

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



A Similar Ketch

Advance of Milford

Report compiled by:

Graeme Perks

Report Title:

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(North Cardigan Bay)
On-line research into the wreck of the:
*Advance of Milford***

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1.0 Abstract

The “www Research Project” is about, discovering by on line research details of ships, on the MADU data base of wrecks of North Wales, the circumstances of their loss, details of the owners and crew, the cargo carried and their history.

The Advance was a ketch built at Pembroke Dock in 1893 by W & J Francis for W Francis. She traded mainly between Wales, Southern Ireland and the Channel Islands. The next owner of Advance was Mrs Annie Graham, the Master being W J Graham with W France remaining as manager. The Advance had a number of masters with Graham returning as master again before her sale in 1905.

Advance was sold to two brothers from Braunston, Devon with Sidney Incedon being the master. On Advance’s first voyage under the new owners she sprang a leak after leaving Milford on a voyage from Bideford to Glasgow carrying clay. The pumps were unable to stem the rising water and the crew abandoned her in the ship’s boat and were picked up by the steamer Lestras and conveyed to Liverpool. Advance did not founder immediately and was reported floating derelict with the sea washing over her near Bardsey Island after being abandoned.

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2.4 Contributors

Madu

2.5 Abbreviations

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

3.0 Introduction

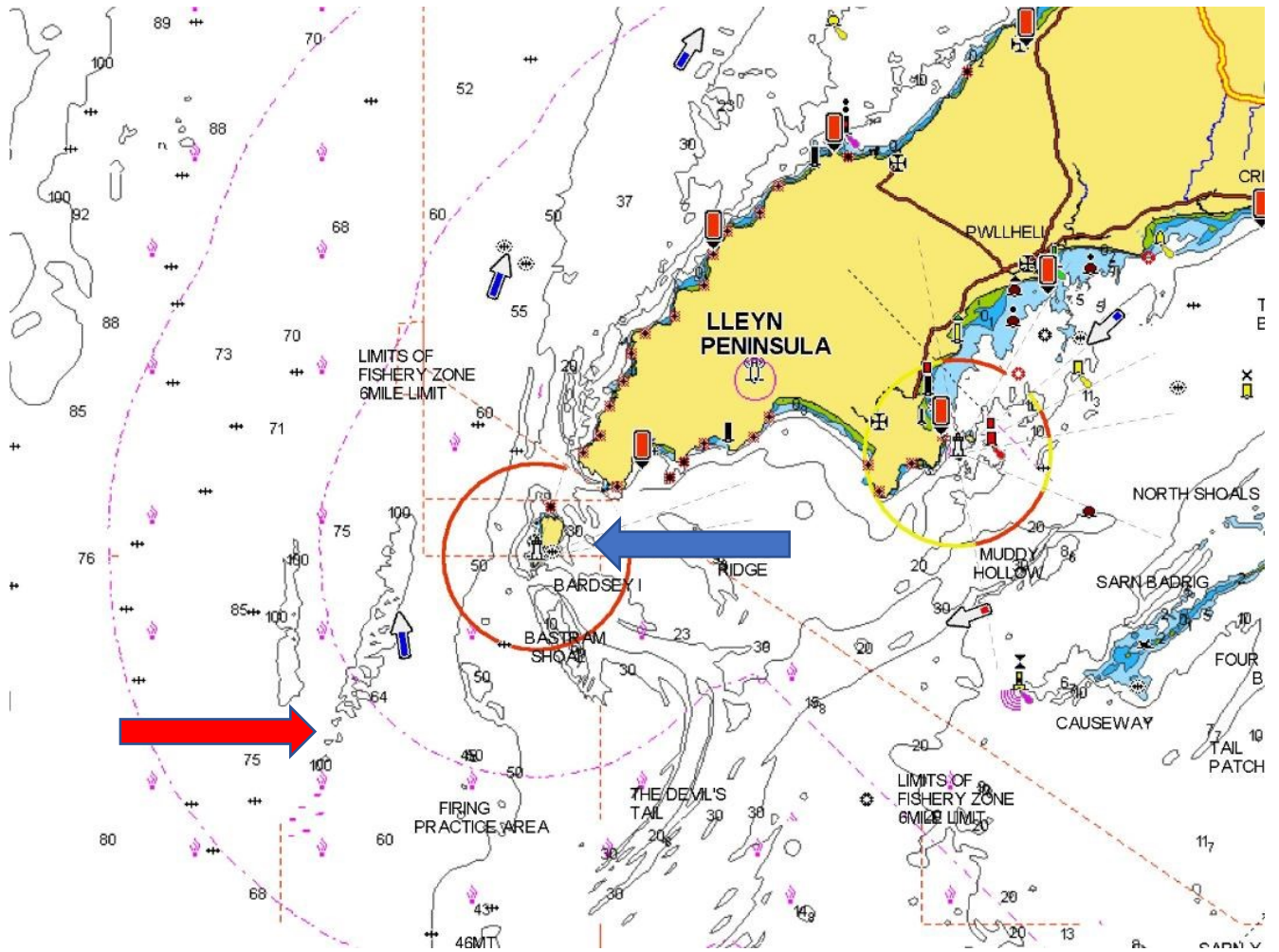
1. I selected Advance to research because she had been involved in an incident off shore near Bardsey Island in a similar position to where the Florist was abandoned in 1882 and wished to see how much information I could find about her and I wanted to find out what happened and I wanted to discover:
2. The dimensions of the vessel, who the builder was and when she was built and any other information available about her.
3. Information concerning the voyages, cargo's, any events affecting the vessel, details of its masters, crew and owners.
4. To find out the sequency of events leading up to the loss of the Advance, whenever that was and the event in 1906.
5. To discover the cause of the event in 1906 and if the Advance survived, the cause of its eventual loss.
6. The events that happened after the incident in 1906 and up to and after its loss if it survived.
7. If there were any previous research of the vessel for the 1906 incident and its story.
8. If there was a wreck site for Advance and if it had been identified, dived and recorded.
9. If any salvage of the vessel and its cargo had been carried out
10. If any previous reports had been produced for the Advance.

4.0 Background


When I started researching the Advance I knew she was involved in an incident on 13th February 1906, by the Llyn Peninsular, Bardsey Is. 8M N. That she was a wooden ketch built in 1893.



Cardigan bay and Bardsey Island



Bardsey Island

 Approximate position Advance abandoned

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 new internet provider has now connected my home by a fibre connection so it is very much faster. The Lap top uses bling search engine but I also use Goggle which produces less advertisements and less Americanised content.

I searched Lloyds Register of Shipping (LR) for "Advance " looking for details of her dimensions, master, builders and owners from 1894 with a match. I then searched every year available on line until 1907.

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

I searched the Crewlist Project for " Advance" looking for her official number and links to MNL, appropriation book, crew lists, owner and master with a match. I followed the links for crew lists and found matches.

