capt.	11	Lo.	A I	27
									PIC 1H		7
3	Zebulon	S	G. Allen	295	N.Scot	8	ASanders	16	Li.NScot	E I	4
		I.B.			BB.Fir& O.				1 PIC 1H		4
4	Zee Lust	G	Jonkhoff	96	Gronin	11	Capt.&Co.	8	Li.Grngn	E I	25
											25

Lloyds Register 1830

3	—	Sw	R. Young	173	Sndrld	15	Scofield &	12	Ya.Sndld	E 1	
				^{SD}				^{IK}		22	
4	Zebra	Bg	HWlliams	91	Crrvrn	5	Capt.&Co.	11	FaWales	A 2	
				^{SD}					1 C 1 H	7	
75	Zebulon	S	G. Allen	295	N.Scot.	9	Capt.	16	Li.N.Scot	E 1	
		I.B.		^{SD}	BB.Fir&	O	Drp.30		2 C 1 H	4	E-E
											3

Damage repairs 1830, 2 deficient cables 1 hemp – Owner changes to Capt.(George Allen)

Lloyds Register 1831

70	—	Sp	D. Wood	80	Lmkln	16	C. Craig	9	LoElsin'r	E 1	
				^{SD}						27	
1	Zebra	Bg	HWlliams	91	Crrvrn	6	Capt.&Co.	11	FaWales	A 2	A.1
			R.Hughes	^{SD}					2 C 1 H	29	9
2	Zebulon	S	G. Allen	295	N.Scot	10	Capt.	16	Li.N.Scot	E 1	
		I.B.		^{SD}	BB.Fir&	O	Drp.30		2 C 1 H	8	
3	Zee Lust	G	L.N. Baas	120	Drdcht	3	H. Booy	11	Li.Dort	A 1	
				^{SD}						29	

Lloyds Register 1832

70	—	Sp	D. Wood	80	Lmkln	17	C. Craig	9	LoElsin'r	E 1	
				^{SD}						27	
1	Zebra	Bg	R.Hughes	91	Crrvrn	7	Capt.&Co.	11	Li.Coastr	A 1	
				^{SD}					2 C 1 H	12	
2	Zebulon	S	G. Allen	295	N.Scot.	11	Capt.	16	Li.N.Scot	E 1	
		I.B.		^{SD}	BB.Fir&	O	Drp.30		2 C 1 H	30	
3	Zee Lust	G	L.N. Baas	120	Drdcht	4	H. Booy	11	Li.Dort	A 1	A.1
			Akkarman	^{SD}						29	3

Has not been surveyed since 1830

Lloyds Register 1833

2	—	Sp	D. Wood	80	Lmkln	18	C. Craig	9	LoElsin'r	E 1	
				^{SD}						27	
3	Zebra	Bg	R.Hughes	91	Crrvrn	8	Capt.&Co.	11	FaCoast.	A 1	
				^{SD}					2 C 1 H	7	
4	Zebulon	S	G. Allen	295	N.Scot.	12	Capt.	16	Li.N.Scot	E 1	
		I.B.		^{SD}	BB.Fir&	O	Drp.30		2 C 1 H	30	
5	Zee Lust	G	Akarman	120	Drdcht	5	H. Booy	11	Li.Amstr	A 1	
				^{SD}						3	

Lloyds Register 1834

7 Zebra	R Hughes	91				B'maris			
8 —	A. Morton	53				Cowes			
9 Zebulon	Bk J. Foster	296	N Sco. 1821 Swales & Co. P. H. & S. lrp. 35			Liverp'l	Liv. B'chal't	E 1	
10 Zelinda	Sr G. Wales	92	Sndrlid 1828 A. Wales			Aberd'n	Abn. Londn	S A 1	4
Zelina		915							5

Master J. Foster, Owners Swales & Co, large repair 1835, changed to a Barque, Registered in Liverpool, sailing Liverpool to B Chal's

Lloyds register 1835

7 Zebra	R Hughes	91				B'maris			
8 —	A. Morton	53				Cowes			
9 Zebulon	Bk J. Foster	296	N Sco. 1821 Swales & Co. P. H. & S. lrp. 35			Liverp'l	Liv. B'chal't	E 1	
10 Zelinda	Sr G. Wales	92	Sndrlid 1828 A. Wales			Aberd'n	Abn. Londn	S A 1	4
Zelina		915							5

Pine, Hackmatac and spruce ,Large repair 1835

Lloyds register 1836

7 Zebulon	Sr G. Wales	92	Sndrlid 1828 A. Wales			Aberd'n	Abn. Coast r	S A 1	A 1 E
8 Zebra	Bg R Hughes	75	Nevin 1825 Thomas & Co. P. H. & S. lrp. 35			B'maris	Bms. Dover	35	10
9 —	L.B. A Morton	77	Srprs 35			Cowes		E 1	10
10 Zebulon	Bk J. Foster	53							
11 Zeelust	G J Noord	296	N. Scot 1821 Swales & Co. P. H. & S. lrp. 35 D rp 35			Liverp'l	Liv. London	— E 1	
12 Zeno	Bg W Lawson	122	Dordt 1828 Vn Stem'n			Dordt	Liv. Dordt	8 A 1	Æ 1
		215	Livrp'l 1824 Lawson			Liverp'l	Liv. Sincanr	34	Æ 1

