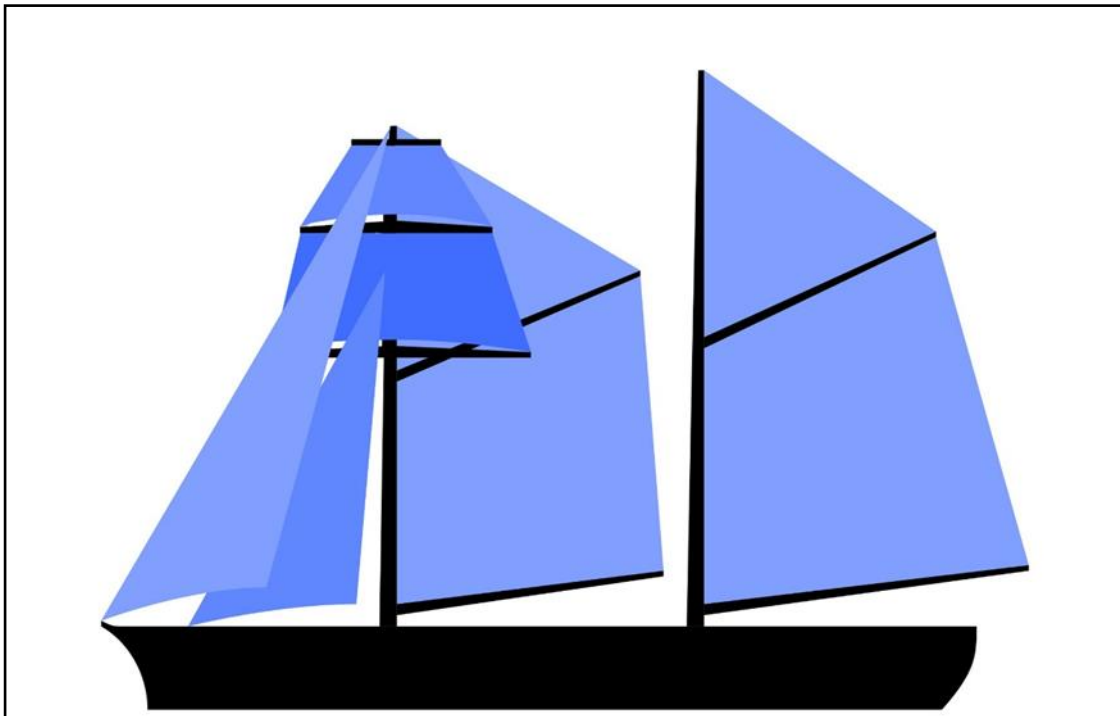


**Welsh Wreck Web Research Project**  
**(North Cardigan Bay)**  
**On-line research into the wreck of the:**  
***Alice Bannister***



**Similar schooner style**

*Alice Bannister of Barrow*

Report compiled by:

**GRAEME PERKS**

Report Title:

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

Compiled by:

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Date: **October 2020**

Report Ref: ***Leave blank***

## **1.0 Abstract**

The “www Research Project” is about, discovering by on line research details of ships, on the MADU data base of wrecks of North Wales , the circumstances of their loss, details of the owners and crew, the cargo carried and their history. The Alice Bannister was a schooner built by John Gough of Bridgewater in Somerset for John Fisher of Barrow in Furness. Alice Bannister became part of the growing fleet of James Fisher and Sons. Alice Bannister sailed between Britain, Ireland and Europe carrying various cargoes of materials. The Alice Bannister sank in 1898 after being in collision 10 miles off Bardsey Island, North Wales with the S S Borrowdale with the loss of one life from the Alice Bannister. A Board of Trade enquiry into the collision found the second mate of the Borrowdale at fault.

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**2.4 Contributors**

MADU

**2.5 Abbreviations**

BOT	Board of Trade
IJNA	International Journal of Nautical Archaeology
LR	Lloyds Register of Shipping
MADU	Malvern Archaeological Diving Unit
MNL	Mercantile Navy List
MSC	Manchester Ship Canal
NAS	Nautical Archaeology Society
NPRN	National Primary Resource Number
OS	Ordnance Survey
RCAHMW	Royal Commission on the Ancient & Hist. Monuments of Wales
URL	Uniform Resource Locator
W/E	Weekending