I searched The British Newspaper Archives (BNA) for "Ketch Advance", "Advance Graham", "Advance Allen ", "Advance Foulkes ", "Advance Cox ", "Advance Coppack ", and "Advance Graham " again, looking for sailings, arrivals, a launch, owners, builders, mishaps and any details of her loss and found a number of matches.

I also searched ""Advance Milford"

I searched "Francis shipbuilding" and found matches.

I searched "Graham Woodbine" and "Graham Saundersfoot" looking for information concerning Annie Graham who was recorded as owner of Advance or W J Graham who was master of the Advance at various times with no matches.

I also searched "William James Coppack" master of Advance looking for information concerning him and found some matches, there were others but I could not identify him as he also appeared to use just James Coppack as his name and come from a family using James Coppack as a name in fathers, sons, uncles and cousins.

I also searched " Captain Sidney Incledon" and found some matches, some were of a social nature (Bowling club) and wife's association with the church.

I searched Welsh newspapers on line for "Advance Graham" "Advance Allen ", "Advance Foulkes ", "Advance Cox ", "Advance Coppack ", and "Advance Graham " looking for sailings, arrivals, a launch, owners, builders and any details of her loss and found some matches.

I searched "Graham Woodbine" and "Graham Saundersfoot" looking for information concerning Annie Graham who was recorded as owner of Advance or W J Graham who was master of the Advance at various times with no matches.

I also searched "William James Coppack" master of Advance looking for information concerning him and found a match.

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

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

6.0 Results

Vessel	Name/s	Advance	
	Type	Ketch	
		Cargo	
Built	Date	1893	
	Launched	August 1893	
	Builder	J W Francis	
		Pembroke Dock	
Construction	Materials	Wood	
	Decks	one	
	Bulkheads	None	
Propulsion	Type	Sail	
	Details	Fore & Aft Rigged	
Engine	Details	N/A	
	Boilers		
Drive	Type		
	Number		
Dimensions	Length	71 ft	7 ins
	Beam	19 ft	3 ins
	Draught	8 ft	6 ins
Tonnage	Gross	72	
	Net	59	
Owner	First	W. Francis	
		Pembroke Dock	
	Last	S J Incledon	
		Braunton, Devon	
	Others	Mrs Annie Graham, Saundersfoot	
Registry	Port	Milford	
	Flag	British	
	Number	99999	
History	Routes	Britain to Ireland and France	
	Cargo	Coal, Clay, Salt, Manure, Fire Bricks, Cement, Stones, Scrap Iron, Slates	
Final Voyage	From	Bideford	
	To	Glasgow	
	Captain	S J Incledon	
	Crew	5	
	Passengers	None	
	Cargo	Clay	
Wrecking	Date	13 th February 1906	
	Location	Off Bardsey Island	
	Cause	Sprung a leak and pumps were unable to cope	
	Loss of life	None	
	Outcome	Abandoned and foundered after floating as a derelict	

Coflein Site

The ADVANCE was a wooden sailing ketch built by J W Francis at Pembroke Dock in 1893. Technical and configuration specifications are given as 72gt, 59nt; 71ft length x 19ft breadth x 8ft depth; fastened with iron bolts. At time of loss on 13 February 1906, the vessel was owned by S J Incedon of Braunton, Devon (also the master). The ketch was carrying china clay from Bideford to Glasgow when it foundered some 8miles north of Bardsey Island.

Sources include:

Board of Trade Wreck Return 1906 Appendix C Table 1 pg110 (1250)

Larn and Larn Shipwreck Database 2002

Lloyds Register of British and Foreign Shipping, 1 July 1905 - 30 June 1906, number 152 in A

National Archives

Registry BT 110/89/36

Description: Ship Advance, official number: 99999. When built: 1893. Registry closed: 1906.

Gloucestershire Chronicle - Saturday 08 December 1894

PORT OF GLOUCESTER. Imports for the Week Ending Dec. 6.
From London - Advance, Graham. 125 tons cement, for G Peters.

Gloucester Journal - Saturday 15 December 1894

PORT OF GLOUCESTER. Exports for the week
Penzance - Advance, Graham, 116 tons coal, from Crumpmeadow Colliery Co.

Cornishman - Thursday 13 August 1896

Overboard and Drowned.—As soon as the Milford vessel Advance, Capt. Graham, entered Mousehole harbour, on Tuesday, her master hoisted the ensign half-mast high, and reported losing one of his crew overboard the previous Monday.

Two Cargoes of Salt arrived at Mousehole on Tuesday—Wave, of and from Gloucester, Capt. Ayland, consigned to Mr. Portanato, and Advance, of Milford, from Runcorn, Capt. Graham. Advance had to run in on the ground, the water not being deep enough to get into berth.

Gloucestershire Chronicle - Saturday 14 May 1898

PORT OF GLOUCESTER Imports for the Week Ending May 11.
From London—Advance. Graham 127 tone cement for G Peters

Gloucestershire Chronicle - Saturday 21 May 1898

PORT GLOUCESTER. Exports.
For Killorglin, Advance. Graham, 130 tons salt, from Salt Union Ltd.

North Wales Times - Saturday 09 July 1904

LARCENY. John Tanner, a young lad 19 years of age, was charged with having stolen from the cabin of the, vessel 'Advance,' when lying at Connah's Quay, one pair of boots, two vests, and one pair of trousers, valued at 35s, the property of Captain Coppack. Sergeant Hill had charge of the case, and the first witness called was Captain William James Coppack, who said that he was the captain of the vessel which, until Monday, had been lying at Connah's Quay. On the Monday in question, the property was safe in his cabin. About six o'clock in the evening, he paid off the prisoner who had been a cook with him for about a month, and he left him. He saw him ashore with his bag, and he (witness) went to do a little business in the town, and after that he went home. Toward. 9.15 p.m., while talking to Sergeant Hill, the prisoner came along carrying his bag, and witness told Hill that he had discharged the prisoner that day, and would like him on that account to search his bag. He was accordingly asked into the house, the bag opened, and the theft of the articles revealed. Witness also added that when he went to the vessel, he found that the buoys had been removed.

Prisoner had no questions to ask.

Sergeant Hill said that when charged, the prisoner replied, ' I was in the Quay House from 8.30 to 7.30. I went on to the vessel a little later and brought my bag away.' Replying to a question put by the sergeant, Captain Coppack said that after being discharged at 6 p in., the prisoner had no right to go aboard the vessel.

Prisoner then pleaded ' guilty.'

The Chairman in sentencing the prisoner (who appeared to feel his position keenly) to 14 days' imprisonment with hard labour, said that he was sorry to see a youth in such a position, especially in view of the fact that the captain had given him a good character. He hoped the sentence would be a warning to him in the future, and that when he had completed it, he would decide to turn over a new leaf.

Gloucester Journal - Saturday 26 August 1905

PORT OF GLOUCESTER. IMPORTS FOR THE WEEK ENDING AUGUST 24th 1905
From Portsmouth – Ketch Advance, Graham 70 tons of scrap iron for M Hayes

Gloucester Journal - Saturday 02 September 1905

PORT OF GLOUCESTER. EXPORTS FOR THE WEEK ENDING AUGUST 31st. 1905.
To Cahirciveen - Advance, Graham, 125 tons of salt, from Salt Union. Limited.