Appendix B – The Timeline for the *Zebulon*

- Date approximate

1822

August 26 1822 Gravesend arrived Zebulon, Landers from Nova Scotia

August 28 1822 London Custom House entered in Zebulon, Landers from Yarmouth

1823

January 16 1823 New York arrived Zebulon, Landers from Newcastle

March 5 1823 New York sailed Zebulon, Landers for Liverpool

April 10 1823 Liverpool arrived Zebulon, (of Yarmouth) A. Landers from New York,

April 20 1823 Liverpool sailed Zebulon, Landers for Nova Scotia

April 27 1823 Spoken to Zebulon Liverpool for Nova Scotia in Lat. 51 3, Lon. 8 0.

April 28 1823 Zebulon, Liverpool for Nova Scotia, was spoken to in lat. 51 3, long. 19 40

May 24 1823 Nova Scotia arrived Zebulon, Landers from Liverpool

July 22 1823 Liverpool arrived Zebulon, Landers from Nova Scotia

September 3 1823 Liverpool arrived Zebulon, Landers from Nova Scotia

September 11 1823 *Zebulon*, (of Yarmouth) G. Allen, from Halifax, with 267 pecs birch timber 751 pecs fir timber 40 pecs oak timber, 27 ¼ c 26 deals 41 c 25 staves, 6 fms lathwood, 1600 tree nails, 1 c knees pine timber, 20 birch planks for J & H Cummings;- In the Queens Dock.

September 25 1823 Liverpool, vessels entered for loading Zebulon 295 Allen for N.S.

September 29 1823 Liverpool, sailed Zebulon, Allen for Nova Scotia

October 3 1823 Spoken to Zebulon at Lat. 49 0, Lon. 9 12 from Liverpool to Nova Scotia

October 10 1823 Liverpool sailed Zebulon for Nova scotia

1824

March 17 1824 Liverpool sailed Zebulon, Allen

April 11 1824 Spoken to at Lat.51 Long.26 Zebulon

May 4 1824 Liverpool arrived Zebulon, Allen from Nova Scotia

August 1824 Nova Scotia arrived Zebulon from Liverpool

September 19 1824 Liverpool sailed Zebulon, Allen for Nova Scotia

November 5 1824* Liverpool arrived Zebulon

1825

April 7 1825 Liverpool sailed Zebulon, Allen for Nova Scotia

July 15 1825* Liverpool sailed Zebulon, Allen for Nova Scotia

August 5 1825 Liverpool arrived Zebulon, G. Allen from St Johns, Nova Scotia with 702 pe fir, 80 do birch, 2c 27 deals, 139 ½ c staves, 9 spars or masts, 2 fath lathwood, J and H Cummings.-K.Dk

September 11 1825 Liverpool sailed Zebulon, Allen for Nova Scotia

October 24 1825 St Johns N.B. arrives Zebulon, Allen from Liverpool

November 7 1825 St Johns N.B. loading ship Zebulon for Liverpool

December 30 Liverpool arrived Zebulon, Allen from Liverpool N.S.

1826

January 6 1826 St Johns N.B. sailed Zebulon, Allen for Liverpool

February 9 1826 Liverpool arrived Zebulon from St Johns N.B.

May 3 1826 Liverpool sailed Zebulon, Ellerby for Nova Scotia

July 4 1826 Spoken to Zebulon from Liverpool to Nova Scotia at Lat.51 17 long.10

August 21 1826 Liverpool arrived Zebulon Ellerby, from Liverpool, Nova Scotia

September 25 1826 Liverpool Cleared for sea Zebulon, Ellerby for Nova Scotia

1827

January 19 1827 arrived at Nova Scotia Zebulon, Ellerby from Liverpool

April 28 1827 Liverpool sailed Zebulon, Allen for Nova Scotia

August 23 1827 Halifax sailed Zebulon, Allen for Liverpool

September 23 1827 Liverpool arrived Zebulon, Allen from Halifax N.S. with 848 pces fir timber, 69 ½ c 21 staves, 1c 10 deals, 8 frms lathwood for J & H Cumming – In the Queens Dock.