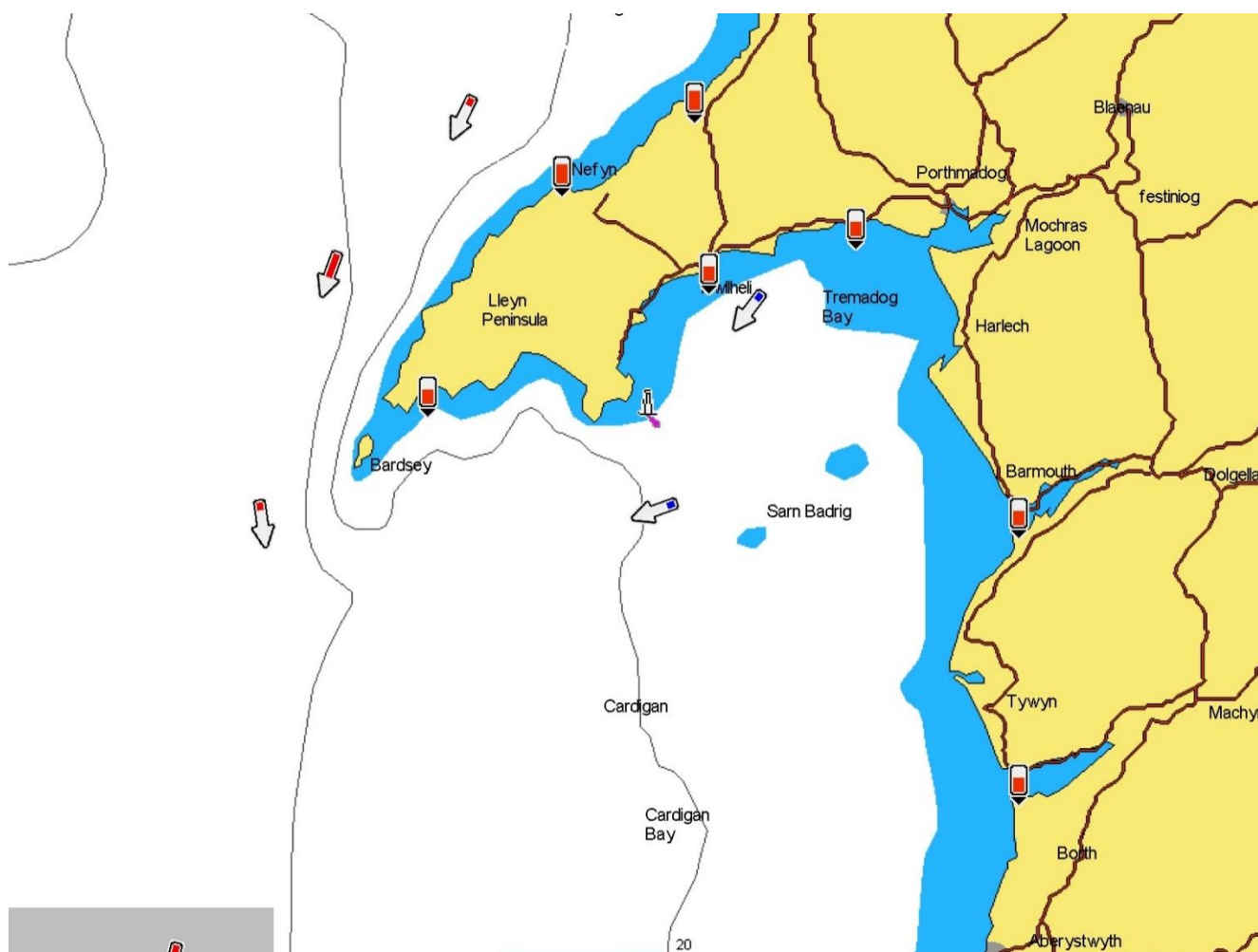
### 3.0 Introduction

- I decided to research the Alice Bannister because the name may be easier to search than some of the previous vessels I have done which have names used in general language. It was a schooner, so a reasonable size for voyages around Britain and Europe. The lifetime of twenty years between building and loss was a short period.
- I wanted to discover what type of vessel it was, its history, its builder, owners and masters, the type of voyages it was involved in and details of the type of cargos it carried.
- The Alice Bannister was built in 1878 by John Gough, at Bridgewater, a clipper schooner of the following dimensions – length 88 feet; breadth 22 feet 2 inches; depth of hold, 10 feet 1 inch. Alice Bannister was built for John Fisher of Barrow in Furness to be part of the growing fleet of his father's company, James Fisher and sons. An original drawing plan by the builder and letter to the surveyor have survived, along with the survey report.