Lloyd's List - Wednesday 14 February 1906

ADVANCE. London, Feb. 14. —An Exchange Telegraph Company's Liverpool telegram states that the schooner Advance foundered off Bardsey Island today. The crew were rescued with difficulty by the steamer Lestris.

ADVANCE. Liverpool, Feb. 14. 11 31 a.m.— Advance (schooner), of Barnstaple, from Bideford for Glasgow, foundered off Bardsey Island yesterday ; crew saved by steamer Lestris.

Lloyd's List - Friday 16 February 1906

ADVANCE.—Bristol, Feb. 14.—The master of the steamer Wexford, which arrived here today from Liverpool, reports :—Feb. 13, eight miles SE of Bardsey Island Lighthouse, passed the derelict ketch Advance, of Barnstaple, drifting SW. Small boat missing, sails half set, rudder broken and deck awash.—[See issue of Feb 14.]

North Devon Gazette - Tuesday 20 February 1906**BRAUNTON KETCH FOUNDERS.**

On Wednesday morning last the Liverpool steamer "Lestras" arrived in the Mersey, bringing Captain Incedon and the crew of four of the ketch "Advance," which foundered on Tuesday night off Bardsey Isand, on the North Wales coast, after springing a leak during a gale The "Lestras" rescued the men only a few minutes before the "Advance" went down. The "Advance" was the property of

Captain S. J. Incledon, of Braunton, and it was her first voyage under his ownership. She was built 12 years ago at Milford. The "Advance" was bound for Glasgow from Bideford with a cargo of clay.

Lloyd's List - Tuesday 20 February 1906

DERELICTS, WRECKAGE, &c. (REPORTED BETWEEN JAN. 20 AND FEB. 19.) The following is a summary of the derelicts, wreckage, Etc., recently reported. The first column gives the position of the wreckage when sighted, and the second column the description of such wreckage and the date on which it was seen, while the third shows the issue of the Shipping Gazette in which the full particulars of each case were first reported:-

St George's Channel :- 8m SE of Bardsey Id Lt Advance ketch Feb. 16 (13/2)

North Devon Journal - Thursday 22 February 1906

BRAUNTON KETCH LOST.

- FOUNDERS AT SEA.

On Wednesday, the steamer "Lestras" arrived at Liverpool, having on board the captain and crew the Braunton ketch "Advance," which foundered in St. George's Channel the previous day.

The "Advance," which was owned by Captain F. J. Incledon and Captain S. J. Incledon, of Braunton, (the latter of whom was master of the ketch), bound for Glasgow from Bideford with a cargo of clay, and on her voyage had put in at Milford. She left Milford Haven on Monday night, when, on the pumps being tried, everything was found to be all right. Just after they passed Bishop Island, the crew again tried the pumps, and were surprised to find great quantity of water in the hold. They continued to work at the pumps, but in spite of all their efforts the ketch steadily filled, and after about hours hard work it was found necessary to abandon her and take to the boat. The crew were subsequently picked up by the "Lestras," and conveyed to Liverpool. How the leak was caused remains mystery, but it supposed, the ketch must have lain on something at Milford, or else have struck some wreckage at sea, the latter most probable, as there was no water in her hold on leaving the harbour.

The "Advance" which was built at Milford 12 years ago, had only recently been purchased by Messrs. Incledon (at cost of considerably over £600), and this was the first voyage under their ownership. She was only partially insured.

North Devon Journal - Thursday 22 February 1906

BIDEFORD.

An abandoned vessel, and in a sinking condition, was observed on Friday morning off the Bardsey. on the North Wales coast. It proved to be the ketch "Advance," 125 tons, bound from Bideford to Glasgow, with a cargo of clay. It is believed that she has since foundered. She was abandoned during a snowstorm by Captain S. J. Incledon, and the crew, all of whom were landed. Captain Incledon recently purchased the vessel, and this was the first voyage which he had made her.

Lloyd's List - Thursday 01 March 1906

ADVANCE (ketch), of Milford, from Bideford for Glasgow: Deposition of Sidney John Incledon, master. [141.]—Manchester, Feb. 14.

Captain Sidney Incledon and Captain Joseph Incledon**North Devon Journal - Thursday 02 January 1902**

BIRTHS

Incledon.—December 21. at South-street, Braunton, the wife of Captain J. Incledon, daughter.

North Devon Journal - Thursday 24 April 1930

Incledon—Cross. Picturesque was the wedding solemnised at the Holy Trinity Church, Barnstaple. on Saturday, by Rev. J. C. Mitchell, M.A. (Vicar), of Mr. Sydney Incledon, B.A. (Oxon), only son of Capt. and Mrs. S. Incledon, of Incledale, Braunton, and Miss Dorothy Cross, only daughter of Mr. and Mrs. J. Cross, of 27, Litchdon street, Barnstaple.

North Devon Journal - Thursday 20 December 1934

DEATHS.

INCLEDON.-December 14, at "Lyndale " South Street, Braunton, Capt. Joseph Incledon, aged 65 years.

North Devon Journal - Friday 28 December 1934

The principal mourners attending the funeral last week of Capt. Joseph Incledon, of Braunton, were the widow; Messrs. W. and J. Incledon, sons; Misses I., G., and R. Incledon, daughters; Mrs. A. Incledon, daughter-in-law; Capt. S. Incledon, brother; Mrs. J. Murch, sister; Mrs. S. Incledon, sister-in-law; Mrs. M. E. Kidwell, niece; Mr. J. Murch, nephew; Mr. and Mrs. A. Chugg, nephew and niece; Mrs. E. Liverton (Swimbridge), cousin; Mr. H. (Cardiff). 'brother-in-law; and Miss L. Pickard and Mrs.' Buzzacott (Swimbidge), cousins. Mr. Alfred Incledon (son) was unable to be present as he is at sea.

Captain William James Coppack**North Wales Times - Saturday 14 April 1900**

DEATH OF MRS. JAMES COPPACK. We regret to have to announce the death of Mrs. Coppack, wife of Captain James Coppack (of the schooner Windermere'), Shotton, which took place after long and painful illness. Mrs, Coppack, who was the third daughter of Mr. Alderman James Reney, J.P., was a consistent member of the Kivertown Congregational church, Shotton, and was one of the mainstays of the cause in that place. She leaves a sorrowing husband, and a family three sons and two daughters, to mourn loss of loving wife and mother, and large circle of sorrowing friends. All the shipping in the quay bolster flags at half-mast during the week as a tribute of respect to the memory of one who was most highly esteemed by all. The interment takes place in Connah's Quay Cemetery on Saturday, the cortege leaving the residence at one o'clock.

The North Wales Times 21st April 1900

SPECIAL POLICE COURT.