1828

April 17 1828 Liverpool arrived Zebulon, Allen from Nova Scotia

April 30 1828 Liverpool sailed Zebulon, Allen for Nova Scotia

July 31 1828 Halifax arrived Zebulon, Allen from Liverpool

November 19 1828 Liverpool arrived Zebulon, Allen from Halifax

1829

April 7 1829 Liverpool Zebulon, Allen, entered loading for Halifax

April 24 1829 Liverpool sailed Zebulon for Halifax

June 2 1829 Halifax arrived *Zebulon*, Allan from Liverpool

July 24 1829 Halifax arrived Zebulon from Liverpool

August 14 1829 Quebec arrived *Zebulon*, Allan from Liverpool & Halifax

August 28 1829 Quebec arrived Zebulon from Liverpool

September 27 1829 Liverpool arrived *Zebulon*, Allan, from Quebec with 39 pc elm, 32 do ash, 223 do pine, 1 do red pine, 12 masts, 23 ¼ c 1 deals and battens, 200c staves, W. Sharples.

1830

March 5 1830 Liverpool Zebulon, Allen, S Brown, Son & Co.

March 6 1830 Liverpool Vessels entered into loading Zebulon for Nova Scotia

March 26 1830 Liverpool sailed Zebulon for Nova scotia

April 19 1830 Liverpool N.S. arrived Zebulon from Liverpool

June 25 1830 Holyhead passed 10.0am inbound , No. 874 Zebulon, B. barque

July 2 1830 Liverpool arrived Zebulon from Port Medway

July 27 1830 *Liverpool entered for loading Zebulon, Allen for Liverpool N.S.

July 30 1830 Liverpool sailed Zebulon, Allen for Liverpool N.S.

October 6 1830 Halifax arrived Zebulon from Liverpool

October 22 1830 Port Medway N.S. sailed Zebulon for Liverpool

November 25 1830 Holyhead in bound passed at 3.0 pm Zebulon B.B.K.

November 27 1830 Holyhead arrived Zebulon, Allen from Port Medway, NS, damaged

December 12 1830 Liverpool arrived Zebulon from Port Medway

1831

March 24 1831 At Liverpool Zebulon

March 25 1831 Liverpool sailed Zebulon, Allen for Halifax, Nova Scotia

June 16 1831 * At Halifax N.S. Zebulon, Allen from Liverpool

July 30 1831 Liverpool sailed Zebulon for Nova Scotia

August 5 1831 Liverpool arrived Zebulon, Allen from Nova Scotia

September 4 1831 Port Medway arrived Zebulon, Allen from Liverpool

October 17 1831* At Port Medway N.S. Zebulon, Allen from Liverpool

November 13 1831 Liverpool arrived Zebulon, Herbert from Liverpool N.B. with 782 pc pine,

- 2 ½ c 21 deals, 28c staves, 3 spars 7 fath lathwood, order.

1832

March 15 1832* Liverpool arrived Zebulon from Liverpool Nova Scotia with timber

March 30 1832 Liverpool sailed Zebulon, Herbert for Yarmouth N.S.

April 22 1832 Spoke to Zebulon Liverpool to Nova Scotia Lat.48 23 Long 26 30

August 17 1832 * Liverpool arrived Zebulon, Allen from Liverpool N.S. with 297 pc birch,459 pc pine,
- 1 ½ c 2 birch planks, 2c 10 deals, 6 fath lathwood, ord

September 4 1823 Liverpool sailed Zebulon, Allen for Liverpool N.S.

September 23 1832 Spoke to Zebulon Liverpool to Nova Scotia Lat.49 30 Long 32 20.

September 26 1832 Spoke to Zebulon Liverpool to Nova Scotia Lat.50 0 Long 21 30.

November 18 1832 Liverpool sailed Zebulon for Nova Scotia

December 10 1832 Liverpool arrived Zebulon, Allen from Liverpool, Nova Scotia with timber

1833

February 11 1833 Vessels entered for loading Zebulon for Nova Scotia

March 11 1833 Liverpool cleared Zebulon, Foster for Yarmouth NS

April 14 1833 Liverpool sailed Zebulon for Yarmouth N.S.

May 20 1833 * Yarmouth arrived Zebulon from Liverpool

July 3 1833 Off Voel Nant 5.0pm in bound Zebulon B B

July 5 1833 Liverpool arrived Zebulon from Nova Scotia

July 23 1833 Liverpool vessels entered for loading Zebulon for Pictou

July 28 1833 Liverpool sailed Zebulon, Foster for Pictou

July 29 1833 Holyhead passed 4.0pm outbound 874 Zebulon B Bk

October 3 1833 Liverpool sailed Zebulon, Foster for Pictou

October 16 1883 * Pictou arrived Zebulon from Liverpool

October 24 1833 Cork arrived Zebulon, Foster from Pictou with timber for Liverpool

1834

March 7 1834 Liverpool entered for Loading Zebulon for Yarmouth N.S.

March 28 1834 Liverpool cleared Customs house Zebulon for Quebec

April 8 1834 Liverpool sailed Zebulon, Foster for Quebec

May 12 1834 Quebec arrived Zebulon from Liverpool, Foster to Rodger, Dean & Co. / salt

June 19 1834 Spoken to Zebulon from Liverpool to Quebec in Lat. 46 Long 57, by the Brixton.

