

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



A Schooner entering Smyrna 1854

Report compiled by:
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Report Title:

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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 Albert was a wooden schooner of 123 tons built at Bridport by John Cox in 1834 for Bamfields of Falmouth. The Albert sailed to Europe, the Mediterranean, the Black sea, Danube, Australia, South Africa, South and North America. The Albert carried pilchards from St Ives to the Mediterranean seasonally. The Albert was lengthened in 1850 and the tonnage increased to 166 tons.

The Albert struck Sarn Bwch causeway near Barmouth on January 7th 1858 in a gale beating to windward on a voyage from Liverpool to Montevideo and sank. The crew took to the boats, being rescued by a passing vessel and landed at Portmadoc after hitting the bar. The valuable cargo of the Albert was recovered by divers and returned to Liverpool.

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2.4 Contributors

Madu

2.5 Abbreviations

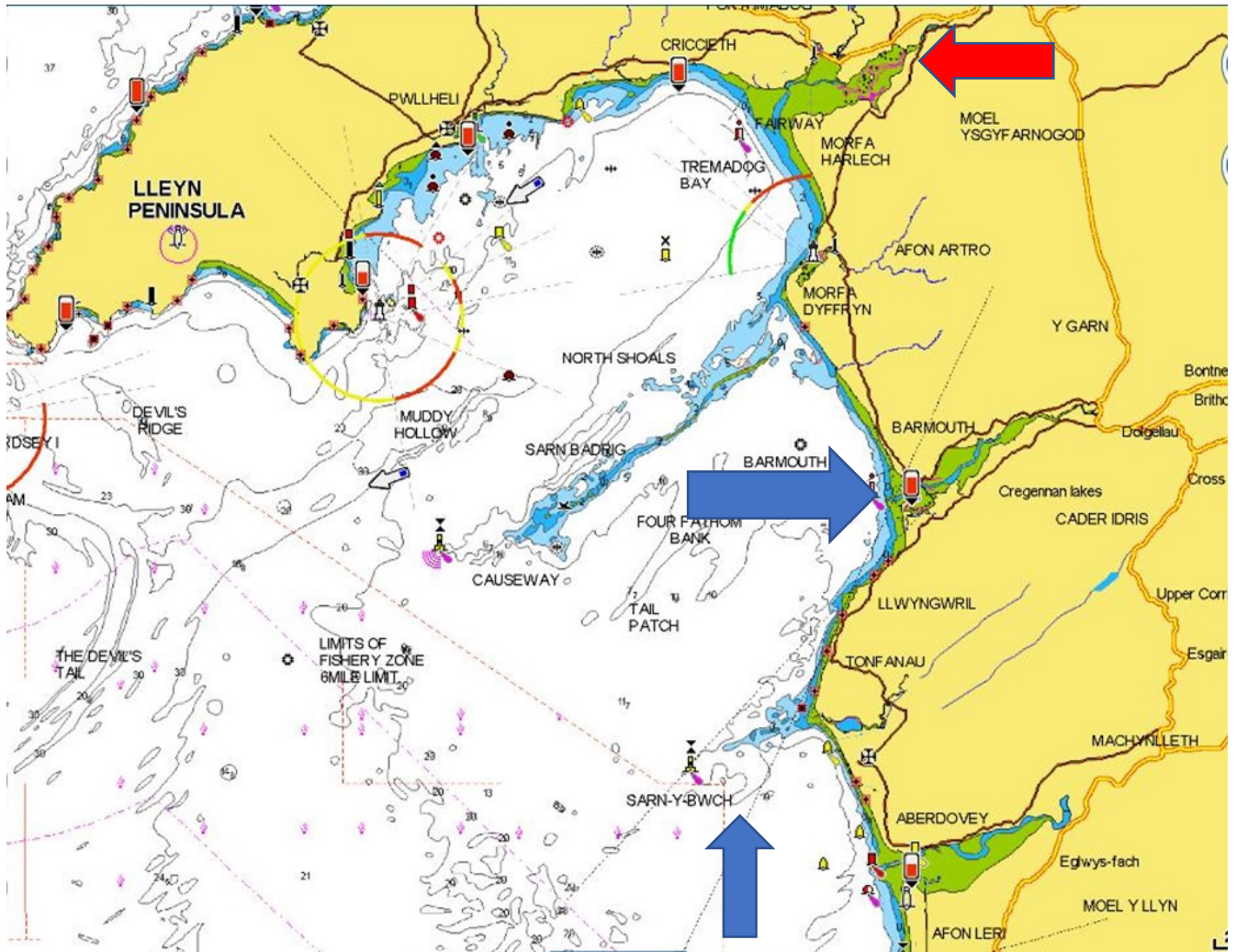
BNA	British Newspaper Archives
LL	Lloyds List
LR	Lloyds Register of shipping
MADU	Malvern Archaeological Diving Unit
NAS	Nautical Archaeology Society
NAW	National Archives of Wales
NPRN	National Primary Resource Number
OS	Ordnance Survey
SMG	Shipping and Mercantile Gazette
WNL	Welsh Newspapers on Line
w/e	Week ending


3.0 Introduction

1. I selected Albert to research because I saw in Coflein that divers had been sent to salvage her cargo and wished to identify her and see how much information I could find about her. I also wanted to find out what happened and I wanted to discover:
2. The dimensions of the vessel, although for this period of time apart from the draught, they would have only been recorded in on line information if the Lloyd's survey was available or the vessel had been advertised for sale in a surviving newspaper. 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 vessel, whenever that was and the event in 1858.
5. To discover the cause of the event in 1858 and if the vessel survived, the cause of its eventual loss.
6. The events that happened after the incident in 1858 and up to and after its loss if it survived.
7. If there were any previous research of the vessel for the 1858 incident and its story.
8. If there was a wreck site for Albert 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 Albert.

4.0 Background

When I started this research it was reported the Albert was a wooden schooner of 166 tons built in 1834 involved in an incident, Cardigan Bay, 'on the coast' during 1858.



 Porthmadog, Barmouth and Sarn Bwch causeway

5.0 Research Methodology

I used a Microsoft Pixel laptop with access to my home internet running windows 10 operating system. I also used my Apple I pad for research when I was away from the laptop. The new internet provider has now connected my home by a fibre connection so it is very much faster. The Lap top uses bling search engine but I also use Goggle which produces less advertisements and less Americanised content.

I searched Lloyds Register of Shipping (LR) for "Albert" looking for details of her dimensions, master, builders and owners from 1834 with a match. I then searched yearly until 1858.

I searched LR ships, plans and survey reports for "Albert" with matches.

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

I searched The British Newspaper Archives (BNA) for "Albert", "schooner Albert", "Albert Harry", "Albert Care", and "Albert Richards" looking for sailings, arrivals, a launch, owners, builders, mishaps and any details of her loss and found a number of matches. I also searched "Albert Hurry, Henry, Harvey and Murray" after I found the master's name recorded wrongly. I restricted the newspapers to SMG, LL and local papers due to the volume of matches for "Albert", since Prince Albert, Queen Victoria's consort appeared in most newspapers most days. I also searched for "John Cox" after I found his name in Bridport as the shipbuilder in 1834 and found matches. I searched "Bamford St Ives" and " Bamford Falmouth " looking for details of the owners with no matches I could confirm. I searched "Bamfield" in Cornwall 1850 to 1899 looking for details of the owners with a match first for the Obituary of Robert Hichens Bamfield than other matches for him and his brother Samuel.

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

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

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

I searched google for "Bridport shipbuilding" , and found matches. I also searched "Bamford Shipowners" and "Schooner Albert" with no matches.

6.0 Results

Vessel	Name/s	Albert		
	Type	Schooner		
		Cargo		
Built	Date	1834		
	Builder	John Cox		
		Bridport		
Construction	Materials	Wood		
	Decks	One		
	Bulkheads	None		
Propulsion	Type	Sail		
	Details	2 masts, Fore and aft rigged		
Engine	Details	N/A		
	Boilers			
Drive	Type			
	Number			
Dimensions	Length	unknown ft	ins	m
	Beam	ft	ins	m
	Draught	ft	ins	m
Tonnage	Gross	123 tons / 166 tons		
	Net	106 tons		
Owner	First	Bamfields		
		Falmouth		
	Last	Samuel Bamfield, B. H. Bamfield		
		Falmouth	St Ives	
	Others			
Registry	Port	Falmouth		
	Flag	British		
	Number	7703		
History	Routes	From UK to France, Mediterranean, Black sea, Australia, South and North America		
	Cargo	Pilchards, Coals, Brimstone, Iron, wine, Vinegar, Wheat, Oats, Flour, Cotton, Spices, Dye & Tanning materials, Raisins, nuts, Sugar, Coffee, Barley and general goods		
Final Voyage	From	Liverpool January 4 th 1858		
	To	Monte Video		
	Captain	Richards		
	Crew	8		
	Passengers	None		
	Cargo	General cargo		
Wrecking	Date	January 7 th 1858		
	Location	Sarn Bwch near Barmouth		
	Cause	Poor navigation in a gale		
	Loss of life	None		
	Outcome	sank		

Liverpool Standard and General Commercial Advertiser - Friday 03 April 1835

IMPORTS

SPAIN & PORTUGAL

Albert, Harry, from Tarragona and Guernsey, with (from Tarragona) 6 pps 4 hds wine, Order- 40 pps 40 hds do, M'Andrew' and Pilcher, 10 hds vinegar, ,R Breed and co., 4 pkgs books, &c, J Fenron -1 case apparel, W Lynn-4 bales manufactures, D and T Willis - 300 boxes raisins, .T - Mullholland and co - 1 case, a piano forte, 1 case merchandise, M Love— (from -Guerusey) 10 pps wine, Order—S Dk

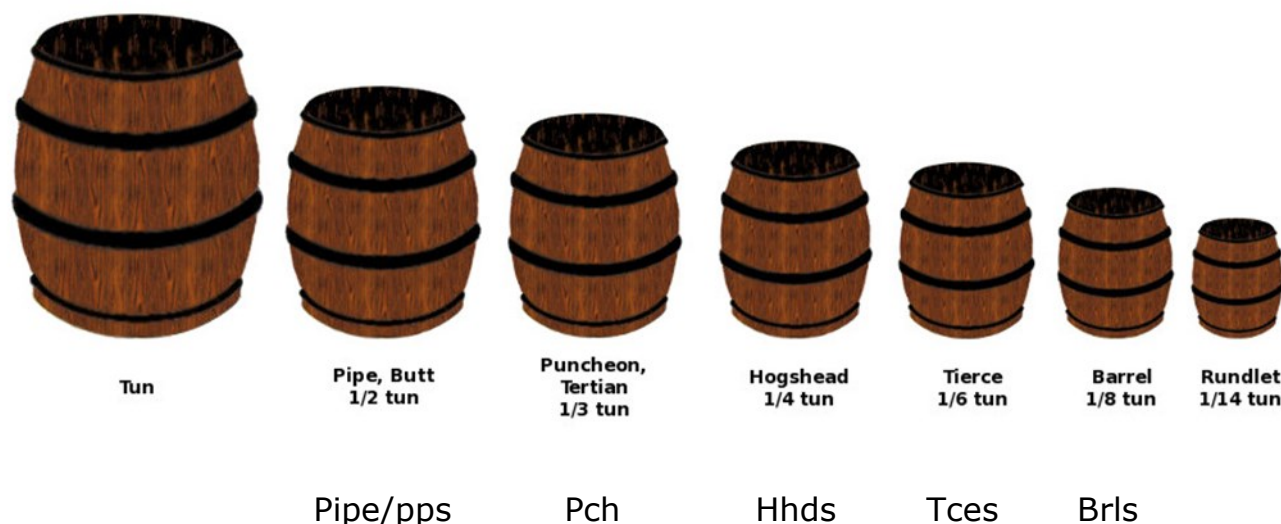


Fig. 1 Measures used for dry and wet goods

An 1897 edition of Whitaker's Almanack, which specified the gallons of wine in a hogshead varying most particularly across fortified wines: claret/Madeira 46 imperial gallons (209 L), port 57 imperial gallons (259 L), sherry 54 imperial gallons

A hogshead was also used as unit of measurement for sugar for most of the 19th century. Plantations were listed in sugar schedules as having produced a number of hogsheads of sugar or molasses. A hogshead was also used for the measurement of herring fished for sardines in Blacks Harbour, New Brunswick and Cornwall.