Wednesday, before B. E. Philips and H. Lloyd Jones, Esquires.

THEFT BY A SEAMAN.

Harry Rowlands, late of Flint, seaman, was charged in custody with the theft of two pairs of drawers, a belt, and a scarf, of the value of 4s. 4d., the property of Alexander Galloway, on the 14th instant. William James Coppack, Captain of the Schooner 'Windermere' at Connah's Quay, stated that the prisoner applied on the 11th instant for a berth on board the vessel. He engaged him at £3 a month, and the prisoner worked on the ship until Saturday last. Alexander Galloway, the prosecutor, said he I was mate of the Schooner Windermere. On Saturday last, he was authorised by the previous witness to go on shore, and buy some clothing for the prisoner, which he did to the extent of 16s. He also bought for himself the articles stolen, for which he paid 4s. 4d. He handed the parcel to the prisoner, and told him to take it on board. Witness went on board and waited for prisoner, but he did not come and the next morning, he broke the lock of the forecastle, of which the prisoner had the key, and found the parcel was not there. He afterwards gave information to the police.

P. C. Nelson deposed to going in pursuit of the prisoner, and found him at Ffynnongroew. He had a parcel under him, and, on being opened, contained an old pair of boots. He asked the prisoner what he had done with the clothing he had taken from Connah's Quay, and he replied he had sold them to some men in a public house. He called at every public house on the road, and at the Downhill Tavern, ascertained that the prisoner had sold the things. On arriving at Flint, he found the goods (produced) had been handed to Inspector Jones. On being charged, the prisoner replied, I know I did wrong in selling the things, but part of them belonged to me, as I had, worked three days. In default of paying a fine of 10s., the prisoner was committed for seven days.

J. and W. Francis shipbuilders

J. and W. Francis shipbuilders of Milford had operated from 1888 in Pembroke Dock before moving to Milford.

Pembrokeshire Record Office

Ref. HDX/1321/1-2

Copy list of ships built by J & W Francis of Castle Pill, Milford Haven & of Pembroke Dock, c.1866-1909;

Ceredigion Archives

Reference: [GB 0212] ADX/1358

Four letters written by William Francis from Castle Pill, Milford Haven, on J. & W. Francis, Ship & Boat Builders, headed paper, to Captain Davies of the brigantine Welsh Girl.

Shipping and Mercantile Gazette - Tuesday 21 February 1871

SCHOONER, to class nine years A 1 :-Length. 86 feet x 21.8 x 11.6; 123 tons register ; fine model, and strongly-built. English oak topsides; large greenheart keelson. &c. Apply to J. and W. FRANCIS. Shipbuilders, Milford, Pembrokeshire

Lloyd's List - Tuesday 24 January 1893

THE fast-sailing Schooner LIZZIE, of Milford, 99 tons register ; carries 210 tons on 101 feet; classed A1 at Lloyd's, and sheathed with yellow metal. Now lying at Pembroke Dock. For particulars apply to J. and W. FRANCIS. Shipbuilders, Milford Haven.

Lloyd's List - Thursday 14 September 1893

SHIPBUILDING AND ENGINEERING.

LAUNCHES.

ADVANCE.--A wooden sailing ketch of about 71 tons was launched at Pembroke Dock on Aug. 28 ; owned by Messrs. W. Francis.

Cardiff Times - Saturday 10 November 1900

FRANCIS—ROLLINGS. On November 6th, at Gilead C M. Chapel, near Pembroke, by the Rev. W. Evans, MA, of Pembroke Dock, assisted by the Rev. M. Thomas, of Gilead, George Paynter Francis (of the firm of Messr J. and W. Francis, shipbuilders, of Milford Haven and Pembroke Dock) to Mary Elizabeth (Cissie), elder daughter of Mr-Albert Rollings, The Exchange, Pembroke Dock.

Wicklow People - Saturday 01 April 1922

NOTICE TO SHIPOWNERS, SHIPBROKERS, UNDERWRITERS & C

MESSRS. PETER HANCOCK & SONS,

SHIPBUILDERS AND ENGINEERS,

Milford Haven,

Having recently acquired the Dry Dock and Shipbuilding Yard owned by the late J. and W. FRANCIS, of PEMBROKE DOCK, beg to state they are new in a position to undertake

SHIP REPAIR WORK

Wood and Iron, of all descriptions, at Lowest Competitive Prices.

Dimensions of , Dry Dock. 135 x 38 x 14 foot O.S.T.

MOTOR INSTALLATIONS A SPECIALITY.

SAILING CRAFT AND COASTERS SPECIALLY CATERED FOR.

Quotations application to PETER HANCOCK and SONS, Dry Dock,

PEMBROKE DOCK.

7.0 Analysis

In 1902 Lloyds List is not available on line, I did not know the current master's name and searching for Advance, I found a ketch Advance with the master, Guard. I thought this was the Advance I was researching and started searching "Advance Guard" which produced hundreds of possible matches, not many associated with shipping, the Boer war was in progress. When I moved onto 1903 and found matches I realised they were based around north Devon and checked MNL. I found a ketch called Advance of a similar size registered in Bideford owned by Samuel Guard, so I deleted the voyages and cargo's. This ketch was wrecked outside Appledore in 1905 and the crew rescued by the RNLI from Appledore so ending any confusion as Appledore is close to Bideford where the final voyage of Advance started.

The BNA produced most of the newspaper reports for the voyages of the Advance and concerning the builders, owners and masters with WNL producing the remainder. A search on Google only produced the details of the registry for Advance held in the National Archives and the Coflein entry.

The maps in Fig.1 – 3 show the locations of the ports Advance made voyages to and from, her size enabled her to travel along rivers inland to places no longer used as commercial ports.

None of the crew lists for Advance are available on line so further research of the other voyages made or of the masters and crews is not possible without obtaining copies.

The smaller ports Advance visited in southern Ireland and England were only commercially accessible by sea for the cargo's she carried at this time. The delivery of salt to Mousehole in Cornwall was probably for preserving fish, whereas she probably delivered coal on voyages from Saundersfoot. The fuel she delivered to Cherbourg was probably coal for Steam ships. The cargos are not recorded for most voyages but the ports involved give a clue to the likely materials carried. In the times before road transport was available, the trains did not reach everywhere only the more commercially important ports and villages on the coast, enabling small sailing vessels like Advance to continue trade. The railway mania that provided railway connections to places that could not commercial support its presence was still in place but a smaller cargo to Ireland was still probably cheaper to transport direct from Britain rather than to a larger port to transfer to a train for delivery.

8.0 Conclusions & Recommendations

I have spent about 35 hours on this research with about 95% of that time spent on line.

Further research on this vessel would require copies of the crew lists to obtain sufficient details of the masters and crews to trace them via geneology web sites and a copy of the registration for Advance from the Nation Archives.

The project has answered most of my original questions, except information concerning the builders and owners is sparse, the crews are unknown, and the full names of most of the masters is also unknown.