July 4 1833 At Yarmouth NS Zebulon, Foster

July 12 1834 Spoken to Zebulon from Quebec to Liverpool in Lat.50 47 Long.17 0

July 20 1834 Liverpool off port Zebulon, Foster from Quebec

July 23 1834 Liverpool arrived Zebulon, Foster from Quebec with 16 pc oak, 55 pc elm, 38 pc ash, 267 pc pine, 2 ½ c deals, 20 ½ c 27 standard staves and heading, 63c 20 W I staves, Cannon Miller and co., 3 spars, 3c 6 oars j, Foster – B Dk

August 29 1834 *Liverpool sailed Zebulon for Quebec

August 29 1834 Spoken to Zebulon from Liverpool to Quebec in Lat. 46 Long 31

September 19 1834 Spoken to Zebulon from Liverpool to Quebec in Lat. 46 Long 57

November 11 1834 Pictou arrived Zebulon, Foster from Liverpool

December 15 1834 Cork arrived Zebulon, Foster from Quebec -damaged

December 19 1834 Liverpool arrived Zebulon from Quebec and Cork

December 27 1834 Liverpool sailed Zebulon for Quebec

December 29 1834 off Holyhead Zebulon for Quebec

December 1834 Liverpool arrived Zebulon, Foster from Quebec and Cork with 443 ps pine, 17 ps oak, 23 ps hickory timber, 1280 ps pipe & 6400 ps oak W I Staves, 3 ¼ c 19 deals, E. Chaloner – 32 masts or spars, ¼ c 14 oars, 1 pce pine timber said master – B Dk

1835

March 2 1835 Zebulon sunk Queens dock, Liverpool

April 2 1835 Liverpool entered for loading Zebulon, Foster for Halifax & c.

April 10 1835 Cleared outwards Zebulon, Foster for Bay Chaleur N.B.

April 13 1835 Liverpool sailed Zebulon, Foster for Halifax

April 27 1835 Holyhead outbound No. 874 Zebulon B Bk at 2.0pm

May 25 1835 Liverpool arrived Zebulon from Bathurst NS

June 4 1835 Shipigan N.B. arrived Zebulon, Foster from Liverpool

June 4 1835 * Quebec arrived Zebulon, Foster from Liverpool

June 9 1835 Bathurst N.S. arrived Zebulon, Foster from Liverpool

July 9 1835 Richibucto arrived Zebulon, Foster from Liverpool

July 16 1835 * Zebulon, Foster from Liverpool at Shipigan N.B.

August 22 1835 Off Liverpool inward bound Zebulon

August 23 1835 Liverpool arrived Zebulon, Foster from Bathurst NS with 478 ps pine timber,
- 1 ¼ c 10 deals, 9 cords lathwood, 25 spars, J Brereton, Jones & co.

September 2 1835 Liverpool entered for loading Zebulon, Foster for Richebucto

September 5 1835 Liverpool sailed Zebulon, Foster for Richebucto

September 11 1835 ran on Causeway in Barmouth

September 16 1835 Zebulon bound to Richebucto putting back after being ashore near Barmouth

September 18 1835 off Holyhead putting back No. 874 Zebulon B Bk at half past 1.0pm

November 25 1835 Vessels entered into Customs house Zebulon, Foster from Liverpool, agent Moson

1836

March 22 1836 London Customs house cleared out in ballast Zebulon, Foster for Richibucto, N.B.

March 23 1836 London sailed Zebulon, Foster for Richibucto,N.B.

March 23 1836 came down the river and remains in Downs Zebulon, Foster for Richibucto,N.B.

March 24 1836 Deal sailed Zebulon, Foster for Richibucto, N.B.

March 29 1836 Ramsgate put in Zebulon, Foster from London for Richibucto, damaged

April 10 1836 Ramsgate sailed Zebulon, Foster from London for Richibucto,

May 23 1836 Richibucto arrived Zebulon, Foster from London

June 30 1836 Richibucto sailed Zebulon, Foster for Liverpool

July 1 1836 Spoken to Zebulon from Richibucto to Liverpool in Lat.48. Long. 31

July 6 1836 * Spoken to Zebulon from Richibucto to Liverpool in Lat.48 Long 54

July 6 1836 * Spoken to Zebulon from Richibucto to Liverpool in Lat.45.20 Long 54 13

July 7 1836 Spoken to Zebulon from Richibucto to Liverpool in Lat.40 Long 51

August 1 1836 Liverpool arrived Zebulon, Foster from Richibucto, N.B. with 576 ps pine timber,
- 2 ¼ c 7 deals. Abt 9 fms lathwood, ½ c 17 masts or spars, Holderness and Chilton B Dk

August 13 1836 Liverpool entered for loading Zebulon, Foster for Richibucto, N.B.

August 15 1836 Liverpool sailed Zebulon, Foster for Richibucto, N.B.

October 21 1836 Zebulon total loss in Magdalen Islands – crew saved.