Gore's Liverpool General Advertiser - Thursday 22 October 1835**ARRIVED AT LIVERPOOL****IRELAND**

The Albert, T B Harry from Dublin, with 878 Brls wheat A F & R Tomlinson, 376 do Sanders and Claxton, 10 do 61 brls oats A F & R Maxwell, 60 sacks flour J Tipping – Kings Dock

Sherborne Mercury - Monday 01 February 1836

The following is the number of hogsheads of pilchards shipped at St. Ives, the produce of last year:—Sir Walter Scott, Semens, 238 hogsheads— Apollo, Mundon, 650 —John Adair 571—Jasper, Williams, 600—Albert, Harry, 635— Britannia, Francis, 520—Elizabeth, Russell, 600—Thomas, Toms, 566— Lady Rowley, Wright, 451—Harriet, Richards, Jennet, Burns, 740—Waterwitch, 561— Martin, Rosewall, 534—Sheldrake, Daniell, 200—Total, 8,384 hogsheads.

Bristol Mercury - Saturday 28 May 1836

BRISTOL SHIP NEWS. Arrived-At Rouen, the Petit Amiable, Renouf; at Malta, the Superior, Skynner; at Marseilles, the Albert, Harry;

Gore's Liverpool General Advertiser - Thursday 01 September 1836**ARRIVED AT LIVERPOOL****FRANCE.**

Albert (123 of Falmouth) T.B. Harry, from Marseilles, with 4 bxs wine for J. Crosbie, 1 bale boots T Plait. 1 trunk, wearing apparel Dr. Keith, Imrary, 1 cask wine Dr. W. J Hooker, 3 bales almonds, 4 brls Verdigris, 6 casks cream tartar, 5 bales orange bark, 1 bx essence, 1 bale saffron, 49 casks madder, 4 bales madder root, 25 tons brimstone, 185 bales cotton, 17 bales Persian seed to order—Salthouse Dock.

Royal Cornwall Gazette - Friday 23 December 1836

Falmouth : - On the 17th instant, sailed the Schooner Eleanor, Horneman, for Venice; also, the Schooner Albert, Harry, for Leghorn or Naples, each laden with pilchards from St. Ives.

Caledonian Mercury - Thursday 08 February 1838

SHIPPING INTELLIGENCE

The Eagle Scott, arrived at Greenock from Charente; sailed 24th: ultimo. Left loading, the Albert, Henry, for London, to sail in three days

Royal Cornwall Gazette - Friday 18 January 1839

FALMOUTH Arrived, Catherine, Thornton from Cephalonia. 64 days out for orders, spoke the Albert, of Falmouth, off – Gibraltar

Monmouthshire Merlin - Saturday 16 March 1839

CARDIFF. Imports, Exports, for the Week ending March 12th, 1839.
FOREIGN TRADE. CLEARED OUTWARDS.

Albert, T. Harry, Malta, 80 tons coals, shipped by the master.

Monmouthshire Merlin - Saturday 06 April 1839

NEWPORT

EXPORTS from the 28th ult. to the 4th inst., inclusive

Albert, Harry, Malta; Star, Seller, Messina: with coal and iron.

Lloyd's List – Saturday 13 July 1839

Spoken with : - Crescent, Odessa to Falmouth, out 46 days; Elizabeth, Odessa to London; Liverpool, Palermo to Falmouth, 22nd ult. in the Straits of Gibraltar; Jasper, Gibraltar to London, 2nd instant, off Cape St. Vincent, the Albert, Harry, arrived at Falmouth.

Lloyd's List - Saturday 20 July 1839

FALMOUTH put back 18th Albert, Harry for Newcastle
Wind—18th SE to WSW, strong gales with violent squalls

Newcastle Journal – Saturday 27 July 1839

NEWCASTLE IMPORTS DURING THE WEEK

MALTA..—Albert, Hurry, Malta, 2022 cantars brimstone (Johnson and Cargill).

A cantar is a weight used in southern Europe and East for heavy articles. It varies in different localities; thus, at Rome it is nearly 75 pounds, in Sardinia nearly 94 pounds, in Cairo it is 95 pounds, in Syria about 503 pounds.

Hull Packet - Friday 28 August 1840

PORT OF HULL IMPORTS

From 15th to 21st August inclusive

Albert, Harry, from Smyrna, 106 tons valonia C Bamford. jun

Shipping and Mercantile Gazette - Tuesday 01 September 1840

SEAMANS WAGES HULL POLICE. AUG.24. – Thos Bennett Harry, master of the schooner Albert, was charged with failing to pay £15 7s 1d., due as wages to Alexander Robertson, mate the same vessel. The objection made to the claim was, that the cargo was not yet discharged, and the defendant stated that there was a clause in the ship's articles to the effect that no person should leave the vessel before she was delivered, under the penalty of a month's pay. The articles were produced in proof of this statement, and the master showed the Magistrates the clause to which he referred, and which said he wrote himself prior to the seamen signing. From the appearance the writing, however, the magistrates thought it had been written very lately, in addition to which it was proved that the defendant had told the complainant that might leave the vessel as soon as he reached port, and that there was no attesting witness to the defendant's signature in the articles. The amount claimed, with costs, was therefore ordered to be paid.

Gore's Liverpool General Advertiser - Thursday 22 October 1840

CONVEYANCE for NAPLES every three Weeks.


- . To sail immediately.
- . For NAPLES, Direct.
- . The fast sailing Schooner ALBERT,
T. B. Harry, Master; A1 at Lloyds, coppered, and 106 tons per register loading in Salthouse Dock.

Lloyd's List - Saturday 21 November 1840

PENZANCE arrived 19th Maria, Crows from Bristol for Memel —with loss of sails, ballast shifted, &c.

Albert, Harry from Liverpool for Messina with loss of boat, bulwarks, sails, &c.

Exeter and Plymouth Gazette - Saturday 24 July 1841

UNDER ENGAGEMENT WITH **GOVERNMENT**
 To SAIL from LONDON, early in AUGUST,
 FOR ST. JOHN'S, NEWFOUNDLAND,

THE FINE FAST SAILING COPPERED
 SCHOONER,
A L B E R T A. 1.
 123 Tons Register.—THOMAS B. HARRY, Commander.
 Lying in the London Docks.
 For Freight or Passage, apply to GEORGE MACKAY,
 25, Gracechurch-street, London, by whom Goods will be
 received and forwarded.

Lloyd's List - Monday 07 February 1842

FALMOUTH, Feb. 4.—Arrived the Albert, Harry, from Civita Vecchia, with loss of main boom and sails split.

Shipping and Mercantile Gazette - Friday 15 April 1842

For GIBRALTAR and BARCELONA.


Will sail on Tuesday, 19th April,
 THE remarkably fine, fast - sailing Schooner ALBERT. A 1, burthen 133 tons per register and copper-fastened; Thomas Bennett Harry, Commander; lying in the London Dock.

For freight or passage apply

PICKERNELI, BROTHERS. 159, Fenchurch-street; or
 on the Spanish, Portugal, and Italian Walks, In 'Change time'.

Gore's Liverpool General Advertiser – Thursday 4 January 1844

The Albert, (106, Falmouth) T B Harry, from Smyrna, with 48 bags camata for Woolley, Neil and co., 12 tons emery stone A Sinclair, 2 cases sponge J and R Baines and co. ,2 do 4 brls Holden and M'Cellan, 20 dms fruit W B Prescott, 5 sacks yellow berries 26 bls sheep wool A and J Downie, 4 bls carpets J Scarth, 26 bls sheeps wool, 1 sack yellow berry dust, 37 sacks, 21 bags yellow berries, 345 dms, 312 hf dms, 604 qr dms figs, 1 bale carpets, 12 tons valonia, 60 bls madder roots, 6 tons boxwood, 3 brls nuts, 60 brls red fruit, 26 bgs goat Wool order

Gore's Liverpool General Advertiser - Thursday 25 January 1844


To sail in a few days.
 For **DOMINICA**,
 The fine British-built Schooner **ALBERT**;
 123 tons register, A 1, and coppered; having a
 large portion of her cargo engaged will be punctually despatched.—For terms of freight, &c. apply to
JOSEPH MONDEL, or to
JONES and ROWETT, 3, Chapel-street.

Public Ledger and Daily Advertiser - Tuesday 16 July 1844

STOCK, WEEKLY LANDINGS & DELIVERIES

of

SUGAR, COFFEE and other PRODUCE at the
 PORT of LONDON

For the week ending July 13

SUGAR

Imported in the Albert @ Dominica 84 hhds

46 tcs

COFFEE

Imported in the Albert @ Dominica 5 cks

Bristol Times and Mirror – Saturday 21 August 1847

BRISTOL FOREIGN AND IRISH IMPORTS.

(From the Bristol Presentment .)

In the Albert, Bennett Harry, from Ibrail :- Fox and Co., 800 qrs. barley

Shipping and Mercantile Gazette - Saturday 29 January 1848

GREENOCK—Jan. 27 : Wind N.E., blowing strong. The Lannen, Codner, of St. John (N. B.), from Palermo, arrived in the Clyde on the 26th inst., sailed Dec. 9 had very heavy weather, wind N.E. ; lost part of bulwarks and split sails. Left loading—The Prince Albert, and the Albert, for Liverpool; sailed in company with the Comet, for Belfast.

Lloyd's List - Saturday 19 February 1848

Off ST. MAWES arrived from Leghorn for London-
15th Albert, Harry —with loss of jibboom

Shipping and Mercantile Gazette - Saturday 03 February 1849

FALMOUTH—Feb. 2 The schooner Albert, Care, from Prevesa, has gone on the hard.

Shipping and Mercantile Gazette - Monday 01 October 1849

PENZANCE—Sept. 29: Wind S.S.E. to S.S.W., fresh, and thick. 28—

Put back—The schooner Albert, Care, for Newport, with loss of foreyard

Express (London) - Monday 14 April 1851

I have, by-the-bye, a word or two more to say touching the conduct of the Austrians in Ancona. In the first place, the affair of the collision is in *status quo*: the British consul finding himself in the disagreeable predicament of having paid the damage money to the Austrians, with only a very slippery credit in return from the papal authorities. That the pilot was in some measure to blame, and, therefore, ought to be held responsible for the damage done to the Phoenix, appears from the fact, that the master of the Albert, Captain Care, lodged a complaint with Mr. Moore, charging the pilot with carelessness and negligence; but the pilot replies with a counter-charge of negligence against the Austrian commander, Platthy, for not having displayed a light on board his vessel, and accuses him also of having omitted a legal survey of the mischief done after the collision, which step was repudiated by the Austrian consul as insulting, and without precedent in the case of a ship of war. Monsignor Amici is expected to return from Home shortly, and the dispute will then probably be arranged. Another occurrence in Ancona will serve to demonstrate the tender mercies of Austrian rule, and will be hardly credited in England, where judicial proceedings are public and equitable.

Liverpool Mail - Saturday 27 September 1851


Albert, Card, from Cardiff at Wilmington, NC

Shipping and Mercantile Gazette - Monday 05 April 1852

WATERFORD-PASSAGE— April 3 E.S.E., fresh.
Put in 2—The Albert, Care, from Barletta, for orders.

Shipping and Mercantile Gazette - Friday 18 February 1853

**For NATAL direct,
Warranted to cross the Bar,**

 **THE fast-sailing clipper-built Vessel ALBERT,**
A 1 for twelve years; J. Care, Commander; 166 tons
register; loading in St. Katharine's Docks. Has accommodation for
a few passengers.
For freight or passage apply to M. Knill and Co., 30, Padding-
lane; or to W. O. YOUNG, Sun-court, Cornhill

Shipping and Mercantile Gazette - Thursday 29 June 1854

REPORT OF THE ALBERT, CARE from Port Louis Mauritius,
March 16; at Falmouth June 27: -

The barque Ambrosine from Glasgow for Melbourne May 12, Lat. 00 20 S Long.
21 4 W.; fine breeze SE by S out 27 days.