The position of the wreck site of Advance is unknown. The location where she finally foundered is vague but in an area beyond the limits of recreational diving even if she was found. There was only one report of her as a derelict on the day she was abandoned so its unlikely she drifted far from that position.

The story of Advance is short and without a human element is not worthy of further publication. The event leading to her loss is simple and largely unexplained and without a rescue except collecting the crew from a ships boat it lacks interest.

9.0 References

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

<https://www.crewlist.org.uk/>

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

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

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

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

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

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

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

<http://ontheworldmap.com/>

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

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

Appendices:

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

6	96919	Augustus <i>F.Rogary -93</i>	WoodSr 1Dk	831 802-802			1893	Calvin Co. (Lim.)	GardenIsl. Ont.	CalvinCo.(Lim.)	177-5 39-6 15-0	Kingstn,On British
7	101086	Aladdin <i>G.C.Mayne -93</i>	WoodSr 1Dk	102 86-102			1893	W.Reeks	BerrysBay N.S.W.	G.S.Littlejohn	90-7 23-3 8-4 P12r	SydneyNSW British
8		Anna Maria Schwalbe (ex Euterpe, ex Knowsley) <i>J.Brinc89-93</i>	IronBk	646 614-623	†* 7,93	Ham AA&CP	1864	T.R.Oswald & Co.	Sunderland	M.N.Mathiasen	168-3 29-3 19-0 Q44'	Nordby Danish
9	190784	Africa <i>W.Davison -93</i>	WoodBkn 1Dk2trB	732 673-679			1893	E.Churchill & Sons	Hantsport, N.S.	G.W.&J.W. Churchill	170-0 36-0 16-6 H57r	Windsor,NS British
10	99999	Advance <i>W.J.Graham -93</i>	WoodK 1Dk Salted† GLB	72 70-59	†12A1 10,93	Mil LA&CP	1893	J.&W.Francis 8mo 9&16yrs.Mat.	Pembroke Dock	W.Francis	71-7 19-3 8-6	Milford British
11		Antonin (ex Killeen) ex Ch.No 3-12,87 2Dk <i>Morris81-93</i>	IronS 1BHCem	1761 1676-1660	†100A1 1,94	Ant AA&CP Duk	1875	J.Reid & Co. 1mo	Pt.Glasgow	A.D.Bordes & fils	261-4 39-3 23-8 P43F43'	Dunkirk French
12		Aconeagua (ex Nerens) ex Dub.No 2-89 2Dk <i>Rozé -93</i>	IronS 1BHCem	1341 1294-1272	†100A1 A1*1 2,93	Ham LA&CP LV	1880	E.Duncan & Co. 12mo	Pt.Glasgow	A.D.Bordes & fils	234-9 37-0 21-8 P36F33'	Dunkirk French
13		Anna Schwalbe <i>F.Niejahr65-93</i>	SteelBk 1Dk†Web/frames 1BHCem	848 731-797	†100A1 3,93	Stn LA&CP	1893	Stettiner Masch. & SchiffsActGes	Stettin	H.Bauer	190-6 32-4 16-6 P41F28'	Rostock German
14	100825 VSP	Aheona <i>J.Crasso -93</i>	WoodBkn 2Dk	579 460-497			1893	J.H.&J.F. Zwicker	MahoneBay N.S.	J.H.Zwicker	134-5 32-2 13-0	Lunenburg NS British
15	VBC	Amelie <i>J.F.Börkman -92</i> (ex Aboloue, ex Magdalena Sophie)	WoodBn 1Dk	122 112-117			1853	J.W.Rüs	Aalborg	J.F.Börkman	79-5 20-5 10-1 Q22D3r	Gryt Swedish

Lloyd's Register of Shipping 1894 Sailing vessels



10, official number 99999, Advance a wooden ketch of 72 tons gross, 70 tons under deck - 59 tons net, built under special survey classified A1 for 12 years in October 1893 at Milford, built by J & W Francis at Pembroke dock using salted wood except for beams, fastened with galvanised iron bolts, launched in August 1893, owned by W Francis, master since 1893 W J Graham, 71.7 feet long, 19.3 feet breadth, 8.6 feet draught, registered at Milford a British vessel, chains and anchors proved on public machinery which is approved, materials used approved for 9 & 16 years.

1895 not available on line

1896 1 deck now shown, 9'5, s1-2½

1897 owner amended to Mrs A Graham, no other changes

1898 (WJ Francis manager) International code NFKH added. No other changes

1899 master amended to A E Allen from 1899. No other changes

1900 master amended to Graham since 1899, new survey December 1899, half time Milford 1899. NFKH No other changes.

1901 No other changes.

1902 & 1903 not available on line for sailing vessels.

1904 master W Bennet since 1902 deleted, H Foulkes since 1902 deleted, master W Cox since 1903. No other changes.

1905 master W J Coppack since 1904. No other changes.

1906 Marked FOUNDERED 02 06, master amended to W J Graham since 1905, classification marked **expired**. No other changes.

Appendix B – The Timeline for the *Advance*

1893

October 24 1893 Saundersfoot arrived *Advance*, Graham from Pembroke dock

October 31 1893 Waterford arrived *Advance*, Graham from Cardiff

November 16 1893 Penzance arrived *Advance*, Graham from Waterford

November 27 1893 Penzance sailed *Advance*, Graham for Pembroke dock

1894

February 13 1894 Cardiff arrived *Advance*, Graham from Annalong

February 22 1894 Cardiff sailed *Advance*, Graham for Ballinacurra

March 17 1894 Truro arrived *Advance*, Graham from Cork

March 26 1894 Truro sailed *Advance*, Graham for Falmouth

March 27 1894 Saundersfoot arrived *Advance*, Graham from Falmouth

w/e April 19 1894 Colchester arrived *Advance*, Graham from Saundersfoot – coal

April 25 1894 London customs house cleared out *Advance*, Graham for Llanelly

May 10 1894 Llanelly arrived *Advance*, Graham from London

May 21 1894 Llanelly sailed *Advance*, Graham for Bangor

July 9 1894 Shoreham arrived *Advance*, Graham from Saundersfoot

October 13 1894 Jersey arrived *Advance*, Graham from Port Dinorwic

October 23 1894 St Sampsons, Guernsey arrived *Advance*, Graham from Jersey

October 29 1894 St Sampsons, Guernsey sailed *Advance*, Graham for London

November 2 1894 London customs house entered in *Advance*, Graham from
- Guernsey, Greenwich Manuelle

November 7 1894 London customs house cleared out *Advance*, Graham for
- Gloucester