Appendix C

Shipping records for Yarmouth Nova Scotia & Timeline for Bittern

- Brought in, remainder built in Yarmouth in Year shown

1808 size Builder

Brig

Bittern*, 188 tons, Anthony Landers

1811

Brigs

Peter Waldo 259 tons, Anthony Landers

Schooners

Charlotte* 19 tons, Anthony Landers

1812

Brig Peter Waldo 259 tons, Anthony Landers master and owner, from Liverpool, GB for the United States, was captured by an American privateer.

1813

Brigs

Thales 260 tons, Anthony Landers

1814

Ship

Bittern * 300 tons, Anthony Landers

1819

Brig

Better Luck Still* 215 tons, Anthony Landers

1821

Ship

Zebulon 295 tons, Anthony Landers

1822**Brig**

Waldo 230 tons. Anthony Landers. Appears in Lloyds register 1826 with Wm James as master & owner J.James, registered in Nova Scotia

1824**Brigs**

Ugonia 218 tons, Anthony Landers

James Wall master, from Yarmouth for St John, New Brunswick, in ballast, ran ashore during a gale and thick fog at Campobello, in September, was got off with difficulty, and taken to St John, where she repaired and loaded with deals, sailed about November 1st for Sunderland, England. She was driven ashore during thick weather and a gale in December at the Orkney Islands, where she became a total wreck. Crew saved. Vessel launched in June and on her first voyage. Owned by Anthony Landers. No Insurance.

1825**Barque**

Dove 315 tons, Anthony Landers

Schooner

Castor 60 tons, Anthony Landers

1826**Barque**

Zetis 430 tons, Anthony Landers

1827**Brigs**

Rhoda 275 tons, Anthony Landers. Sold to Bristol merchants 1829.

1828**Barque**

Hebron 400, Anthony Landers

Schooner Charlotte, 19 tons, David Landers master and owner (being the only person on board), sailed from Brier Island for St. John, New Brunswick, in November, and was not afterwards heard of.

1860

Schooner Mary, 66 tons, George Allen master,(Son of Reuben Allen)from St. Martin for Boston, with a cargo of salt, was abandoned on 12th November in Lat 25, Long.68. The captain and one seaman died from exposure. Mate and two seamen were taken off in a helpless condition by American Schooner" Searsville", and landed at Holmes Hole. Owned by Ira Raymond & Co. Insured 1,900 dollars in the Acadian office.

Bittern Timeline

April 18 1810 Exmouth arrived Bittern, Landers from North America

December 1 1811 Newcastle arrived Bittern, Herbert from Nova Scotia

August 9 1813 Liverpool arrived Bittern, Herbert from Halifax

February 1814 Cork arrived Bittern, Herbert from St Andero(Santander)

March 1 1814 Cork sailed for Halifax Bittern, Herbert

May 17 1814 Liverpool arrived Bittern, Herbert from Passages

October 2 1814 Halifax sailed for Castine, Maine Bittern, Herbert

April 2 1815 Halifax N.S. arrived Bittern, Landers from Castine, Maine

April 9 1816 New York arrived Bittern, Herbert from Demerara N.S.

August 20 1816 Cove of Cork arrived Bittern, Herbert from New Brunswick

March 5 1817 Norfolk, Virginia arrived Bittern, Herbert from Cork

September 18 1817 Halifax arrived Bittern, Landers from Cork

October 7 1817 New York arrived Bittern, Landers from Cork

June 28 1818 St Johns N.B. arrived Bittern, Landers from Newcastle & Halifax

September 1 1818 Gravesend arrived Bittern, Dawson from New Brunswick

December 9 1818 Newfoundland arrived Bittern from London & Halifax

November 25 1819 Halifax arrived Bittern, Dawson from London and Exmouth

August 10 1819 Halifax arrived Bittern, Herbert from Shields

August 24 1819 Newcastle arrived Bittern, Herbert from St Johns, N.B.

March 21 1820 Newcastle arrived Bittern, Herbert from St Johns, N.B.

November 16 1820 St Johns N.B. sailed Bittern, Landers for Halifax

November 25 1820 Halifax sailed Bittern, Landers for Liverpool

December 22 1820 Liverpool arrived Bittern, Landers from St Johns, N.B.

June 9 1821 Halifax arrived Bittern, Landers from Liverpool

June 24 1821 St Johns N.B. arrived Bittern, Landers from Halifax

September 15 1821 Sunderland arrived Bittern, Allen from St Johns N.B.

March 16 1822 St Johns N.B. arrived Bittern, Allen from Newcastle

June 2 1822 Gravesend arrived Bittern, Allen from St Johns N.B.