Barque Pechalee, Overend of and from Liverpool for Calcutta May 12, Lat. 00 12
S Long 24 12 W.; fine breeze SE by S out 33 days.

Barque P.C.E. of and from London for Hobart Town May 13, Lat. 00 38 N Long.
21 16 W.; fine breeze SE by E, 32 days from Lizard. June 12 passed and boarded
an American built vessel, burden about 180 tons, derelict and waterlogged, Main
mast gone to the deck, foremast ten feet from the deck, cargo timber, sides and
deck thickly barnacled, Lat. 33 50 N Long. 37 37 W.

Left at Ascension May 5 - The barque Elenor, Phillips of Cardiff ballasting. Ship
Dedalus, of Padstow discharging. Both ships expected to sail for Quebec, on or
about 20th May.

Lloyd's List - Friday 30 June 1854

American built vessel, about 180 tons timber laden, with mainmast gone by the
deck, foremast about 10 feet above deck boarded 12th June, in Lat. 34 N Long.
38 W and found to be waterlogged, and covered with barnacles, by the Albert,
Care, arrived at Falmouth.

North British Daily Mail - Saturday 01 July 1854

AT FALMOUTH – June 28th

Albert, Care, Mauritius, sugar, orders.

Bristol Mercury - Saturday 16 May 1857

BRISTOL IMPORTS.

In the Albert, from Smyrna: Haycroft & Pethick, 160 tons valonia, a quantity of damaged dunnage mats.

Liverpool Mercury - Monday 11 January 1858

Port Madoc, Jan. 8.-The schooner Albert, Richards, of St. Ives, from Liverpool for Monte Video, was totally lost yesterday in Cardigan Bay. Crew picked up by a French vessel, after being six hours in their boat, and brought in here.

Barmouth, Jan. 7.-A ship was seen ashore on the Sarn Badrig this morning, with a number of boats coming from her and The lifeboat has gone to her assistance.

Liverpool Albion - Monday 11 January 1858

BARMOUTH, JAN. 10.—The Albert is lying in six fathoms of water, on sand, seven miles from this place; one of her boats has been washed ashore. Her masts are not visible to-day, and are supposed to have been carried away. There is no other vessel on the reef.

The Cornish Telegraph - Wednesday 13 January 1858

St Ives – The schooner brig *Albert* belonging to Mr R. H. Banfield of this town, was totally lost on the night of the 7th inst., on the causeway near Bardsey Island. The crew, after being in the long boat for six hours, were picked up by the French sloop Progress, and landed at Portmadoc. The Albert was from Liverpool for Mont Video with a general cargo.

North Wales Chronicle - Saturday 16 January 1858

Portmadoc, Jan. 14 – On the 7th put in by stress of weather smack Progress, Nobilet, master from St Malo for Swansea having picked up the crew (8 in number) of the Albert, Richards – from Liverpool for Monte de Video – which had become a wreck that morning on Sarn y Bwch.

Caernarvon & Denbigh Herald - Saturday 16 January 1858

SHIP WRECK ON SARN Y BWCH , - The following rare corrected details from our Port Madoc correspondent of the shipwreck described elsewhere by our correspondent at Towyn : —On the morning of the 7th inst., the brigantine Albert, Captain Richards, of St. Ives, from Liverpool for Monte Video, with a general cargo, was totally lost on the above causeway. During the preceding day the weather had been very boisterous, and thick with snow, wind varying from South to S. S. W., blowing fresh, vessel under close reefed sails. The last land made by the captain was off Wexford at midday, on the 6th, whence he had stretched across St. George's Channel towards the Welsh coast. Captain Richards says the inset to Cardigan Bay having drifted his vessel much more in than he expected, was the cause of the loss, as he had ten minutes previously to the vessel striking kept her before the wind, with the intention of making for Holyhead. When the vessel struck, the crew, eight in number, got into the boats, and tried pulling for the shore. After struggling for three hours they saw the sloop Progress, of St. Milo, bound from Liverpool for Swansea, and made for her, into which vessel they got about 11 o'clock a.m., and at 4 p.m. made for Port Madoc Bar, almost miraculously getting over the North Bank, the vessel striking several times. Had she stuck fast she must inevitably have gone to pieces, and all hands perished, the sea was running very high. The crew were forwarded from here by A. Mc Morrone, Esq., the honorary agent of the Shipwrecked Fishermen and Mariner's Benevolent Society. A subscription was also got up by some masters of vessels belonging to this port, amounting to about £12, which was divided equally amongst them.

Lloyd's List - Tuesday 12 January 1858

PWLLHELI, 8th Jan. A boat of 18 feet in length with "Albert, of Falmouth, Jacob Care", painted on the stern-board inside, has been washed ashore.—(See Port Madoc paragraph in List of 9th Jan.)

Sarn y Bwch, (Welsh for 'buck's causeway'), is one of three parallel reefs extending beneath the sea into Cardigan Bay from the west coast of Wales. The causeway, probably a medial moraine is made of glacial deposits left by receding ice sheets at the end of the last ice age.

The North Wales Chronicle and Advertiser for the Principality 30th January 1858

BARMOUTH

On Monday morning the town crier paraded the streets proclaiming a general holyday and the suspension of business. The Custom House flags were hoisted by Mr. Masewell, and every vessel in the harbour presented a very gay appearance but the chief attraction, and the great object of admiration, was, the "Rover," Capt. Brewster, of the Liverpool New Steam Tug Company, which was beautifully decorated and covered with flags, fore and aft. She had onboard a class of scientific men, renowned divers, &c., superintended by Capt. Jaques. One of the company performed beautifully on the accordion, much to the amusement of numerous visitors that inspected her during the day. Their object is, to recover the valuable cargo of the unfortunate brigantine ' Albert,' which was wrecked on the Causeway near Barmouth. We wish them every success in their undertaking".

Globe - Thursday 04 February 1858

Barmouth. Feb. 3—Divers have been down to the Albert and cleared the wreck of the spars, rigging, &c ; they have also sent up about twelves packages of cargo. The wind coming from the S.W. they were obliged to leave her.

Caernarvon & Denbigh Herald - Saturday 06 February 1858

BARMOUTH. - *Wreck*.—Some few weeks ago, the brigantine Albert, of Falmouth, Captain Richards, bound from Liverpool to Monte Video, was wrecked on the Sarn Bwch in this district. On Saturday, the 24th inst., the beautiful steam-tug Rover, of Liverpool, arrived here with a diver on board, for the purpose of recovering if possible the cargo, which is general and very valuable. A favourable opportunity with a calm sea is only required to make the attempt, which we trust may prove successful.

Shrewsbury Chronicle - Friday 12 February 1858

TOWYN

THE LATE WRECK. - The steam tug Rover of Liverpool has arrived off Towyn, with a diver on board, for the purpose of recovering, if possible, all the cargo of the brigantine Albert. We are given to understand that hitherto they have been successful and the sloop Dart of Towyn has been loaded. The steam tug was seen on Sunday towing the sloop in the direction of Aberdovey. The cargo is estimated at a value of £9,000.

Northern Daily Times - Monday 15 February 1858

Barmouth, Feb. 11.—About 40 packages, principally bales and cases, were sent up from the wreck of the Albert by the divers to-day.

Liverpool Albion - Monday 22 February 1858

FRIDAY, FEBRUARY 19. Arrived :— Rover, (steam tug,) from Barmouth, with about 200 packages of goods ex Albert, sunk in Cardigan Bay

Caernarvon & Denbigh Herald - Saturday 27 February 1858

BARMOUTH. - *Wreck.*—The divers here have been successful in saving, from the cargo of the brigantine Albert (wrecked and sunk some time ago in this district) some hundred and twenty-three cases, with which the steamer Rover proceeded to Liverpool on Thursday last. She again returned at the beginning of the week, and sanguine hopes are entertained that eventually the whole cargo may be recovered should the weather prove propitious.

Liverpool Mercury - Tuesday 16 March 1858

The Rover steam tug, from Barmouth, at this port with wrecked goods ex Albert and also with Matilda from Ceara in tow from St Tudwell Roads

Northern Daily Times - Wednesday 24 March 1858

MARITIME EXTRACTS.

Liverpool March 22.

About 30 packages were sent up on Friday and Saturday last, by the Diver, from the wreck of the Albert, near Barmouth.

Northern Daily Times - Thursday 01 April 1858

MARITIME EXTRACTS.

LIVERPOOL, March 31. _ The steam-tug Rover arrived here to-day,. from Barmouth, with wrecked goods, ex Albert.

Globe - Monday 26 April 1858

LIVERPOOL. arrived 26th the Rover steam tug, from Barmouth with wrecked goods ex Albert

Bridport Ship Building

West Bay, or Bridport Harbour as it was previously known, had a thriving shipbuilding industry for more than 100 years that built over 350 vessels. The harbour at West Bay no longer shows many visible signs of its shipbuilding past. The shipyard that once lined the west-side of the harbour has gone and along with it the sail loft, sawmill, ship's smithy, carpenter's shop, ropewalk and the tar store. At its peak the shipyard covered an area of some 13 acres and included acre and half of meadow, seven acres of beach and 13 houses. The only clue today is the 1960s sea-front apartment complex bearing the name 'The Old Shipyard Centre'.

The shipyard was initially established by a gentleman named Nicholas Bools. Bools had previously built ships on the beach at Burton Bradstock and had worked in one of the Royal Naval Dockyards. In 1830, John Cox, a local man, took over the yard, he was Wesleyan Preacher and was instrumental in building the Methodist Chapel, which is now home to West Bay Discovery Centre. Most of the workers in the shipyard lived locally in West Bay and Bridport or commuted from neighbouring villages of Burton Bradstock and Eype using the coastal footpath.

The timber used to build the ships was typically oak and pine, initially this came from the Marshwood Vale and other parts of Dorset and Somerset, but increasingly timber from the Baltic and America was imported for use. The first ship launched was the Northern Star in 1769, a sloop of 52 tons. The yard went on to construct a variety of vessels including frigates, HM Revenue cutters, schooners, brigantines, barques and fishing smacks. It had a reputation for producing sound, sturdy, fast and elegant ships and had many repeat customers. During the Napoleonic War it was said to be the most productive shipyard in England and between 1805 and 1814, 16 fighting ships were constructed. The largest, a frigate named Laurel carried 22 guns. By the 19th century there were six slipways allowing three ships to be built at once.



Fig. 2 The shipyard in West Bay in 1860

The largest vessel built at the Bridport yard was the clipper, 'Speedy'. It was built in 1853 by John Cox for Prowse and Company of Liverpool, and weighed 1002 tons. 'Speedy' was made of oak and teak, and was slightly larger than the more famous 'Cutty Sark', now at Greenwich. The clipper carried passengers to and from Australia; its first voyage took just 92 days.

The death knell of the shipbuilding industry at Bridport Harbour was the production of iron steam driven ships by other yards and the coming of the railways, providing an alternative means of freight transport. The last vessel built was the Lilian in 1879. After this the yard carried on just repair work and by the time it finally closed many of the shipwrights had moved on to larger shipyards.

Sherborne Mercury - Monday 03 September 1832

On the Stocks BRIDPORT, ready for launching,

A Very superior VESSEL about 95 tons register, of the following dimensions: extreme length, 71 feet; length for tonnage, 64 feet 6 inches; breadth 18 feet 2 inches; depth in hold, 10 feet 8 inches copper fastened, and copper butt bolted built entirely the best seasoned British materials, and of a most beautiful model, calculated to carry good cargo, and be a match, in point sailing, for any vessel in the Channels, that shall carry an equal weight in proportion to register tonnage. She will be SOLD, on very reasonable terms, either as she now lies on the stocks, or-fitted out complete for sea. For particulars apply, if by letter, post-paid, to Messrs, JOHN and RICHARD WARR, Beaminster, or to John Cox, Bridport Harbour, Foreman and Successor to the late Mr. Good; who, from upwards of twenty years' experience in building all the fast vessels at that port, is enabled to turn out fine craft as any in the kingdom, and solicits share of public patronage, which he will engage to perform on as low terms, and with good materials as anyone.— Dated Bridport, 15th August, 1832.