December 1 1894 Sharpness arrived Advance 59, Graham from London - cement

December 12 1894 Sharpness sailed Advance, Graham for Penzance – coal

1895

January 10 1895 Penryn sailed Advance, Graham for Saundersfoot - manure

January 29 1895 Cardiff arrived Advance, Graham from Glasgow – fire bricks

March 22 1895 Cardiff sailed Advance, Graham for Portmadoc

April 25 1895 Portmadoc sailed Advance, Graham for Guernsey

May 7 1895 St Sampsons, Guernsey arrived Advance, Graham

August 23 1895 Waterford arrived ketch Advance, Graham from Saundersfoot
– coal

August 31 1895 Waterford sailed Advance, Graham for Portmadoc - ballast

September 5 1895 Portmadoc arrived Advance, Graham from Waterford

September 11 1895 Portmadoc sailed Advance, Graham for Folkestone

1896

April 15 1896 Plymouth sailed Advance, Graham for Haverfordwest

w/e June 18 1896 Colchester arrived Advance, Graham from Saundersfoot – coal

June 27 1896 London customs house cleared out Advance, Graham for Bristol

July 1 1896 Off Deal, Advance, Graham from London for Bristol

July 29 1896 Westonpoint arrived Advance, Graham from Runcorn

August 11 1896 Mousehole arrived Advance, Graham from Runcorn

August 18 1896 Rochester arrived Advance, Graham from Newlyn

October 5 1896 Newport, Mon arrived Advance, Graham from Bideford

October 7 1896 Newport, Mon sailed Advance, Graham for Carrigaline

October 12 1896 Newport sailed Advance, Graham for Crosshaven

October 15 1896 Cork arrived Advance 69, Graham from Newport – coal

1897

January 11 1897 Saundersfoot sailed Advance, Graham for Bude

February 4 1897 Saundersfoot sailed Advance, Graham for New Ross

March 31 1897 Cardiff arrived Advance, Graham from Kilkeel

April 19 1897 Cardiff sailed Advance, Graham for Portmadoc

May 13 1897 Portmadoc sailed Advance, Graham for Plymouth

June 6 1897 Portmadoc arrived Advance, Graham from Waterford

July 5 1897 Kinsale arrived Advance, Graham from Newport

July 5 1897 Kinsale sailed Advance, Graham for Skibbereen

September 16 1897 Cardiff sailed Advance, Graham for Waterford

October 1 1897 Plymouth arrived Advance from London

November 17 1897 London customs house cleared out Advance, Graham for
- Hayle

December 3 1897 Plymouth arrived Advance

1898

January 4 1898 Cardiff sailed Advance, Graham for Ballinacurra

January 18 1898 Cork arrived Advance 59, Graham from Cardiff - coal

February 25 1898 Waterford arrived Advance, Graham from Saundersfoot

March 6 1898 Waterford sailed Advance, Graham for Dublin

April 18 1898 Ipswich sailed Advance, Graham for London

May 6 1898 Sharpness arrived Advance, Graham from London

May 6 1898 Saundersfoot sailed Advance, Graham for Gloucester

w/e May 11 1898 Gloucester arrived Advance, Graham from London - cement

w/e May 18 1898 Gloucester sailed Advance, Graham for Killorglin – salt

May 23 1898 Saundersfoot sailed Advance, Graham for Dingle

June 13 1898 Saundersfoot arrived Advance, Graham from Killorglin
July 4 1898 London customs house cleared out Advance, Graham for Fishguard
July 23 1898 Aberdovey arrived Advance, Graham from Fishguard
August 7 1898 Aberdovey sailed Advance, Graham for Weymouth
September 2 1898 Belfast arrived Advance, Graham from Portland - stones
October 12 1898 Caernarvon sailed Advance, Graham for Guernsey
October 24 1898 Guernsey sailed Advance, Graham for London
October 27 1898 London customs house entered in Advance 59, Graham from
- Guernsey, Bermondsey Wf Goodchild & Co
December 16 1898 Saundersfoot sailed Advance, Graham for Waterford
December 24 1898 Waterford arrived Advance, Graham from Saundersfoot

1899

February 18 1899 Plymouth sailed Advance, Allen for Aberdovey
March 12 1899 Aberdovey sailed Advance, Allen for Weymouth
March 28 1899 Weymouth sailed Advance, Allen for Eling
March 30 1899 Eling arrived Advance, Graham from Weymouth
May 17 1899 Portmadoc arrived Advance, Graham from Bude
May 25 1899 Portmadoc sailed Advance, Graham for Southampton
May 31 1899 Southampton arrived Advance, Allen from Portmadoc
June 9 1899 Cowes arrived Advance, Allen from Southampton
July 3 1899 Holyhead arrived Advance, Graham from Londonderry
July 5 1899 Holyhead sailed Advance, Allen for Caernarvon
July 5 1899 Caernarvon arrived Advance, Graham from Londonderry
July 12 1899 Caernarvon arrived Advance, Allen from Silloth
July 14 1899 Silloth arrived Advance, Allen from Caernarvon
July 18 1899 Caernarvon sailed Advance, Allen for Silloth

August 11 1899 Cork sailed Advance, Allen for Caernarvon

October 5 1899 Sunderland sailed Advance, Allen for Rochester

October 28 1899 Cowes arrived Advance, Allen from Rochester for Pembroke

1900

January 11 1900 Saundersfoot arrived Advance, Allen from Pembroke dock

March 5 1900 Ipswich arrived Advance, Allen from Saundersfoot

March 18 1900 Ipswich sailed Advance, Allen for Bude

March 31 1900 Bude arrived Advance, Allen from Ipswich

April 19 1900 Bude sailed Advance, Allen for Saundersfoot

April 20 1900 Saundersfoot arrived Advance, Allen from Bude

April 26 1900 Saundersfoot sailed Advance, Allen for Ipswich

May 3 1900 Ipswich arrived Advance, Allen from Saundersfoot

May 15 1900 Ipswich sailed Advance, Allen for New Ross - manure

May 31 1900 New Ross sailed Advance, Allen for Dublin

June 1 1900 Waterford sailed Advance, Allen for Ipswich from New Ross

July 11 1900 London customs house cleared out Advance, Allen for Neath

July 23 1900 Newport arrived Advance 55 from Southampton – scrap iron

July 30 1900 Briton Ferry arrived Advance, Allen from London

August 9 1900 Neath sailed Advance, Allen for Swansea - ballast

August 9 1900 Swansea arrived Advance, Allen from Neath

August 14 1900 Swansea entered outwards Advance 59, Allen for Cherbourg

-

W G M Jefferies

August 14 1900 Swansea cleared Advance for Cherbourg – 125 tons fuel

August 15 1900 Swansea sailed Advance, Allen for Cherbourg

August 21 1900 Cherbourg arrived Advance, Allen from Swansea

September 3 1900 Rochester arrived Advance, Allen from Cherbourg

September 12 1900 Rochester sailed Advance, Allen for Pembroke

September 24 1900 Plymouth arrived windbound Advance

October 1 1900 Saundersfoot arrived Advance, Allen from Pembroke dock

October 11 1900 Saundersfoot sailed Advance, Allen for Waterford

November 2 1900 Waterford sailed Advance, Allen for Truro

November 5 1900 Truro arrived Advance, Allen from Waterford

November 30 1900 Gravesend sailed Advance

1901

February 1 1901 Saundersfoot arrived Advance, Allen from Carmarthen

March 2 1901 Penryn sailed Advance, Allen for Milford

March 27 1901 Saundersfoot sailed Advance, Allen for Waterford

April 23 1901 Waterford sailed Advance, Allen for Cardiff

May 7 1901 Cardiff sailed Advance, Allen for Trown ?