November 4 1822 St Johns N.B. condemned as unseaworthy Bittern, Allen

Appendix D

Bristol Ships

Rhoda Built at Yarmouth Nova Scotia 1828

Bristol Register No. 32 18 April 1829

Previous registry St John, New Brunswick No. 79 in 1828

220 42/94 tons : length 91' 1" ; breadth (below) 23' 5" ; depth 15' 5". 1 deck ; 2 masts ; brig rig ; square stern ; no galleries ; no head

Owners : Thomas Skyrme Protheroe and William Brown, merchants and co partners trading as Protheroe and Brown, 43 shares ; and Mark Whitwill, master mariner, 21 shares; all of Bristol.

Masters : Thomas Whitwill. 2 jan. 1830 Thomas Jones. 13 June 1832, Tudor James.

11 April 1829; George Brown, Merchant , Yarmouth, Nova Scotia, sold 11 shares to Protheroe and Brown, and 21 shares to M. Whitwall. Anthony Landers, master mariner, St John, New Brunswick, sold 32 shares to Protheroe and Brown.

31 March 1832 ; M. Whitwill sold 21 shares to George Taylor, spirits merchant, Bristol.

4 April 1832 ; G. Taylor sold 21 shares to Henry Taylor and John Middleton Halsall, ship brokers and co partners trading as Taylor and Halsall, Bristol.

11 November 1834 ; Protheroe and Brown sold 43 shares, and J.M.Hasall sold 21 shares, to Robert Brooks, merchant, London.