- James Fisher had started extracting hematite iron ore in Ballymena, Northern Ireland and Alice Bannister was involved in delivering the ore as well as cargo's including, china clay, salt, wheat, coal, cement and salt between Britain, Ireland and Europe.
- It was blown ashore a few times but re-floated without apparent damage and blocked the Manchester Ship canal when it collided with another vessel leaving a lock.
- In November 1898 Alice Bannister was on route from Par to Runcorn with a cargo of china clay when it was in collision with the S S Borrowdale 10 miles off Bardsey Island and sunk. The mate died as a result, but the remaining crew were rescued by the Borrowdale and landed at Holyhead.
- A BOT enquiry was held and the second mate of the Borrowdale was found to be at fault for failing to keep a proper lookout.
- There is no known site for the wreck of the Alice Bannister, so no salvage or diving is possible.

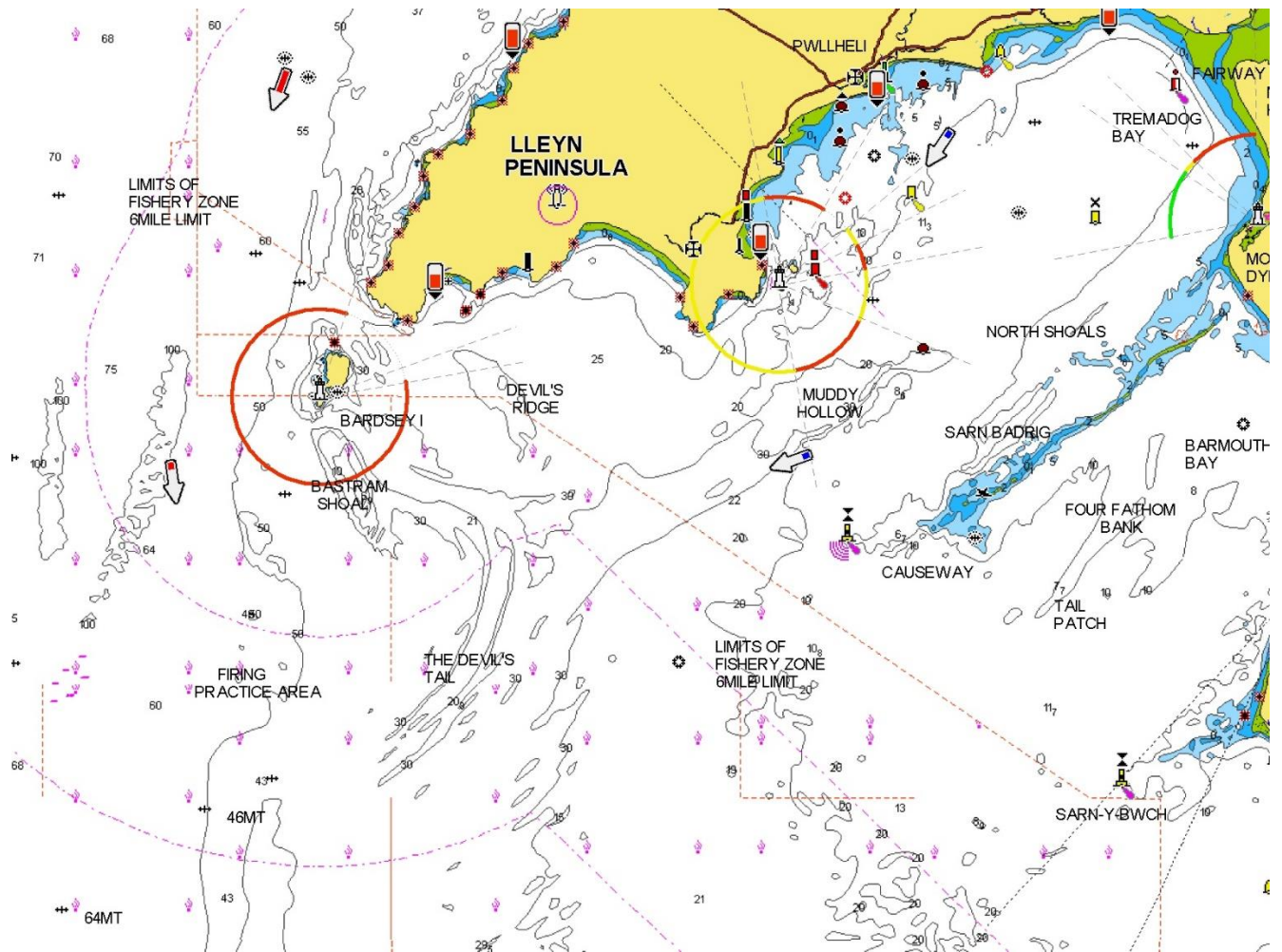
- I have not found any previous research about the vessel.