Exeter and Plymouth Gazette - Saturday 18 January 1834

On Saturday last was launched from the building yard of Mr. Cox, at the port of Bridport, beautiful new schooner of 125 tons register, called the Trefusit, built for Messrs. Fox and Co. of Falmouth, and named after one of their estates. She was fully rigged upon the stocks, and glided majestically into her proper element, affording another to the many proofs of the great stability of the Bridport craft for notwithstanding it blew very hard the time, and everything aloft, she scarcely heeled at all. Her sailing qualities are unquestionable. This is the sixteenth vessel launched by the above builder within a twelvemonth.

Sherborne Mercury - Monday 26 January 1835

BRIDPORT :- Last week was launched from the ship yard Mr. John Cox at. Bridport Harbour the fine schooner Symmetry. Well may she called that name, as the opinion of many judges , that a more handsome vessel never sailed on the water.

Shipping and Mercantile Gazette - Tuesday 30 March 1841

BRIDPORT. NOW on the stocks at Bridport, very strong and handsome VESSEL, about 160 tons register entirely of British materials; thoroughly copper-fastened, and built under the Inspection of Lloyd's surveyor to stand 12 years A1. This vessel will combine the grand requisites of fast sailing with good stowage, on fair draught of water, and can be finished in six weeks if required . For price and other particulars apply JOHN COX, Ship Builder, Bridport

Shipping and Mercantile Gazette - Friday 06 July 1849

A splendid new BRIG, just launched at Bridport, built by Mr. John Cox, of the following dimensions :—Length of keel for measurement, 88 feet extreme breadth, 22 feet 3 inches; depth, 14 feet; admeasures 197 tons O.M., and 191 tons N.M.; is thoroughly fastened with copper and yellow metal to the wales ; materials throughout of the best description; is finished and outfitted in superior style, and is intended to class twelve years A1, Lloyd's ; may be ready for sea in a week. For further particulars apply to Mr. John Cox, Bridport; Mr. Thomas Evans, Bideford; or to GEO. BAYLEY and WM. RIDLEY, 9. Cowper's-court, Cornhill.



Fig. 3

Bridport Harbour



Fig. 4 Bridport Harbour from the Shipyard

Coflein

The ALBERT was a 166nt wooden schooner or brigantine (sources differ) built in 1834 at Bridport. At time of loss, the schooner belonged to Samual Bamfield of Falmouth and was registered at that port (or St Ives under the command of Captain Richards -sources differ). A diary contained within the collections of the Cornwall Record Office records that news of the schooner's loss arrived in Falmouth on 11 January 1858, although it was uncertain whether the vessel had been lost in Cardigan or Caernarfon Bay. The Carnarvon and Denbigh Herald of 16 January 1858 contains the following report - 'The Shipwreck on Sarn y Bwch... on the morning of the 7th inst., the brigantine ALBERT, Captain Richards, of St Ives, from Liverpool for Monte Video, with a general cargo, was totally lost on the causeway. During the proceeding day, the weather had been very boisterous and thick with snow, wind varying from south to south-southwest, blowing fresh, vessel under close reefed sails. The last land made by the captain was off

Wexford at midday, on the 6th, whence he had stretched across St George's Channel towards the Welsh coast, Captain Richard says that the inset to Cardigan Bay having drifted his vessel much more in than he expected, was the cause of his loss, as he had 10 minutes previously to the vessel striking kept her before the wind, with the intention of making for Holyhead. When the vessel struck, the crew, 8 in number, got into the boats, and tried pulling for the shore. After struggling for three hours they saw the sloop, PROGRESS of St Malo, bound from Liverpool for Swansea, and made for her, into which vessel they got about 11o'clock and made at 4pm made for the Porthmadog Bar, almost miraculously getting over the North Bank, the vessel striking several times. Had she stuck fast she must inevitably have gone to pieces, and all hands perished, as the sea was running very high. The crew were forwarded from her by A. Mc Morrine, Esq, the honorary agent of the Shipwreck Fishermen and Mariner's Benevolent Society. A subscription was also got up by some masters of vessel equally belonging to this port, amounting to about £12 which was divided equally amongst them.' Subsequent newspaper reports note that the steam tug ROVER of Liverpool arrived with a diver onboard on 24 January and over the next few weeks managed to recover at least 123 valuable cases of the ALBERT's cargo which were taken to Liverpool.

Sources include:

Carnarvon and Denbigh Herald, 16 January 1858, 6 February 1858, and 27 February 1858

Larn and Larn Shipwreck Database 2002

Lloyds Register of British and Foreign Shipping, 1 July 1858 - 30 June 1859, number 245 in A

Lloyd, I, 1996, A Real Little Seaport: The Port of Aberdyfi and its People 1565-1920, Vol 2, pg226-8

J. T. S. Diary, Cornwall Record Office.

Maritime Officer, RCAHMW, May 2010.

Samuel Bamfield & Robert Hichens Bamfield**Public Ledger and Daily Advertiser - Wednesday 19 July 1837**

Whitehall, July 10.

The Chancellor has appointed Samuel Bamfield, of Falmouth, in the county of Cornwall, Gent, to be Master Extraordinary in the High Court of Chancery.

Royal Cornwall Gazette - Friday 26 November 1858

PURSUANT to an Order of the High Court of Chancery made in the matter of the Estate of SAMUEL BAMFIELD, late of Falmouth, in the County of Cornwall, Gentleman, deceased, and in a Cause WILLIAM CARNE against MARY BAMFIELD, the Creditors of the said Samuel Bamfield, Solicitor, who died in or about the month of November, 1856, are by their Solicitors on or before the Eighth day of January, 1859, to come in and prove their debts at the Chambers of the Vice Chancellor Sir JOHN STUART, No. 12, Old Square, Lincoln's Inn, Middlesex, or in default thereof they will be excluded from the benefit of the said Order.

SATURDAY the 15th day of January, 1859, at 12 o'clock at Noon, at the said Chambers, is appointed for hearing and adjudicating upon the claims.

Dated this 18th day of November, 1858.

ALFRED HALL, Chief Clerk.

TIPPETTS & SON, 2, Sise Lane

Perry's Bankrupt Gazette - Saturday 04 December 1858

Gazette-Nov. 19, 1858.

Bamfield Samuel, (died Nov. 1856,) solicitor, Falmouth. Prove debts by Jan. 8. Hearing Jan. 15, twelve, V.C. Stuart's chambers. (Carne v. Bamfield)

Royal Cornwall Gazette - Thursday 12 October 1893

DEATH OF MR. ROBERT HICHENS BAMFIELD, OF ST. IVES. We regret to have to announce the death of Mr. Robert Hichens Bamfield, of St. Ives, solicitor, which occurred on Sunday evening last. Mr. Bamfield, who was a member of an old St. Ives family, had been in failing health for many months, but about a week since had an attack of paralysis, which ended fatally at a ripe old age. Mr. Bamfield was born at, St. Ives on 1st January, 1813, educated at a public school at Bodmin, served his articles with his brother, the late Mr. Samuel Bamfield, at Falmouth, was admitted a solicitor in Hilary term, 1836, and up to a recent date practised at St. Ives, where he was much beloved and respected. On the death of Mr. Samuel Hocking, in April, 1855, Mr. Bamfield was elected Mayor, and re-elected in November of that year and again in 1860 and 1863. In June, 1884, Mr. Bamfield was appointed deputy-town clerk of the borough during the absence of Mr. R. Pender Tyacke, whose health necessitated his going on a voyage to Australia and New Zealand. On Mr. Tyacke's death in New Zealand early in 1885, Mr. Bamfield, in February of that year, was appointed as town clerk, and held the office until March, 1889, when, on account of his failing health and the additional duties imposed by the Local Government Act, 1838, he resigned the appointment to the regret of many of the constituency. For many years Mr. Bamford was largely interested in shipping, and also in Cornish mining, in which he was a bold and persistent adventurer ; but upon the stopping of the mines in the immediate neighbourhood of St. Ives devoted himself principally to his profession. Mr. Bamfield four times served the office of Mayor of the borough. In politics Mr. Bamfield was a staunch Conservative. His familiar figure and his kind and genial manner will be long remembered by all who knew him.

The two Bamfield brother's appeared as local agents in Advertisements for the financing of the building railways in Cornwall. They both appeared in newspaper reports and Advertisements in connection with their profession as solicitors.

JACOB CARE 1819 – 1900**Cornishman - Thursday 05 April 1900**

DEATH OF CAPTAIN JACOB CARE OF ST. IVES We regret to chronicle the death Captain Jacob Care, of Barnoon- terrace, St Ives. Deceased, who was 80, was much respected by his fellow-townsmen. His opinion as nautical man was highly valued. Capt. Care had held the office of town councillor and was a staunch Conservative. Flags were hoisted half-mast and many shops had shutters up as a token of respect. The funeral took place Wednesday afternoon amid every token of respect. Flags were hoisted at half-mast amongst the shipping and boats in the harbour and shutters were up a large number of the shops as token of , ceremony was performed by Rev. W. H. Butler, Wesleyan. The undertaking arrangements were carried-out satisfactorily by Mr. George Jenkyn builder.



Jacob Care (1819 - 1900)

Jacob Care

Born **1819** in **St Ives, Cornwall, England** [?]

Son of [Henry Care](#) and [Elizabeth \(Gyles\) Care](#)

ANCESTORS

Brother of [Martha \(Care\) Bryant](#), [Henry Care](#), [Richard Care](#), [Jane Gyles Care](#), [Richard Gyles Care](#), [Jacob Care](#), [John Care](#) and [Margaret Care](#)

Husband of **[Susan \(Richards\) Care](#)** — married 10 Aug 1845 in St Ives, Cornwall, England [?]

Father of [Jacob Care](#), [Edward Care](#), [Henry Care](#), [Susan Richards Care](#) and [Richard Care](#)

DESCENDANTS

Died **24 Mar 1900** in **St Ives, Cornwall, England** [?]

Profile managers: [Cynthia Blundell](#) [send private message] and [Karen Mitchell](#) [send private message]

Profile last modified 1 Oct 2018 | Created 3 Apr 2012

This page has been accessed 245 times.

Biography

Jacob was born in 1819. Jacob Care ... He passed away in 1900. ^[1]

Dundee, Perth, and Cupar Advertiser - Friday 17 September 1858

FOR VICTORIA,

VANCOUVER ISLAND, BRITISH COLUMBIA,

The Magnificent New British Clipper Barque -

"BRISEIS," A1,

. 313 Tons Register, Coppered and Copper-fastened,

. Jacob Care, Commander.

Loading in the London Docks, is beautiful Ship offers a first-rate opportunity for Shippers who desirous securing an early position in the Market; a large portion of her Cargo is already engaged, and she will be consigned to Messrs Dickson, Campbell, & Co., the branch house at Victoria of Messrs Dickson, De Wolfe of San Francisco will take charge of Goods

For Freight or passage apply to Shaw, Savill & Co., 24 Billiter street, Oswald, Fitze, & Co., 4 George Yard, Lombard Street; or to

. WILLIAM EADIE & Co., 15 Dock Street.

Glasgow Herald - Saturday 19 February 1859

Report of Captain Care, British barque Briseis, of Sunderland, 41 days from Gravesend for Vancouver's Island, and totally destroyed by fire on the morning of Dec. 8, in lat. 20 52 S long. 33 15' W. The crew, 15 in number, together with 5 passengers, 20 in all, escaped in the longboat and pinnace - the gig was swamped. In the boats till the 12th of December, during which time sailed towards the coast of Brazil, 370 miles, when we were taken up by the Brazilian brig Liberator, for Pernamubuco.- The above was received from Captain Jacob Care, Jan. 3. when I supplied him with Stores, &c., in lat. 12 12' S., long. 35 50' W. Robt. Williams, British ship, Bramley Moore.

The LR of 1858 records the owner of the barque Briseis, of Sunderland as Bamfield, the same owner as the Albert of Falmouth.

The Cornish Telegraph - Thursday 28 February 1884

SAD NEWS—intelligence has reached St. Ives of the death New York of Capt. Jacob Care, jun., eldest son of Capt. Jacob Care, of Barnoon-terrace. Capt. Care was taken ill and removed to a hospital, where died under surgical operation. The death took place just prior to Christmas, but through delay in the mail the news has but just reached home. Capt. Care leaves wife and small family.