Registered anew at London 7 Jan. 1834

L.R., 1841 – owner R. Brooks, London ; voyage Sydney. Out of register 1841-3

Appendix E

Fig.1 A fully rigged ship under construction

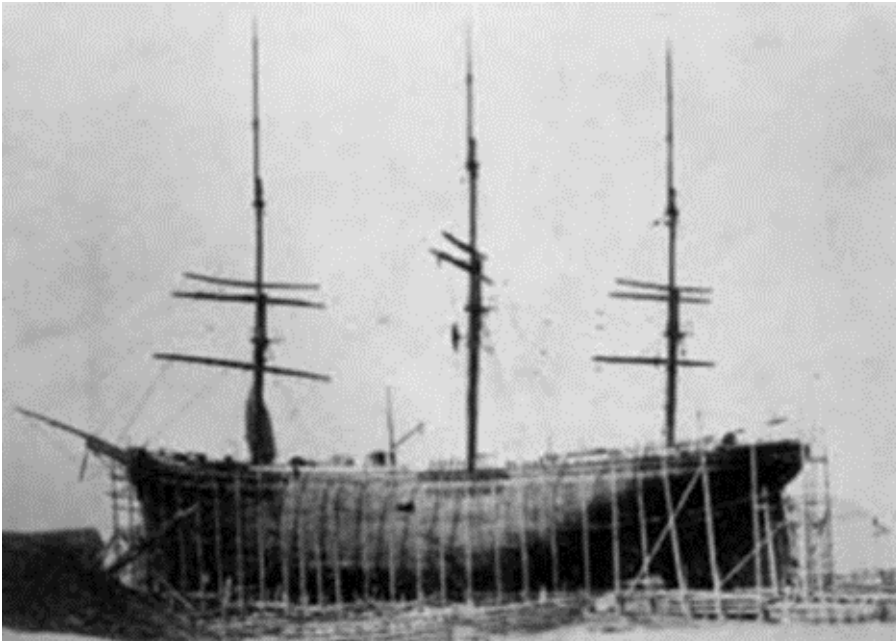


Photo of the W. D. Lawrence from the Maritime Museum of the Atlantic



Fig. 2

A Fully Rigged Ship

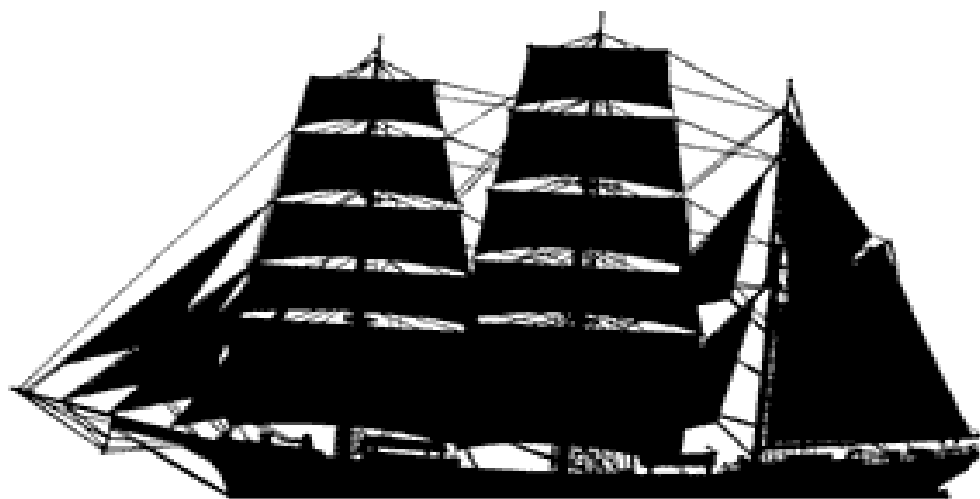


Fig. 3

A Barque

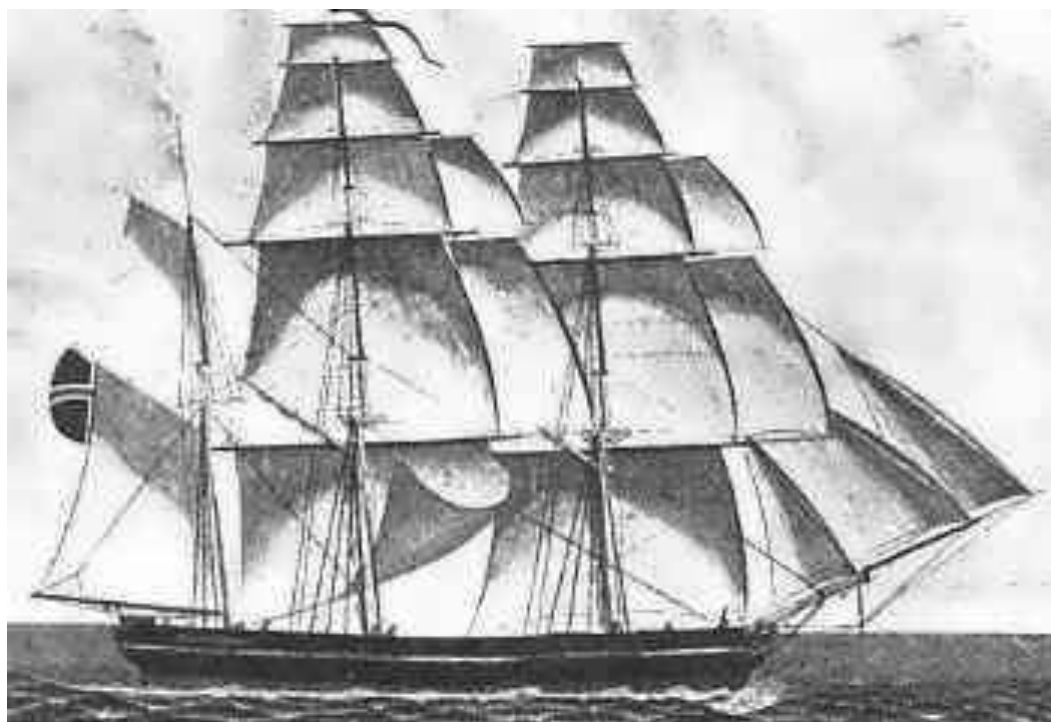


Fig. 4

Painting of a Barque under sail

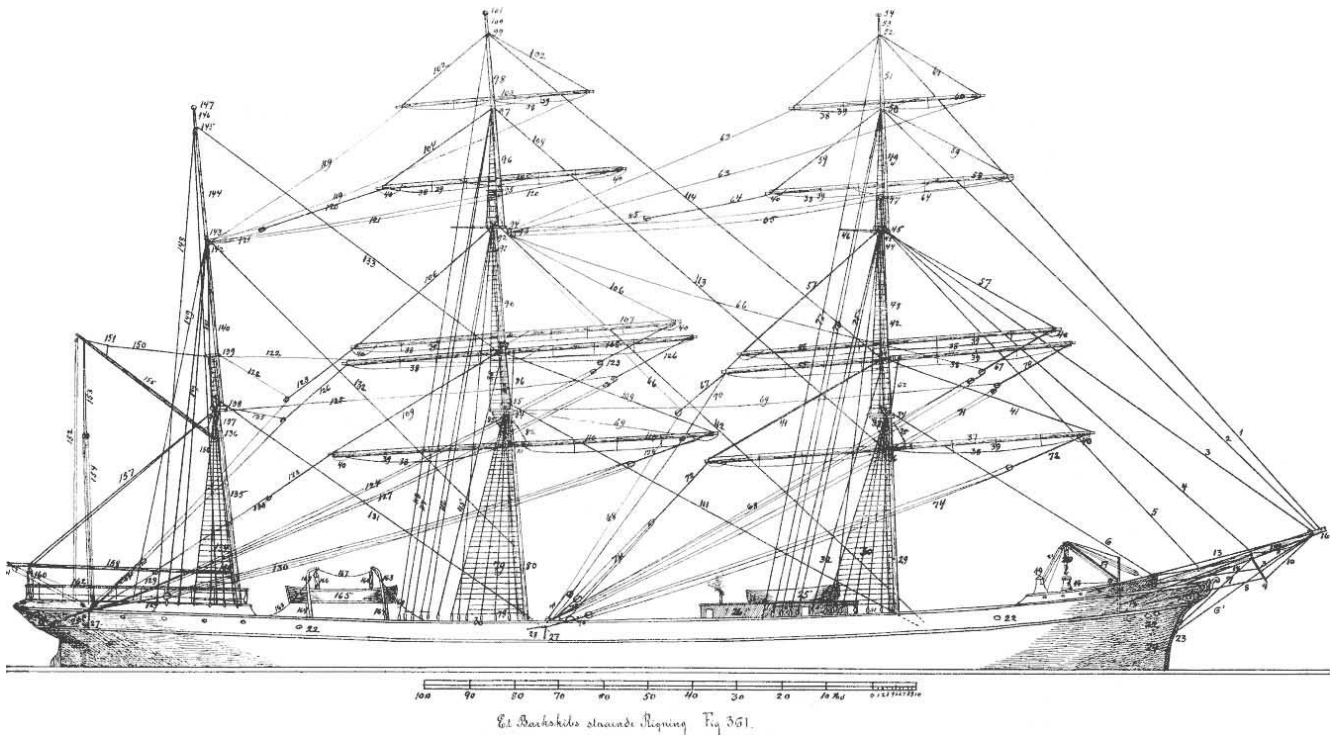


Fig. 5

Barque rigging

Appendix F

Arrivals Quebec 1834

May 15	ship Brilliant	Duthie	05 April	Aberdeen	137 settlers	to McLellan / in ballast & goods
May 15	ship John [Campbell]	[Campbell?]	01 April	Hull	74 settlers	to A. Gilmour
May 15	bark Bernard	Wells	28 March	London		to A. Gilmour / in ballast
May 15	bark Faside	McArthur	09 April	Glasgow		to order / general cargo
May 15	bark Priam	Harper	30 March	Plymouth	117 settlers	to Lemesurier / in ballast & goods
May 15	bark James	Lyon	04 April	London		to order / in ballast
May 15	bark Ebor	Cameron	03 April	Dundee	2 settlers	to Laurie & Spence / general cargo
May 15	bark St. David	Dale	03 April	Plymouth	53 settlers	to W. Patton / in ballast
May 15	bark Hedleys	Morris	04 April	Portsmouth	6 settlers	to Pembertons / in ballast
May 15	bark Melville	Redpath	04 April	Plymouth	2 settlers	to Lemesurier / in ballast
May 15	bark Admiral Benbow	Dixon	03 April	Liverpool		to Sharples / coals
May 15	bark Waterhen	Dodds	06 April	London		to W. Price / in ballast
May 15	bark Aid	Johnson	03 April	Dublin	238 settlers	to order / in ballast
May 15	Bark John	Leslie	07 April	Newcastle		To Lemesurier / in ballast
May 15	brig Marys	Chicken	06 April	London		to Pembertons / in ballast

May 15	brig Holderness	Brown	29 March	London		to W. Price / in ballast
May 15	brig Crown	Wilson	10 April	Greenock		to order / in ballast