### 4.0 Background

The information I possessed when I started the research was the Alice Bannister a wooden schooner built in 1877 was involved in an incident of some kind 10 miles NW of Bardsey Island.



Location of Bardsey Island



Bardsey Island

## 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 than the maximum of 18mb sometimes achieved.

I searched Lloyds Register of Shipping (L. R.) for "Alice Bannister" and found a match and also their plans and reports and found some matches. I checked the register each year it was available on line from 1878 until 1898.

I search Crewlist Project for" Alice Bannister" and found a match, including in the Mercantile Navy List (MNL) which I recorded from 1878 until 1898.

I searched The British Newspaper Archives for " Alice Bannister ", " Gough Shipbuilder ", "Bannister ", " John Fisher" ,"James Fisher" and found numerous matches

I searched Welsh newspapers on line for " Alice Bannister " and found numerous matches. I also searched "James Fisher" but only found mishaps to other vessels owned by the company.

I searched " John Fisher Barrow" on google and found a match

I searched the Plimsoll catalogue at Southampton Library and found a match for "Alice Bannister".

I searched Google "Alice Bannister" and found matches on Coflein and Shipwrecks around Rhiw but they contained only basic details of the vessel.

I searched "clipper schooner" on line and found a match.

## 6.0 Results

Vessel	Name/s	Alice Bannister		
	Type	Schooner		
		Cargo		
Built	Date	1878		
	launched	1/1879		
	Builder	John Gough		
		Bridgewater, Somerset		
Construction	Materials	Wood		
	Decks	One		
	Bulkheads	unknown		
Propulsion	Type	Sail		
	Details	Fore and aft rigged		
Engine	Details	N/A		
	Boilers			
Drive	Type			
	Number			
Dimensions	Length	88ft	0 ins	
	Beam	22ft	2 ins	
	Draught	10ft	1 ins	
Tonnage	Gross	114		
	Net	92		
Owner	First	John Fisher		
		Barrow in Furness		
	Last	Fishers & Sons		
		Barrow		
	Others			
Registry	Port	Barrow		
	Flag	British		
	Number	76876		
History	Routes	Britain, Ireland and Europe		
	Cargo	Clay, coal, iron ore		
Final Voyage	From	Par		
	To	Runcorn		
	Captain	Owen Owens		
	Crew	4		
	Passengers	None		
	Cargo	China Clay		
Wrecking	Date	3 <sup>rd</sup> November 1898		
	Location	St Georges Channel, 10 miles west of Bardsey Island		
	Cause	Collision with steamship "Borrowdale"		
	Loss of life	One, the mate Owen Roberts		
	Outcome	Sank		

**Northern Whig February 5 1877**

LAUNCH OF THE ALICE BANNISTER.- On Wednesday last there was launched from the shipbuilding yard of Mr. John Gough, at Bridgewater, a clipper schooner of the following dimensions – length 88 feet; breadth 22 feet 2 inches; depth of hold, 10 feet 1 inch. The ceremony of christening was performed by Mrs. Bannister, who having sprinkled her in the usual manner, named her the “Alice Bannister” as she glided from the ways into the water. The launch was witnessed by a large number of spectators, who were highly pleased in the successful manner which it was carried out, and in the general appearance and model of the vessel. Her lines were very fine, and she is considered one of the prettiest that ever left Mr. Gough’s yard. The schooner is intended for the general coasting trade, and is built to the order of Messrs. John Fisher & Co., Ballymena. This is the second vessel Mr. Gough has built within one year for this firm, and if we are rightly informed several others are likely to be built in the same yard for Messrs. Fisher & Co. The vessel is to be commanded by Captain James Bannister, and there is no doubt she will prove as good and as fast a vessel as she looks.