The Cornish Telegraph - Thursday 05 February 1891

Death of Captain Henry Care.—St. Ives people learned with regret on Monday of the death of Captain Henry Care, of the Red Jacket steamer of Cardiff under painful circumstances. The Red Jacket was on a voyage to Aden with cargo, and when in Portuguese waters collided with the British steamer Bear Creek from Batoum for London, with the result that she sank. The Bear Creek rescued all the crew of the Red Jacket, but Captain Care died after being taken on board. The Bear Creek put into Lisbon with the news of the collision. Captain Care was the eldest surviving son of Captain Jacob Care, of Barnoon-terrace, St. Ives, and leaves widow and three little daughters.



Fig. 5 St Ives Harbour and Fishing fleet

The St Ives fishing industry was based on catching pilchards with around 300 boats operating locally at its peak, netting millions of fish every year. The fish were salted and pressed in barrels before being exported to the Southern Mediterranean. Here they were a popular dish to eat on Fridays and during Lent when meat was forbidden to be eaten.



Fig. 6 Three schooners beached at St Ives

7.0 Analysis

The Albert was built at Bridport where there was only one ship yard and the builder in 1834 was John Cox.

There are some surveyors reports surviving (see Appendix D) but unfortunately not related to 1850 when the Albert was lengthened and the tonnage increased to 166 tons from 123 tons. Albert was sometimes described Clipper schooner Fig.10 shows a Replica vessel. The 1847 surveyor's report relates to the LR requirement to expose the structure of the vessel for periodic examination and although some repairs were carried out it was not shown as repairs in LR for 1847 or 1848.

The Albert is not recorded as having sailed after leaving London on April 17th 1850 for St Ives until November 28th 1850 when she left St Ives for Venice. It is likely the lengthening of the vessel took place during this period of time.

I found records for Albert with Harry, Henry or Harvey as the masters name, I also found some other records with Harry the correct name and I left them as recorded in the newspapers. The pattern of the voyages supported it was the correct vessel, as in March and April 1835 when it was Harvey arriving at Guernsey then at St Ives but at Liverpool it was Harry, all from Tarragona, and Guernsey.

The court case in 1840 where Thomas Harry refused to pay the mate his wages illustrates why crew on sailing vessels needed protection to obtain their wages. The mate was refused payment after being given permission to leave the vessel when it arrived in port but the master added a clause in the contract he claimed required the crew to remain until the vessel was unloaded. The Magistrates found this was probably added later and awarded the mate his wages.

Monmouthshire Merlin 16 March 1839 reported that 80 tons of coal were exported from Cardiff for the benefit of the master on the Albert. The Albert then went to Newport, Mon. to load coal and iron to export to Malta. It appears the master knowing the vessel would not be fully loaded, took on the 80 tons of coal to sell for his own benefit.

The goods produced for export from the Mediterranean and Atlantic ports during the period of time Albert was sailing are shown in Fig. 8 and Fig. 9 to give an indication of cargos where they are not recorded., and an explanation of some goods.

The owners of the Albert seem to have been the two Banfield brothers Samuel and Robert Hichens. Samuel had died in 1856 and was afterwards declared bankrupt. Robert must have separated their finances before his brother's death and bankruptcy, he was quoted as the owner of Albert by The Cornish Telegraph - 13 January 1858, when it sank.

The majority if not all the cargo of the Albert was recovered by divers after she sank, working from the steam tug Rover. Where the number of packages or bales recovered were recorded it amounted to 270 but other items were also recovered. The newspaper reports also state the spars and rigging were recovered by the divers in the course of clearing the wreck for diving.

The BNA produced the majority of the records with the WNL producing the remainder.

8.0 Conclusions & Recommendations

I have spent about 35 hours on this project with about 90% of the time spent on Line. Albert is a difficult name to search in this period because Queen Victoria's consort Prince Albert was in the newspaper most days, so a search produced a few thousand possible matches.

The Coflein entry states the owner when the Albert sank was Samual Bamfield but he died two years previously and I found he had been declared bankrupt after his death. The Cornish Telegraph 13 January 1858 stated his brother Robert Hichens Bamfield was the owner and he lived in St Ives as did the master. This is possibly the reason for the confusion as to where the vessel was registered when it sank.

The Albert was always described as a schooner in the LR, MNL and advertisements, it was only after her loss she was described as a brigantine.

The Ancestry site may produce more details of the masters of the Albert but a subscription is required.

There is no known wreck site for the Albert, which may well of moved after the rigging and cargo was salvaged by divers making the vessel lighter before it became waterlogged.

The project answered most of my questions except the about the crew, the masters Harry and Richards or the vessel's dimensions. The crew lists for 1857,1858 may be held by the National Archives. The only previous research on line for the Albert is the Coflein entry of her loss.

The story of the Albert involves voyages all round the world with only one collision when a pilot was advising the master and minor mishaps due to weather until she was lost in 1858. The story of the recovery of the cargo with a quoted value of £9,000 is interesting but unfortunately lacks detail of the methods used or what the cargo consisted of. So there is little to produce any further publication of any kind.

9.0 References

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Appendices:

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

Aslan	Bg	J Zallich	292	Rhods	1826	Kesisogla	Smyrna	Exr. Cardiff	10
Ann Lockerby	S	Ravnscroft	365	Livrpl	1834	Lockerby	Liverpl	Liv.	7
Anna	Sr	M' Eburn	121	PE Isl	1833	Freeman	Pr Ed. I	Liv. Nwfl'd	8
Ann & Betsy	Sp	Watkins	56	Abrys	1807	Watkins	Abrstw	Abs.	Æ 1
Amphion	Sr	J Wallace	118	Grfswd	1813	G. Zahl	Grfswd	Gns. Copnh	Æ 1
Aibia	Bg	C Riemer	158	Demin	1826	Von Vahl	Grfswd	Gns. Grfwd	Æ 1
Albert	pt C.84	T. Harry	123	Bridpt	1834	Bamfields	Falm'th	Fal.	12 A 1
Antelope	Sr	Lockhart	54	Loith	1811	Dawde	London	Lon. Seville	A 1
Armada	k	Rossiter	34	Buxton	1813	Devereux	Wexfrd	Wex. Dublin	Æ 1
Anna	r	Thompson	113	N. Bess	1811	Went	Newry	Dub. Coastr	4 A 1
Atalanta	Bg	Kupeka	211	Damen	1816	G. Vahl	Grfswd	Gas Grfswd	Æ 1

1834 vessel Albert 123 tons, Master T Harry, built at Bridport in 1834, owner Bamfields, registered at Falmouth, sailing from Falmouth, classified as A1 for 12 years in October 1834. Fitted with part copper sheathing in 1834

1835 unchanged, new survey March 1835

1836 shown as a schooner, unchanged, new survey March 1836

1837, 1838, 1839 no changes

1840 Copper sheathing replaced in 1840, 106 tons added to tonnage under 123 tons, sailing Liverpool to Naples, new survey October 1840

1841 no changes

1842 Also sailing London to Malta

1843 new survey in March 1843 only sailing London to Malta

1844 Copper sheathing replaced in 1844 by Yellow metal sheathing, new survey July 1844, amended sailing London to Galatz

1845, 1846 no changes

1847 new survey February 1847

1848, 1849 no changes

1850 New copper sheathing 1850, Master amended to Jennings then to J Care, Lengthened in 1850, new survey in November 1850, Rest. 1850 – 6 years, sailing St Ives to Mediterranean cont. from 1846. Tonnage amended to 166 tons

1851 master Jennings amended to J Care,

1852 Yellow metal sheathing fitted 1852, new survey August 1852

1853 no changes

1854 new survey April 1854

1855 now sailing Clyde to Monte Video, no other changes

1856, 1857, 1858, 1859 no changes

1860 Classification blank, also Port registration and sailing area

1861, 1862 no changes

1863 No record.

Appendix B – The Timeline for the *Albert*

1834

October 21 1834 Falmouth arrived *Albert*, Harry from Bridport

October 28 1834 Falmouth sailed *Albert*, Harry for Penzance & Mediterranean

w/e November 1 1834 Penzance arrived *Albert*, Harry from Falmouth to load fish

November 9 1834 Penzance sailed *Albert*, Harry for Leghorn

November 21 1834 Spoken to *Albert* off Cape de Gatt Penzance to Leghorn

1835

March 21 1835 Guernsey arrived *Albert*, Harvey from Tarragona

March 24 1835 St Ives arrived *Albert*, Harvey from Tarragona

w/e April 3 1835 Liverpool arrived *Albert*, Harry from Tarragona & Guernsey

w/e April 13 1835 Liverpool entered for loading *Albert*, Harry for Leghorn

w/e May 22 1835 Liverpool cleared outwards *Albert*, Harry for Leghorn

May 22 1835 Liverpool sailed *Albert*, Harry for Leghorn

June 21 1835 Leghorn arrived *Albert*, Harry from Liverpool

September 17 1835 Cork arrived *Albert*, Harvey from Leghorn

September 20 1835 Cork sailed *Albert*, Harry for Dublin – Bark

September 21 1835 Dublin arrived *Albert* from Leghorn - bark

October 24 1835 Liverpool entered for loading *Albert*, Harry for Havre & C

w/e October 22 1835 Liverpool arrived *Albert*, Harry from Dublin-wheat, Oats,

November 18 1835 Exmouth arrived *Albert*, Harry from Plymouth

1836

January 12 1836 Naples arrived *Albert*, Harry from St Ives

March 4 1836 Falmouth arrived Albert, Harry from Licanta for orders
March 8 1836 Falmouth sailed Albert, Harry for Bristol
March 15 1836 Bristol arrived Albert, Harry from Alicanta
w/e April 30 1836 Bristol sailed Albert, Harry for Marseilles
May 16 1836 Marseilles arrived Albert, Harry from Bristol
Prior May 28 1836 Messina arrived Albert, Harry
August 26 1836 Liverpool arrived Albert, Harry from Marseilles
September 18 1836 Falmouth arrived Albert, Harry from Liverpool
October 11 1836 Falmouth arrived Albert, Harry from Charlestown for orders
October 15 1836 Liverpool arrived Albert, Harry from Fowey – China clay
w/e November 25 1836 St Ives arrived Albert, Harry from Falmouth to load fish
. for the Mediterranean
December 17 1836 St Ives sailed Albert, Harry for Naples
December 17 1836 Falmouth sailed Albert, Harry for Naples or Leghorn- Pilchards

1837

January 21 1837 Naples arrived Albert, Harry from St Ives
June 22 1837 London Customs house inwards Albert, Harry from Naples
July 7 1837 London entered outwards Albert 106, Harry for Bayonne
July 19 1837 London cleared outwards Albert 106, Harry for Bayonne
July 20 1837 Deal arrived from the river & sailed Albert, Harry for Bayonne
October 17 1837 Newport, Mon sailed Albert, Harry for Dunkirk – iron
October 20 1837 Dunkirk arrived Albert, Harry from Newport
November 2 1837 North Shields arrived Albert, Harry from Dunkirk
November 22 1837 Deal arrived Albert, Harry from Newcastle for France
w/e December 18 1837 Charente arrived Albert, Harry from Newcastle

1838

January 25 1838 Charente sailed Albert, Harry for London

February 1 1838 Falmouth arrived Albert, Harry from Charente

February 8 1838 Falmouth sailed Albert, Harry for London

February 10 1838 Off Dover arrived Albert, Harry from Charente

February 12 1838 Gravesend arrived Albert, Harvey from Seville

March 8 1838 London Customs house outwards Albert, Harry for Fowey

March 14 1838 Falmouth arrived Albert, Harry from London

March 15 1838 Falmouth sailed Albert, Harry for St Ives

March 23 1838 St Ives arrived Albert, Harry from Falmouth

w/e April 7 1838 Newport, Mon arrived Albert, Harry -sundries

w/e April 11 1838 Newport, Mon outwards Albert, Harry for Naples - iron

May 19 1838 Naples sailed Albert, Harry for Palermo

May 22 1838 Palermo arrived Albert, Harry from Naples

May 31 1838 Palermo sailed Albert, Harry for London

July 24 1838 Falmouth arrived Albert, Harry from London

July 29 1838 Gravesend arrived Albert, Hurry from Palermo

July 30 1838 London Customs house inwards Albert, Harry from Palermo

August 8 1838 London Customs house loading Albert, Harry for Corfu

August 21 1838 London cleared outwards Albert 106, Harry for Corfu, Zante
& Cephalonia