July 12 1901 Bristol arrived Advance, Allen from Hayle

August 26 1901 Saundersfoot arrived Advance, Allen from Kenmare

September 4 1901 Saundersfoot sailed Advance, Allen for Greenwich

October 3 1901 Falmouth sailed Advance for London

October 17 1901 London customs house cleared out Advance, Allen for

-

Port Talbot

November 23 1901 Port Talbot sailed Advance, Allen for Plymouth

November 27 1901 Falmouth arrived Advance, Allen from Port Talbot

December 3 1901 Plymouth arrived Advance, Allen from Port Talbot

December 17 1901 Plymouth sailed Advance, Allen for Cork

December 24 1901 Cork arrived Advance, Allen from Plymouth

1902

Lloyds List not available on line, no other matches

1903

May 29 1903 Barrow arrived Advance, Foulkes from Waterford

June 2 1903 Barrow sailed Advance, Foulkes for Hawarden Bridge

August 9 1903 Connah's Quay arrived Advance, Foulkes from Swansea

August 25 1903 Waterford sailed Advance, Foulkes for Cork

August 26 1903 Cork arrived Advance, Foulkes from Connah's Quay

September 8 1903 Holyhead arrived Advance, Foulkes from Cork

September 23 1903 Barrow sailed Advance, Foulkes for Connah's Quay

October 6 1903 Connah's Quay sailed Advance for Belfast

December 14 1903 Holyhead arrived Advance, Cox from Liverpool

December 16 1903 Holyhead sailed Advance, Cox for Milford

1904

January 7 1904 Saundersfoot sailed Advance, Cox for Ipswich

February 12 1904 Ipswich sailed Advance, Cox for Plymouth

March 9 1904 Plymouth sailed Advance, Cox for Chester

June 9 1904 Waterford arrived Advance, Coppack from Newport for Dunabrattin

June 10 1904 Waterford sailed Advance, Coppack for Dunabrattin

November 7 1904 Honfleur arrived Advance, Coppack from Connah's Quay

1905

January 25 1905 Holyhead sailed Advance, Coppack for Bridgewater

January 28 1905 Bridgewater arrived Advance, Coppack from Kilkeel

February 23 1905 Bridgewater sailed Advance, for Glasgow

March 24 1905 Glasgow advance 59, Coppack from Bridgewater

April 1 1905 Glasgow sailed Advance, Coppack for Kames

April 19 1905 Falmouth arrived Advance from Bute

May 21 1905 Teignmouth arrived Advance, Coppack from Torquay

May 25 1905 Teignmouth sailed Advance, Coppack for London

June 2 1905 London vessels lying in the river Advance, Platform Tier

June 5 1905 London customs house cleared out Advance, Graham for Bristol

July 26 1905 Portsmouth arrived Advance, Graham from Bristol

August 18 1905 Sharpness arrived Advance, Graham from Portsmouth-scrap iron

w/e August 31 1905 Gloucester sailed Advance, Graham for Cahirciveen - salt

October 20 1905 Saundersfoot sailed Advance, Graham for Bandon

December 1 1905 Saundersfoot sailed Advance, Graham for Waterford

December 5 1905 Waterford arrived Advance, Graham from Saundersfoot

1906

February 12 1906 Milford Haven sailed Advance, Incledon for Glasgow

February 13 1906 Off Bardsey Island Advance, Incledon abandoned sinking

Appendix C Locations of Ports

Annalong is a seaside village in County Down, Northern Ireland at the foot of the Mourne Mountains. It is situated in the civil parish of Kilkeel

Ballinacurra is a small harbour village in County Cork. It is about 18 km south east of Cork city. The village lies at the confluence of the Owenacurra River and the east channel of Cork Harbour.

Bandon is a town in County Cork, Ireland. It lies on the River Bandon between two hills.

Bude is a seaside town in north east Cornwall, England, and at the mouth of the River Neet.

The Isle of Bute, known as **Bute**, is an island in the Firth of Clyde in Scotland.

Cahersiveen — alternate spellings Cahirsiveen, Cahirciveen or Caherciveen — is a town in County Kerry, Ireland.

Carrigaline is a town in County Cork, Ireland, situated on the River Owenabue. It is about 14 kilometres south of Cork city

Clonakilty, sometimes shortened to Clon, is a town in County Cork, Ireland. The town is located at the head of the tidal Clonakilty Bay.

Connah's Quay known locally as "The Quay" is the largest town in Flintshire, lying alongside the River Dee, near the border with England

Crosshaven is a village in County Cork, Ireland. It is located in lower Cork Harbour at the mouth of the River Owenabue, across from Currabinny Wood.

Dingle is a small port town on southwest Ireland's Dingle Peninsula,

Dunabrattin is in the County of Waterford

Totton and **Eling** is a town in Hampshire, England, it is situated between the eastern edge of the New Forest and the River Test, close to the city of Southampton

Fishguard is a coastal town in Pembrokeshire, Wales,

Fremington is a large village, in North Devon, England, which is situated three miles west of Barnstaple. It is between the south bank of the tidal estuary of the River Taw and a small inlet of that river known as Fremington Pill.

Greenwich in London

Hayle is a small town, and cargo port in west Cornwall, United Kingdom. It is situated at the mouth of the Hayle River and is approximately seven miles northeast of Penzance.

Hawarden Bridge crosses the River Dee, near Shotton, Flintshire, Wales. On opening in 1889, Hawarden Bridge was largest swing bridge in the United Kingdom.

Kames is a small village on the Cowal peninsula in Argyll and Bute, Scotland, on the shore of the west arm of the Kyles of Bute.

Kenmare is a small town in the south of County Kerry, Ireland.

Kilkeel is a small coastal town in County Down, Northern Ireland.

Killorglin is a town in County Kerry, Ireland. It sits on the Ring of Kerry and the Wild Atlantic Way.

The **Lydney** Canal is a one-mile canal in Gloucestershire runs inland from the River Severn to **Lydney**. It was opened in 1813 to trans-ship iron and coal from the Forest of Dean.

Newlyn is a seaside town and fishing port in south-west Cornwall, UK. Newlyn lies on the shore of Mount's Bay and forms a small conurbation with the neighbouring town of Penzance.

New Ross is a town in southwest County Wexford, Ireland. It is located on the River Barrow, and is around 12 miles north east of Waterford.

Penryn is a town in west Cornwall, England, it is on the Penryn River about 1 mile northwest of Falmouth. It was an important harbour for exporting tin and granite

Silloth is a port town in Cumbria, historically in the county of Cumberland, England.