**Derry Journal - Friday 07 September 1883**

Loaf, Fine, and Common Salt, ex Alice Bannister. Petroleum and Paraffin Oil in Stock and to arrive. J. G. MATHEWSON CO., Wholesale Grocers, Foyle-street. Derry, September 4th, 1883

**London Daily News December 20 1884**

The schooner Alice Bannister, of Barrow, with iron ore, drove ashore on Ballyiumford Bank, Island Magee in Larne Lough, but is expected to get off when the weather moderates.

**Lloyds List September 7 1888**

ALICE BANNISTER. —Copenhagen, Sept. 7, 11 25 a.m. — British schooner Alice Bannister, Cray ; Danztic for Littlehampton(wheat), grounded on Middelgrunden, but got off with assistance. Agreement made £50. Vessel will proceed.

**Londonderry Sentinel October 23 1888**

## QUICKEST PASSAGE ON RECORD

The schooner " Alice Bannister " left Newport, Isle of Wight, on Saturday 13<sup>th</sup> instant, and arrived in the Foyle on Saturday 20<sup>th</sup>, and is now discharging a cargo of the LONDON PORTLAND CEMENT, Vectis brand shipped by FRANCIS, SON, & Co.,

Orders for supply ex ship will be placed on favourable terms.

GLENN & Co.

Offices – 44, Foyle Street

Cement, Lime, and Fire Clay Goods Depot – 78, Strand Road, Londonderry

**Lloyd's List - Saturday 27 July 1889**

ALICE BANNISTER. —Cliffe Creek, July 28, 2 45 p.m. —Schooner Alice Bannister, Off. No. 76876, owner Fisher and Son, master Pritchard, from Ipswich for Cliffe Creek, ashore at 1 15 p.m. on Cliffe Fort Causeway.

**Lloyds List August 9 1889**

ALICE BANNISTER. – *Totland Bay*, Aug. 8, 1 5 pm-Schooner Alice Bannister on Shingles near Elbow Buoy; will get off on flood tide.

**Elgin Courant, and Morayshire Advertiser June 6 1893**

The schooner Alice Bannister arrived on Friday with a cargo of salt for Mr W. Slater & Sons, Hopeman.

**Cork Constitution July 3 1894**

**CARGO OF**

**GIBBS' SUPERIOR PORTLAND  
CEMENT AND WHITING,**

**T**HE "ALICE BANNISTER." is Now Dis-  
charging a Cargo of Gibbs' Superior Port-  
land Cement and Whiting.

**SPECIAL QUOTATIONS EX SHIP.**

**KILOH AND CO.,**  
**LIMITED, CORK. 2904**

**Musselburgh News - Friday 28 June 1895**

ACCIDENT AT THE HARBOUR.—On Tuesday afternoon as the schooners "Gleaner," Runcorn, and "Alice Bannister," Barrow, were getting into Fisherrow Harbour the former fouled the latter's fore rigging with her bowsprit, but the vessels were easily cleared before damage was done.

**Manchester Evening News May 13 1897**

A SHIP CANAL INCIDENT. unusual accident occurred the Ship Canal, Runcorn, this morning Two schooners, the Alice Bannister, with salt, for Maldon, and the J. K. Alport, with coal for Plymouth, were passing through the Bridgwater lock when they became jammed, blocking the lock for nearly three hours. The traffic was diverted through the Western Mersey lock. When cleared, with great difficulty, the vessels could not proceed on their voyages, and were towed back into Runcorn dock.

**Western Morning News June 19 1897**

GALE THE CHANNEL. The schooner Alice Bannister, of Barrow, put into the Sound yesterday after encountering heavy weather in the channel her main boom was broken and several sails blown away

**Lloyds List November 3 1898**

ALICE BANNISTER. - *Holyhead, Nov.3, 12.55pm.* Put in : Barrowdale (s), of Sunderland, from Glasgow for a French port, having collided with and sank, off Bardsey Island this morning the schooner Alice Bannister, from Par for Runcorn with clay, the mate being drowned: rest of crew landed here

**The North Wales Express November 11 1898**

COLLISION. On Thursday *morning* about 3 o'clock, when ten miles west of the Bardsey light, a collision took place between the S. S. "Borrowdale," of Sunderland, and the schooner "Alice Bannister," of Barrow. The "Alice Bannister" was struck on the port side by the "Borrowdale," and in about five minutes she sank. The mate, Mr Owen Roberts, of Amlwch, was in the rigging, and the master of the "Borrowdale" got hold of his arm, but Roberts would not let go. A lifebuoy was thrown to him, but he failed to get hold of it, and perished in the vessel. Mr Owen Owens, the master, also of Amlwch, together with the crew, were rescued by the "Borrowdale" and landed at Holyhead, where they received; every attention.