August 23 1838 Deal arrived Albert, Harry for Corfu & remained

August 30 1838 Falmouth arrived Albert, Harry from London

September 23 1838 Spoken to Albert Lat. 38 Long 6E from London for Corfu

October 22 1838 Zante arrived Albert, Harry from Corfu

October 25 1838 Zante sailed Albert, Harry for Cephalonia

November 13 1838 Patras arrived Albert, Harry from Cephalonia

December 22 1838 Gibraltar arrived Albert, Harry from Patras

December 23 1838 Gibraltar cleared Albert, Harry for London

1839

January 17 1839 London Hauled in Albert, Harry from Patras

January 18 1839 London Customs house entered inwards from Corfu, Cephalonia
& Vostizza Albert Harry 106

March 1 1839 Cardiff arrived Albert, Harry from London

March 1 1839 Cardiff entered out Albert, Harry for Malta

March 13 1839 Cardiff sailed Albert, Harry for Newport

April 4 1839 Newport sailed Albert, Harry for Naples

June 3 1839 Malta sailed Albert, Harry for Falmouth

July 11 1839 Falmouth arrived Albert, Harry from Malaga

July 17 1839 Falmouth sailed Albert, Harry for Newcastle

July 18 1839 Falmouth put back Albert, Harry for Newcastle – strong gales

July 20 1839 Falmouth sailed Albert, Harry for Newcastle

July 25 1839 Shields arrived Albert, Harry from Malta

w/e August 17 1839 Newcastle cleared Albert, Harry for Jersey - coals

September 16 1839 Fowey, Charlestown arrived Albert, Harry from Jersey

September 25 1839 Liverpool arrived Albert, Harvey from Fowey – China clay

October 21 1839 Cork arrived Albert, Harry from Liverpool

November 10 1839 Cork sailed Albert, Harvey for Rochfort

1840

January 21 1840 Liverpool entered for loading Albert 123, T B Harry for Malta
& Smyrna, agent F Y Fishley

March 6 1840 Liverpool cleared out Albert, Harry for Malta & Smyrna

March 7 1840 Liverpool sailed Albert, Harry for Smyrna
March 30 1840 Malta arrived Albert, Harry from Liverpool
April 7 1840 Malta sailed Albert, Harry for Malta & Smyrna
April 18 1840 Smyrna arrived Albert, Harry from Liverpool and Malta
June 3 1840 Smyrna sailed Albert, Harry for Falmouth
June 22 1840 Malta arrived Albert, Harry from Smyrna
June 23 1840 Malta sailed Albert, Harry for Falmouth
July 2 1840 Spoken to Albert, Harvey Lat. 38 Long. 3E for Falmouth
July 31 1840 Spoken to Albert, Harvey Lat. 48 Long. 7 for Falmouth
August 4 1840 Falmouth arrived Albert, Harry from Messina & Smyrna
August 13 1840 Falmouth sailed Albert, Harry for Hull
August 18 1840 Hull arrived Albert, Harry from Smyrna
October 12 1840 Liverpool arrived Albert, Harry from Hull
October 16 1840 Liverpool entered for loading Albert, Harry for Naples
October 30 1840 Liverpool cleared out Albert, Harry for Naples
November 1 1840 Liverpool sailed Albert, Harry for Naples
November 7 1840 Waterford Passage arrived Albert, Harry from Liverpool for
. Naples with sails damaged
November 13 1840 Waterford Passage sailed Albert, Harry for Naples -
. General cargo
November 19 1840 Penzance arrived Albert, Harry from Liverpool for Messina -
. Damaged
December 2 1840 Penzance sailed Albert, Harry for Messina

1841

March 12 1841 Leghorn arrived Albert, Harry from Naples
May 14 1841 Spoken to Albert, Harry Lat. 39 Long 9 for Falmouth from Leghorn
May 26 1841 Spoken to Albert, Harry Lat. 45 Long 9 for Falmouth from Leghorn

May 30 1841 Falmouth arrived Albert, Harry from Leghorn

May 31 1841 Falmouth sailed Albert, Harry for London

June 5 1841 London Hauled in Albert, Harry from Leghorn

June 7 1841 London Customs house entered inwards Albert, Harvey from
 . Leghorn

June 26 1841 London entered outwards Albert 106, Harry for St John, NFLD

July 2 1841 London loading Albert, Harry for St John, NFLD

August 12 1841 London Customs house cleared cargo Albert, Harry for
 . Newfoundland

August 12 1841 London Hauled out Albert, Harry for Newfoundland

August 14 1841 Deal came down the river & remain Albert, Harry M M B S
 . No. 282 for Newfoundland

August 23 1841 Falmouth put in Albert, Harry from London for St John's, NFLD

August 26 1841 Falmouth sailed Albert, Harry for Newfoundland

September 26 1841 St John, NFLD arrived Albert, Harry from London

1842

January 7 1842 Gibraltar arrived Albert, Harry from Civeta Vecchia

January 12 1842 Gibraltar sailed Albert, Harry for London

January 12 1842 Spoken to Albert, Harry in the Gut of Gibraltar for Falmouth

February 5 1842 Falmouth arrived Albert, Harry from Civeta Vecchia -
 . damaged for orders

February 8 1842 Falmouth sailed Albert, Harry for London

February 12 1842 Gravesend arrived Albert, Harry from Civeta Vecchia

February 12 1842 London Hauled in Albert, Harry from Civeta Vecchia

February 14 1842 London Customs house entered inwards Albert, Harry from
 . Civeta Vecchia

February 14 1842 London Customs house entered outwards for loading Albert,
 . Harry for St John, NFLD

March 7 1842 London loading Albert, Harry for St John, NFLD

April 19 1842 London cleared outwards Albert 106, Harry for Gibraltar &
Barcelona

April 22 1842 Gravesend sailed Albert, Harry for Gibraltar & Cadiz

April 24 1842 Deal came down the river & sailed Albert, Harry for Gibraltar

May 6 1842 Gibraltar arrived Albert, Harry from London

May 9 1842 Gibraltar sailed Albert, Harry for Barcelona

May 23 1842 Barcelona arrived Albert, Harry from London

June 16 1842 Tarragona sailed Albert, Harry for London

July 23 1842 Standgate Creek arrived Albert, Harry from Tarragona

July 24 1842 Standgate Creek sailed Albert, Harry for London

July 25 1842 Gravesend arrived Albert, Harry from Tarragona

July 26 1842 London Customs house entered inwards Albert, Harry from
Tarragona

August 10 1842 London entered outwards Albert, Harry for Mogadore

August 10 1842 London cleared outwards Albert, Harry for Mogadore- with cargo

August 11 1842 London hauled out Albert, Harry for Cardiff

w/e August 26 1842 St Ives sailed Albert, Harry for Cardiff

August 20 1842 Cardiff arrived Albert, Harry from London

September 6 1842 Cardiff sailed Albert, Harry for Mogadore

September 8 1842 Falmouth arrived Albert, Harry from Cardiff for Mogadore

September 12 1842 Falmouth sailed Albert, Harry for Mogadore

October 1 1842 Mogadore arrived Albert, Harry from Falmouth

October 26 1842 Lisbon arrived Albert, Harvey from San Lucar

December 25 1842 Lisbon sailed Albert, Harry for London

1843

January 12 1843 Gravesend arrived Albert, Harry from Lisbon

January 13 1843 London hauled in Albert, Harry from Lisbon – wine cork & c.

January 25 1843 London entered outwards Albert, Harry for Malta & Messina

February 8 1843 London entered outwards Albert 106, Harry for Malta & Messina

February 27 1843 Shields sailed Albert, Harry for Barcelona

April 7 1843 London Customs house outwards with cargo Albert, Harry for Malta
& Messina

April 8 1843 Gravesend sailed Albert, Harvey for Malta

May 6 1843 Malta arrived Albert, Harry from London

May 14 1843 Malta sailed Albert, Harry for Messina

May 16 1843 Messina arrived Albert, Harry from Malta

June 7 1843 Messina sailed Albert, Harry for Candia

July 8 1843 Malta arrived Albert, Harry from Canea

August 15 1843 Malta sailed Albert, Harry for Tarragona

August 19 1843 Smyrna arrived Albert, Harry from Malta

November 2 1843 Smyrna sailed Albert, Harry for Liverpool

November 18 1843 Spoken to Albert, Harry off Sardinia Smyrna to Liverpool

December 21 1843 Liverpool arrived Albert, Harry from Smyrna

1844

January 10 1844 Liverpool entered for loading Albert 106, Harry for Dominica

February 7 1844 Liverpool cleared for sea Albert, Harry for Dominica

February 12 1844 Liverpool sailed Albert, Harry for Dominica

February 15 1844 Falmouth arrived Albert, Harry from Liverpool for Dominica

February 21 1844 Falmouth Albert, Harry from Liverpool for Dominica - remains

February 22 1844 Falmouth sailed Albert, Harry for Dominica

February 29 1844 Falmouth put back Albert, Harry for Dominica –leaky- W gales

March 5 1844 Falmouth sailed Albert, Harry for Dominica

July 13 1844 Gravesend arrived Albert, Harry from Dominica

July 13 1844 London Customs house entered inward Albert, Harry from Dominica

July 20 1844 London entered outwards Albert 106, Harry for Galatz

July 29 1844 London hauled out Albert, Harvey - light

August 25 1844 Deal arrived from the river for Constantinople

August 26 1844 Deal sailed Albert, Harry for Galatz

August 29 1844 Falmouth arrived Albert, Harry from London for Galatz

August 31 1844 Falmouth sailed Albert, Harry for Galatz

October 20 1844 Constantinople arrived Albert, Harry from London

November 24 1844 Galatz arrived Albert, Harry from London

1845

March 6 1845 Galatz sailed Albert, Harry for London

To April 16 1845 Dardanelles arrived Albert, Harry from Odessa

March 31 1845 Constantinople sailed Albert, Harry for London

May 28 1845 Falmouth arrived Albert, Harry from Galatz

June 3 1845 Falmouth sailed Albert, Harry for London

June 6 1845 London hauled in Albert, Harry from Galatz

June 10 1845 London Customs house entered outwards Albert, Harry for Naples

July 29 1845 London Customs house cleared out with cargo Albert, Harry for
Naples

July 31 1845 Deal arrived from the river & remains - Albert, Harry for Naples

September 14 1845 Naples arrived Albert, Harry from London

October 8 1845 Palermo arrived Albert, Harry from Naples

October 14 1845 Palermo sailed Albert, Harry for London

November 19 1845 Gravesend arrived Albert, Harry from Palermo

November 20 1845 London Customs house entered inwards Albert, Harry
from Palermo

1846

January 2 1846 St Ives sailed Albert, Harry for Venice

January 2 1846 Falmouth arrived Albert, Harry from St Ubes for Venice

January 4 1846 Falmouth sailed Albert, Harry for Venice

February 21 1846 Venice sailed Albert, Harry for Falmouth

April 6 1846 Gibraltar arrived Albert, Harry from Venice

April 15 1846 Spoken to Lat 39 Long. 11 Albert, Harry for Falmouth

May 1 1846 Falmouth arrived Albert, Harry from Venice

May 10 1846 Falmouth sailed Albert, Harry for Antwerp

May 16 1846 Off Folkestone Albert, Harry from Venice for Antwerp

May 18 1846 Antwerp arrived Albert, Harry from Venice

July 6 1846 Yarmouth IOW arrived Albert, Harry from Calais

July 7 1846 Yarmouth IOW sailed Albert, Harry for Rio Janeiro

July 11 1846 Falmouth arrived Albert, Harry from Dunkirk for Rio Janeiro

July 11 1846 Falmouth sailed Albert, Harry for Rio Janeiro

September 23 1846 Rio Janeiro sailed Albert, Harry for Rio Grande

1847

January 17 1847 Penzance arrived Albert, Harry from Rio Grande

January 22 1847 Penzance sailed Albert, Harry for London

January 26 1847 Gravesend arrived Albert, Harry from Rio Grande

January 27 1847 London Davis's wharf arrived Albert, Henry from Rio Grande

January 27 1847 London entered inwards Albert, Harry from Rio Grande

January 29 1847 London entered outward Albert, Harry for Venice (106)