May 15	brig Lune	Pearson	07 April	Liverpool		to W. Patton / in ballast
May 15	brig Alarm	Roe	12 April	Liverpool		to Pembertons / salt
May 15	Brig Astrea, 227 tons	Fitzsimons	05 April	Belfast	52 settlers	to T. Curry / general cargo
May 15	Brig Springflower	Brown	05 April	Padstow	18 settlers	in ballast
May 15	brig Cherub	Logan	10 April	Maryport		to H. Gowan / in ballast
May 15	brig Davice	Brown	06 April	Newcastle		to Atkinsons / in ballast
May 15	brig Oak	Whelden	04 April	Newcastle		to A. Gilmour / in ballast
May 15	brig Friendship	McCarthy	05 April	London		to Lemesurier / in ballast
May 15	brig Eclipse	Gray	05 April	Ayr	24 settlers	to A. Gilmour / in ballast
May 15	brig James Johnson	Jordison	05 April	Sunderland		to A. Gilmour / in ballast
May 15	brig Elizabeth & Ann	Wright	09 April	Liverpool		to A. Gilmour / in ballast
May 15	brig Fenwick	Dawson	02 April	London		to A. Gilmour / in ballast
May 15	brig Vesper	Hutton	02 April	London		to A. Gilmour / in ballast

Appendix G**George Allen – Merchant – Yarmouth Township, Yarmouth County – 1838**

No. of Male Children under six years of age	No. of Female Children under six years of age	No. of Males under fourteen years of age	No. of Females under fourteen years of age	No. of Males above fourteen years of age and not heads of Families	No. of Females above fourteen years of age	Total No. in Family
3		4	1	2	2	9

Commissioner of Public Records Nova Scotia Archives RG 1 vol. 449 no. 180

George W Brown – Merchant – Yarmouth Township, Yarmouth County – 1838

No. of Male Children under six years of age	No. of Female Children under six years of age	No. of Males under fourteen years of age	No. of Females under fourteen years of age	No. of Males above fourteen years of age and not heads of Families	No. of Females above fourteen years of age	Total No. in Family
1	1	1	2	3	1	7

Commissioner of Public Records Nova Scotia Archives RG 1 vol. 449 no. 180