Skibbereen is a town in County Cork, Ireland. It is located in West Cork on the River Ilen

Westonpoint now part of Runcorn, Cheshire



Fig.2 Map of Ireland

→ Kilkeel,
 → Ballinacurra,
 → Annalong,
 → Killorglin,
 → Fishguard,
 → Dunabratinn,



Fig. 4 Map of United Kingdom

- Bute,
 Kames,
 Connah's Quay,
 Hawarden Bridge
- Westonpoint,
 Chester,
 Port Talbot,
 Rochester,
- Barrow,
 Caernarvon,
 Truro,
 Briton Ferry,
 Portmadoc
- Colchester,
 Llanelly,
 Cowes,
 Braunton

Appendix D Mercantile Navy List

Mercantile Navy List, 1894, page 335

Ship: ADVANCE, Sail

Image source:  Internet Archive

1894		GO	Page 335		GO	Notes	
64522	Adria, St. John, N.B.	Sr.	Portland, N.B.	1871	..	194	Jotham F. Watson, Portland, N.B.
61093	Adur, Fremantle, W.A.	Sr.	Perth, W.A.	1870	..	25	McKenzie Grant, De Gray River, W.A.
77543	Advance, Amherst, N.S.	Sr.	Pugwash, N.S.	1878	..	55	James A. Elliott, Pugwash, N.S.
97410	Advance, Antigua	Sp.	Antigua.	1891	..	14	John J. Carnacho, St. John's, Antigua.
72080	Advance, Chatham, N.B.	Sr.	Chatham, N.B.	1875	..	23	George Orr, jun., Richibucto, N.B.
94435	Advance, Cowes	K.	Fishbourne	1889	..	17	×William Augustus Chaplin, Gresham St., City, London.
64068	Advance, Hong Kong	Hulk	Hong Kong	1871	..	308	John Spinks Hook, Hong Kong.
93445	Advance, Inverness	K.	Kingston-on-Spey	1884	..	41	Aeneas Mackay Mackenzie, Stornoway, co. Ross.
96646	Advance, London	Spl.	Blackwall	1887	..	63	×Geo. T. Harder, Creek House, Deptford, Kent.
91018	Advance, Lowestoft	Dy.	Lowestoft	1884	..	48	×Daniel Chipperfield, 35, New Nelson St., Lowestoft. [Pembroke.]
99999	Advance, Milford.	K.	Pembroke Dock	1893	N.F.K.H	59	×William Francis, Castle Pill, Milford Haven.
67232	Advance, Plymouth	K.	Bridgwater	1874	N.M.W.K	56	×Chas. Y. Farrant, Glen House, Chaddlewood Avenue, Lipson, Plymouth.
75247	Advance, Plymouth	Sr.	Garmouth	1876	P.N.V.G	100	×Thos. Jacka, 2, Tower Ter., Newquay, Cornwall.
81933	Advance, Ramsgate	Dy.	Rye, Sussex	1880	..	40	×Frederick Grant, Ramsgate.
92377	Advance, St. John, N.B.	Sr.	St. Martin's, N.B.	1888	..	99	Wm. Ezra Vroom, St. John, N.B.
81700	Advance, St. John's, N.F.L.	Sr.	Exploits, Green Bay, N.F.L.	1879	..	44	James Ryan, Bonavista, N.F.L.
90157	Advance, St. John's, N.F.L.	Sr.	Notre Dame Bay, N.F.L.	1884	..	41	Joseph Taylor, Morten's Harbor, Notre Dame [Bay, N.F.L.]
70205	Advance, Sydney, N.S.W.	Sr.	Auckland, N.Z.	1874	S.L.N.B	55	Henry Darling, Balmain, near Sydney, N.S.W.
89652	Advance, Yarmouth	Dy.	Yarmouth	1884	..	49	×James Pitchers, Birkbeck House, Camden Rd., Yarmouth.
58966	Advancement, Liverpool	Bk.	Govan	1868	H.P.C.T	500	×John Barker 5, Rumford Pl., Liverpool.
78826	Advent, Southampton	K.	Southampton	1877	..	52	×Henry Geo. W. Beavis, 83, High St., Southmptn.
5639	Adventure, Bridgwater	K.	Plymouth	1834	J.K.M.G	55	Edward Hamblin, Bridgwater.
76378	Adventure, Liverpool	—	Liverpool	1875	..	133	Mersey Dks. & Harb. Bld., Revenue Bldgs., Lvrpl.
61969	Adventure, Port Hawkesbury, N.S.	Sr.	Wallace, N.S.	1871	..	54	D. MacDonald, Port Hood, Inverness co., N.S.
84760	Adventure, St. John's, N.F.L.	Sr.	Roberts Arm, N.F.L.	1881	..	72	Charles R. Ayre, St. John's, N.F.L.
67470	Adventure, Yarmouth	Dy.	Yarmouth	1875	..	47	×Minister Burwell, Row 136, Yarmouth.
100822	Adventurer, Lunenburg, N.S.	Sr.	La Have, N.S.	1893	..	55	Lauchlin B. Currie, West Dublin, N.S.
19705	Advice, Glasgow	S.	Quebec	1852	M.T.C.P	1261	×Arthur Carara, Gibraltar.
101679	Advice, St. George's Grenada	Sp.	Carriacou	1892	..	30	Silvester Joseph, Carriacou, Grenada.
59657	Adviser, Yarmouth	Dy.	Southtown, Suf.	1871	..	29	×Edmund Alfred Durrant, Yarmouth.

* Foreign Name "Parker."

† Foreign Name "Liberty."

‡ Foreign Name "Charles Emma."

1894 99999 Advance of Milford, Ketch, built at Pembroke dock in 1893, international code signal NFKH, 59 tons, managing owner William Francis, Castle Pill, Milford Haven

1895 & 1896 No Changes

1897 new owner Mrs Annie Graham, Woodbine Cottage, Saundersfoot, Pembroke

1898 Mrs Graham now a managing agent

1899 to 1906 no changes

1907 no entry

Crew Lists

Maritime History Archive hold 1897,1899,1900,1902, 1903, 1904, 1906

The National Archives may hold 1894 BT99/1855, 1896 BT99/1944, 1898 BT99/2051, 1901 BT99/2216

Appendix E Appropriation Book Entry 99999

A. 4	3	H. C. B.	25	"	"	3
	4	Viator	32	"	"	34
	5	Prosperity	24	"	"	58
	6	Emily Victory	31	"	"	89
	7	Perseverance	38	"	"	127
	8	Uncle Dick	32	"	"	159
	9	Invicta	25	"	"	184
	9999 0	Wild Rose	51	"	"	235
	1	Zeal	25	"	Grifford	260
	2	Camellia	48	Steam	"	308
A. 4921/92	3	Datura	49	"	"	357
	4	Buce	49	"	"	406
	5	Escallonia	49	"	"	455
	6	Gwladys	127	Sailing	"	582
	7	Shamrock	26	"	"	608
	8	Mary Mills	174	"	"	782
	9	Advance	59	"	"	841
	10000 0	Hyden	8	Steam	"	849
						857
						93