February 5 1847 London Loading Albert, Harry for Venice

February 27 1847 London cleared outwards Albert 106, Harry for Venice

March 5 1847 Deal arrived from the river & proceeded Albert, Harry for Venice

April 13 1847 Venice sailed Albert, Harry for Constantinople

April 29 1847 Constantinople arrived Albert, Harry from Venice

April 30 1847 Constantinople sailed Albert, Harry for Galatz

May 6 1847 Galatz arrived Albert, Harry

May 29 1847 Constantinople arrived Albert, Harry from Ibraila

August 6 1847 Falmouth arrived Albert, Harry from Galatz & Ibraila

August 12 1847 Falmouth sailed Albert, Harry for Bristol

August 16 1847 Bristol, Pill arrived Albert, Harry from Ibraila

August 17 1847 Bristol arrived Albert, Harry from Ibraila

To September 8 1847 Bristol cleared Albert, Harry for Leghorn

September 18 1847 St Ives arrived Albert, Harry from Bristol

September 22 1847 St Ives sailed Albert, Harry for Mediterranean

October 17 1847 Leghorn arrived Albert, Harry from St Ives

October 29 1847 Leghorn arrived Albert, Harry from Palermo

November 3 1847 Palermo arrived Albert, Harry from Leghorn

1848

February 15 1848 Off St Mawes arrived Albert, Harry from Leghorn for London
 . - Damaged

February 20 1848 Gravesend arrived Albert, Harry from Palermo

February 21 1848 London Customs house entered inwards Albert, Harvey
 . from Palermo

February 24 1848 London loading Albert, Harry for Marseilles

March 8 1848 London entered outwards Albert, Harry for Gibraltar & Marseilles

April 4 1848 London cleared outwards with cargo Albert 106, Harry for Gibraltar
 & Marseilles

April 6 1848 Gravesend sailed Albert, Harry for Gibraltar

April 7 1848 Deal arrived from the river & sailed Albert, Harry for Gibraltar

April 28 1848 Gibraltar arrived Albert, Harry from London

May 4 1848 Gibraltar cleared Albert, Harry for Marseilles

May 21 1848 Marseilles arrived Albert, Harry from London

July 7 1848 Marseilles cleared Albert, Harry for London

July 19 1848 Gibraltar arrived Albert, Harry from Marseilles

July 20 1848 Gibraltar cleared Albert, Harry for London

August 11 1848 Gravesend arrived Albert, Harvey from Marseilles

August 12 1848 London Customs house entered inwards Albert, Harvey from
 Marseilles & Gibraltar

August 15 1848 London cleared outwards Albert 106, Harry for Corfu, Cephalonia
 & Zante

August 18 1848 London loading Albert 106, Harry for Corfu, Cephalonia & Zante

September 15 1848 London loading Albert, Harry for Corfu, Cephalonia & Zante

September 18 1848 London entered outwards Albert, Care for Corfu, Cephalonia
 Zante & Patras entered Aug. 15, Harvey master

September 21 1848 London cleared outwards Albert, Care for Corfu, Cephalonia
 Zante & Patras

September 25 1848 Deal arrived from the river & sailed Albert, Carr for Corfu

September 29 1848 Spoken to Schooner Albert Lat. 44 34 N Long 9 20 W from
 London for Corfu

1849

January 18 1849 Spoken to off Cadiz Albert, Care for Falmouth

January 31 1849 Falmouth arrived Albert, Care from Prevesa

February 6 1849 Falmouth cleared Albert, Care for Cork

February 8 1849 Falmouth sailed Albert, Care for Cork

February 11 1849 Cove of Cork arrived Albert, Care from Prevesa, for orders
· - Maize

February 28 1849 Cove of Cork sailed Albert, Carr for Bristol

March 6 1849 Cardiff arrived Albert, Care from Cork

March 8 1849 Cardiff sailed Albert, Care for Hayle

March 12 1849 St Ives arrived Albert, Care from Cardiff

April 28 1849 St Ives sailed Albert, Care for Cardiff

April 28 1849 Cardiff arrived Albert, Care from St Ives

May 17 1849 Liverpool arrived Albert, Care from Cardiff

May 22 1849 Liverpool entered loading Albert, Care for Smyrna

June 14 1849 Liverpool cleared out Albert, Care for Smyrna

June 18 1849 Liverpool sailed Albert, Care for Smyrna

September 29 1849 Penzance put back Albert, Care for Newport - Damaged

November 1 1849 Bristol, Pill arrived Albert, Care from Smyrna

November 16 1849 Cardiff arrived Albert, Care from Bristol,

w/e November 30 1849 St Ives arrived Albert, Care from Cardiff

December 12 1849 St Ives arrived Albert, Care from Cardiff

1850

January 23 1850 Naples sailed Albert, Care for Galipoli

March 26 1850 Falmouth arrived Albert, Care from Galipoli

April 3 1850 Falmouth sailed Albert, Care for London

April 6 1850 Gravesend arrived Albert, Care from Galipoli

April 8 1850 London Customs house entered inwards Albert 106, Care from
. Galipoli

April 17 1850 London Customs house cleared out Albert, Care for St Ives

The Albert was recorded as Lengthen in 1850

November 28 1850 St Ives sailed Albert, Care for Venice

1851

January 10 1851 Venice arrived Albert, Care from St Ives

February 6 1851 Acona arrived Albert, Care from Venice

February 22 1851 Acona sailed Albert, Care for Falmouth or Queenstown

April 18 1851 Falmouth arrived Albert, Care from Acona

April 24 1851 Falmouth cleared Albert, Care for Westport

April 25 1851 Falmouth sailed Albert, Care for Westport

May 7 1851 Westport arrived Albert, Care from Acona via Falmouth

May 27 1851 Westport sailed Albert, Care for Bristol Channel

June 4 1851 Cardiff arrived Albert, Care from Westport

September 3 1851 Wilmington arrived Albert, Care from Cardiff

September 17 1851 Wilmington cleared Albert, Care for Liverpool

September 17 1851 Wilmington sailed Albert, Care for Liverpool

November 3 1851 Liverpool arrived Albert from Wilmington NC

November 20 1851 St Ives arrived Albert, Care from Liverpool

December 23 1851 St Ives sailed Albert, Care for Naples

1852

January 22 1852 Naples arrived Albert, Care from St Ives

March 31 1852 Spoken to Albert, Care at Lat. 49 43 N Long. 8W

April 2 1852 Waterford Passage arrived Albert, Care from Barletta for orders

April 5 1852 Wexford Passage sailed Albert, Care for Wexford

April 7 1852 Wexford arrived Albert, Care from Galatz – wheat

April 30 1852 Wexford sailed Albert, Care for Cardiff

May 4 1852 Cardiff arrived Albert, Care from Wexford

May 17 1852 Cardiff sailed Albert, Care for Cadiz

w/e May 26 1852 St Ives arrived Albert, Care

June 15 1852 Cadiz sailed Albert, Care for Monte Video

June 23 1852 Cadiz arrived Albert, Care from Monte Video

August 26 1852 Buenos Ayres arrived Albert, Jacob Care from Cadiz

October 1 1852 Buenos Ayres in port for London

1853

February 4 1853 Gravesend arrived Albert, Care from Buenos Ayres

February 15 1853 London entered outwards Albert 166, Care for Port Natal

February 18 1853 London loading Albert, Care for Port Natal

May 6 1853 London Customs house cleared out with cargo Albert, Care for
· Port Natal

May 7 1853 Gravesend sailed Albert, Care for Port Natal

July 16 1853 Port Natal arrived Albert, Care from London

August 28 1853 Cape of Good Hope, Table Bay arrived Albert, Care from Port
· Natal

September 23 1853 Cape of Good Hope, in Table Bay Albert, Care for Melbourne

October 4 1853 Cape of Good Hope, in Table Bay Albert, Care for Melbourne

November 30 1853 Hobson's Bay arrived Albert, Care from Table Bay

1854

March 2 1854 Mauritius arrived Albert, Care from Melbourne

March 13 1854 Mauritius sailed Albert, Care for Queenstown

May 5 1854 Ascension, Port Louis arrived Albert, Carr

May 5 1854 Ascension, Port Louis sailed Albert, Carr for Falmouth or Queenstown

May 13 1854 Spoken to Albert, Care Lat. 1N Long. 21 W for Falmouth

June 27 1854 Falmouth arrived Albert, Care from Mauritius

July 12 1854 Clyde arrived Albert, Care from Mauritius

July 25 1854 Glasgow loading Albert 166, Care for Monte Video

September 1 1854 Glasgow entered outwards Albert, Carr for Monte Video

September 9 1854 Glasgow sailed Albert, Care for Monte Video

1855

February 9 1855 Spoken to Albert, Care Lat. 15 S Long. 30 W for Falmouth

February 22 1855 Spoken to Albert, Care Lat. 4 N Long. 27 W for Falmouth

March 12 1855 Spoken to Albert, Care Lat. 38 N Long. 33 W for Falmouth

March 19 1855 Spoken to Albert, Care Lat. 46 N Long. 13 W for Falmouth

March 27 1855 Falmouth arrived Albert, Care from Monte Video

April 2 1855 Falmouth sailed Albert, Care for Leith

April 13 1855 Leith arrived Albert, Care from Monte Video

May 12 1855 Leith sailed Albert, Care for Cette

May 21 1855 Falmouth arrived Albert, Care from Leith for Cette

July 17 1855 Gibraltar arrived Albert, Care from Cette

July 17 1855 Gibraltar cleared Albert, Care for Cardiff

August 6 1855 St Ives arrived Albert, Care from Cette

September 26 1855 Cardiff sailed Albert, Care for Smyrna - iron

1856

March 12 1856 Smyrna sailed Albert, Care for coast

May 25 1856 Falmouth arrived Albert, Care from Kleeskioi – Valonia, for orders

May 28 1856 Falmouth sailed Albert, Care for Exeter

June 1 1856 Exeter, Starcross arrived Albert, Care from Kielskior

July 2 1856 Swansea sailed Albert, Care for Messina

July 5 1856 St Ives sailed Albert, Care for Messina

August 7 1856 Messina arrived Albert, Care from Swansea

August 24 1856 Zante arrived Albert, Care from Messina

August 25 1856 Zante sailed Albert, Care for Smyrna

September 3 1856 Smyrna arrived Albert, Care from Zante

October 3 1856 Smyrna sailed Albert, Care for Falmouth

November 9 1856 Falmouth arrived Albert, Care from Smyrna

November 18 1856 Falmouth sailed Albert, Care for Bristol

November 20 1856 Bristol arrived Albert, Care from Smyrna

w/e December 10 1856 Cardiff loading Albert 166, Carl for Tunis

December 18 1856 Cardiff sailed Albert, Carr for Tunis

December 20 1856 St Ives arrived in bay Albert, Care from Cardiff for Tunis

1857

February 23 1857 Smyrna arrived Albert, Care from Tunis

May 8 1857 Bristol arrived Albert, Care from Smyrna

June 16 1857 Cardiff sailed Albert, Richards for Venice

August 2 1857 Venice arrived Albert, Richards from Newport

August 17 1857 Venice cleared Albert, Richards for Queenstown

October 2 1857 Falmouth arrived Albert, Richards from Venice

October 10 1857 Falmouth sailed Albert, Richards for Youghal

October 14 1857 Youghal arrived Albert, Richards from Venice

1858

January 4 1858 Liverpool sailed Albert, Richards for Monte Video

January 7 1858 Sarn Bwch wrecked Albert, Richards for Monte Video

Appendix C Ports and Other Locations

Ascension Island is an isolated volcanic island, 7°56' south of the Equator in the South Atlantic Ocean. It is about 1,000 miles from the coast of Africa and 1,400 miles from the coast of Brazil.

Barletta is a city, comune of Apulia, in south eastern Italy.

Bayonne is a city in the Basque Country region of southwest France, where the Nive and Adour rivers meet.

Bridport is a town in Dorset, England, 1.5 miles inland from the English Channel near the confluence of the River Brit and its tributary the Asker. The harbour now at West Bay is not a natural landscape feature and it has a long history of having been silted up, blocked by shingle and damaged by storms, and each time repairs, improvements and enlargements have subsequently been made. The harbour has been moved twice: it was originally 1 mile inland, then was moved to the coast beside the East Cliff, then was moved again 270 metres (300 yd) along the coast to the west, where it is located today. The previous main commercial trade of the harbour—exporting Bridport's ropes and nets—declined in the second half of the 19th century.

Cape du Gatt (Cabo del Gatt)is on one of the major Capes of the Spanish Mediterranean coast with a lighthouse.

Located a few kilometres northwest of Sagres is the historic Cabo de São Vicente (**Cape of Saint Vincent**) is a craggy, windswept headland at the spot which claims to be the most south-westerly point of mainland Europe.

Chania (Venetian: La **Canea**) is a city in Greece and the capital of the Chania regional unit. It lies along the north west coast of the island Crete, about 43 miles west of Rethymno and 90 miles west of Heraklion.

Cephalonia now Kefalonia is an island in the Ionian Sea, west of mainland Greece. In 1809 Great Britain mounted a blockade on the Ionian Islands as part of the war against Napoleon, and in September of that year they hoisted the British flag above the castle of Zakynthos. Cephalonia and Ithaca soon surrendered, and the British installed provisional governments. The treaty of Paris in 1815 recognised the United States of the Ionian Islands and decreed that it become a British protectorate. Cephalonia, along with the other islands, were transferred to Greece in 1864 as a gesture of goodwill

Sète also historically spelt **Cette** (official until 1928) and Sette, is a commune in the Hérault department in the region of Occitanie in southern France.

Charente is a department in the administrative region of Nouvelle-Aquitaine, western France. It is named after the river Charente, the most important river in the department, and also the river beside which the department's two largest towns, Angoulême and Cognac, are sited. Although the river Charente became silted up and was unnavigable for much of the twentieth century, in the earlier centuries it provided important links with coastal shipping routes both for traditional businesses of wine and for newly evolving ones such as paper goods and iron smelting.

Civeta Vecchia is a coastal town northwest of Rome, in Italy.

Galatz now Galați is the capital city of Galați County, in the historical region of Western Moldavia, in eastern Romania. Galați is a port town on the Danube River.

The **Gut of Gibraltar** also known as the Straits of Gibraltar, is a narrow strait that connects the Atlantic Ocean to the Mediterranean Sea and separates the Iberian Peninsula in Europe from Morocco in Africa.

The City of **Hobsons Bay** is a local government area in Melbourne, Victoria, Australia.

Brăila is a city in Muntenia, eastern Romania, a port on the Danube the Ottomans called it Ibrail or **Ibraila**. During the 19th century, the port became one of the three most important ports on the Danube in Wallachia.

Licanta Licata formerly also **Alicata** is a city located on the south coast of Sicily, at the mouth of the Salso River

Leith is a port area in the north of the city of Edinburgh

Mauritius is an island nation in the Indian Ocean about 1,200 miles off the southeast coast of the African continent, east of Madagascar.

Essaouira (Portuguese: **Mogador**) is a city in the western Moroccan region of Merrakec-Asfi, on the Atlantic coast.

The Port of Durban, formerly known as the **Port of Natal**, is one of the few natural harbours and is located on the east coast of South Africa, looking out upon the Indian Ocean.

Preveza is a city in the region of Epirus, north western Greece, located on the northern peninsula at the mouth of the Ambracian Gulf.

Queenstown, from 1849 until 1920, previously Cove of Cork, now Cobh is a seaport town in Cork Harbour on the south coast of County Cork, Ireland

Sanlúcar de Barrameda or simply **Sanlúcar**, is a city in the northwest of Cádiz province, part of the autonomous community of Andalucía in southern Spain. Sanlúcar is located on the left bank at the mouth of the Guadalquivir River

St Mawes is a small village opposite Falmouth, on the Roseland Peninsula on the south coast of Cornwall. It lies on the east bank of the Carrick Roads.

Setúbal is a city in Portugal, in the 19th century, the port was called **Saint Ubes** in English. It is located on the northern bank of the Sado River estuary, approximately 30 miles south of Portugal's capital, Lisbon.

Smyrna was a Greek city located at a strategic point on the Aegean coast of Anatolia. After the end of the First World War, Greece occupied Smyrna from 15 May 1919. The occupation of Smyrna came to an end when the Turkish army of Kemal Atatürk entered the city on September 9, 1922. The name of the city since about 1930 is İzmir.

River Medway, Kent has one of the channels on the southern side of the estuary, called **Stangate Creek**, is the subject of a painting by William Turner. In a location described as "opposite the Isle of Grain, Sharpfleet Creek, and the lower-end of the Hope", a quarantine site for ships was proclaimed here on 16 September 1709, during an outbreak of the plague.



Fig. 7 Stangate Creek, on the River Medway by Joseph Turner 1823/4

Tarragona is a port city in north eastern Spain's Catalonia region.

Tunis is located in north-eastern Tunisia on the Lake of Tunis, and is connected to the Mediterranean sea's Gulf of Tunis by a canal which terminates at the port of La Goulette/Halq al Wadi

Vostizza is in the province of Akhaia, Greece near Aigio

Wilmington is a port city in coastal south eastern North Carolina, United States.

Youghal is a town in County Cork, Ireland. Located on the estuary of the River Blackwater.

Zante or Zakynthos is a Greek island in the Ionian Sea. It is the third largest of the Ionian Islands.



Fig. 8 Mediterranean Trade

Appendix D Cargo Explanations

Brimstone, an old term for sulphur

Camata is the almost unripe acorns and cups of the valonia oak gathered from the ground, dried, and used for tanning.

Cream of Tartar is an acid—specifically, tartaric acid. It's a by-product of wine production, the residue left on the barrels.

Madder comes from the roots of the *Rubia cordifolia* L. plant. It has been used since ancient times as a red and orange dye for leather, wool, cotton and silk. The roots contain the dye compounds alizarin and purpurin, which give red and yellow colours.

Persian seed may be basil or basil seeds

Valonia is dried acorn cups especially from a Eurasian evergreen oak (*Quercus macrolepis* synonym *Q. aegilops*) used in tanning or dressing leather

Verdigris is the common name for a green pigment obtained through the application of acetic acid to copper plates or the natural patina formed when copper, brass or bronze is weathered and exposed to air or seawater over time.

Yellow berries + dust Buckthorn berries used for dyeing



Fig. 9 Eastern & Atlantic Trade

Appendix E - Lloyds Surveyors reports for Albert

9550

ANNUAL SURVEYS.

No. 278 Survey held at Sunder Date March 6 1843
 on the Schooner Albert Master J. H. H. H.
 Tonnage 123 Built at Bridport When built 1837
 By whom built _____ Owners Banfields
 Port belonging to Falmouth Destined Voyage Malta
 If Surveyed Afloat or in Dry Dock Sunder Dock

Falmouth
 Original Survey, No. 51, 1011, Port of Sunder 3752. 1840 Classed 12 A 1

The Surveyor is required to state the present Condition of the

Decks <u>Good</u>	Transoms <u>Sound</u>	Capstan <u>none</u>
Upper Deck Beams & Fastenings <u>"</u>	Timbers of the Frame <u>sound & serviceable</u>	Pumps <u>Good</u>
Lower Deck Beams & Fastenings <u>"</u>	Top-sides <u>Good</u>	Masts, Yards, &c. <u>"</u>
Spirkettling <u>Good</u>	Wales <u>"</u>	Sails <u>Well found</u>
Plank Sheers <u>"</u>	Counter <u>"</u>	Cables <u>"</u>
Waterways <u>"</u>	Plank and Treennails <u>Good</u> <small>(Outside to the Water's Edge.)</small>	Anchors No. of <u>"</u>
Hatchway Comings <u>"</u>	Rudder <u>"</u>	Standing & Running Rigging <u>Good</u>
Breasthooks <u>"</u>	Windlass <u>"</u>	Copper <u>"</u>

General Observations and Opinion, Pauller in 1842 found the Vipper, several new
 as required by the Instructions, works, is at the present time in a very good & efficient
state and may retain her present shape

Committee Minute 10th March 1843
 Character assigned 12 A 1

[Signature]

No. 716 Survey held at London Date July 26 1844
 on the SS West Master J. Harby
 Tonnage 123 Built at Brisport When built 1834
 By whom built _____ Owners Comp. Ltd
 Port belonging to Salmouth Destined Voyage Ygalatz
 If Surveyed Afloat or in Dry Dock on the days

Last Survey, No. 9557 Port of London Classed 12A1

The Surveyor is required to state the present Condition of the

Decks	Transoms <u>Sound</u>	Capstan
Upper Deck Beams & Fastenings	Timbers of the Frame <u>Sound & shrouds</u>	Pumps <u>Good</u>
Lower Deck Beams & Fastenings	Topsides <u>Good</u>	Masts, Yards, &c. <u>4</u>
Spirkettling	Wales <u>"</u>	Sails <u>Wet & found</u>
Plank Sheers <u>Good</u>	Counter <u>"</u>	Cables <u>"</u>
Waterways	Plank and Treennails <u>Good</u>	Anchors No. of <u>"</u>
Hatchway Comings	(Outside to the Water's Edge.)	Standing & Running Rigging <u>Good</u>
Breasthooks	Rudder <u>"</u>	SEA <u>Yellow metal over paper</u>
	Windlass	

General Observations and Opinion, Shipped, bottom caulked & sheathed with yellow metal over paper
 as required by the Instructions, To altogether in a very efficient state continue as classed

Committee Minute 2nd August 1844
 Character assigned 12A1

[Signature]
 Lloyd's Register Foundation
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Appendix F Appropriation Book Entry

appropriation Books, Official Numbers 7701 - 7750 (7703)

Image source [clip](#) CLIP image

The image shows a handwritten table with columns for Official Number, Name of Ship, Tonnage, Whether Steam or Sailing Ship, Port of Registry, Date of Registry, Occasion of Appropriation, and Date of Appropriation. The entries are numbered 7701 through 7711. Two blue arrows point to the entries for 7704 and 7706.

Official Number.	Name of Ship.	Tonnage.	Whether Steam or Sailing Ship.	Port of Registry.	Date of Registry.	Occasion of Appropriation.	Date of Appropriation.
7701	George	176	Sailing	Lith	15 Apr 1854	Capt ^l presented	1853 April 16
7702	Laural	82	"	Kirkwall	1 Nov 1853	"	"
7703	Robert	146	"	Inchmurrich	7 Nov 1850	"	"
7704	John Mary	54	"	Gundulane	Dec 1854	"	" 17
7705	John	82	"	Whisby	Mar 1847	"	" "
7706	John Aldon	165	"	Liverpool	Nov 1853	"	" "
7707	John	88	"	Kirkwall	17 th 1845	"	" "
7708	Samson	359	"	Allea	17 th 1847	"	" "
7709	John Wallace	167	"	Lith	18 th 1845	"	" "
7710	James Hall	531	"	Shields	1 - 1849	"	" "
7711	Depona	15	"	Hull	6 Mar 1854	"	" "

Appendix G Crew List Index

No crew lists found for official number 7703

NB! There may well be records for this ship at local archives - our data is far from complete.

We strongly recommend that you check the Maritime History Archive (MHA) Crew List Index, which is much more comprehensive than ours. See the link below

Crew lists 1857 to 1860 in BT 98 at TNA

Year	ON Range	TNA reference
1857	7566-7770	BT98/4853
1858	7512-7750	BT98/5185
1859	7681-7750	BT98/5728
1860	7668-7730	BT98/6412

Please bear in mind that these are official number **ranges** - there is no guarantee that a particular official number is included in that box.



Fig. 10

Replica of a Clipper schooner