**Carnarvon and Denbigh Herald and North and South Wales Independent  
November 11 1898**

COLLISION OFF BARDSEY. AN ANGLESEY MAN DROWNED. On Thursday morning, at about a quarter to three, a collision took place off Bardsey Island that resulted in the sinking of one of the fine schooners of Messrs Fisher and Sons, of Barlow, and the loss of a human life. It seems that at the hour mentioned, the schooner "Alice Bannister" was coming from Falmouth, with a cargo of clay, and was about 10 miles west of the Bardsey Light, when she was suddenly crashed into by the S.S. "Borrowdale," of Sunderland, outward bound from Glasgow to Havre. The wind was blowing from the S.W., and the sea was running very high at the time. The "Borrowdale" struck the schooner abaft the main rigging on the port side, and in an amazingly short space of time the "Alice Bannister" foundered. It is computed that the time that elapsed was only from three to five minutes before she disappeared. The S.S. "Borrowdale" stood alongside and rendered assistance, and the crew of the steamer succeeded in getting all the crew of the schooner safely on board, with the exception of the mate, Owen Roberts, of Amlwch, who was clinging to the rigging and moaning terribly. The captain of the "Borrowdale" got hold of Roberts's arm and tried to induce him to leave the sinking vessel, but the poor fellow clung most desperately to the rigging, and would not let go. It is feared that he must have been injured in the crash, and was only in a state of semi-consciousness when the vessel was sinking, as a lifebuoy was afterwards thrown to him and touched him, but he failed to make any effort to save himself. The "Borrowdale" proceeded on to Holyhead, where Captain Owen Owens and crew, also of Amlwch, were landed and proceeded to their homes.

**Lancashire Evening Post - Tuesday 14 February 1899**

THE LOSS OF THE ALICE BANNISTER. The Board of Trade inquiry into the loss of the Alice Bannister, schooner belonging to Borrow, which was run down by the s.s. Borrowdale in November last off Bardsey Island, was resumed Barrow yesterday.— John George Wilson second mate of the said just before the collision there was moderate gale, and the wind suddenly changed, though the Borrowdale still kept the same course, he first saw green light on the starboard quarter at 2 45 a.m., and he at once gave the order to put hard a-starboard. When first saw I the light it would only be about the steamer a length off. The captain came on deck the time, and ordered the helm to be put hard a-port and the engines to go full steam astern. The captain of the schooner ported his helm and altered his course to cross their bow. He never saw the schooner's red light.

They collided with the *Alice Bannister*, which sank in about five minutes, the mate going down with her. The speed of the steamer was not more than two or three knots. He thought the porting the schooner's helm was the cause of the accident.—The captain of the *Borrowdale* said that when mate of the *Alice Bannister* was in the rigging he got hold of him the waistcoat and the collar, and held on to him till the schooner went down. If the mate would only have let go he would have fallen of on to the deck of steamer; but he seemed to have lost his senses.—Mr. Roche, who appeared for the master and second mate of the *Borrowdale*, urged that if any mistake had been made it was the fault of the look-out on the *Alice Bannister*, and it was possible that the lights of the latter were burning badly, seeing that they had been burning for over ten hours —Mr. Townsend, for the Board of Trade, referring to the launching a boat from the *Borrowdale*, thought everything had been done that was possible under the circumstances to save the mate's life.—The Court adjourned till Wednesday, when judgment will be delivered.

### **Lloyds List February 16 1899**

OFFICIAL INQUIRY. COLLISION.-THE ALICE BANNISTER AND THE BORROWDALE ( s ). A Board of Trade inquiry was opened at Barrow last week and concluded yesterday, into the circumstances attending the loss of the *Alice Bannister*, through collision with the steamer *Borrowdale*, of Sunderland, from 10 to 15 miles off Bardsey Island, on the morning of the 3rd of November last, one man, the mate of the *Alice Bannister*, being drowned. The master of the *Alice Bannister* stated that he was on a voyage from Par to Runcorn with china clay. A gale sprang up and he hove to for about two hours, and as the gale moderated he proceeded on his voyage with the wind almost right aft. He had not been sailing much more than an hour when they sighted the steamer from three to five miles off. Just before the collision he saw the steamer's red light. The steamer struck the *Alice Bannister* near the main rigging. She sank in three or four minutes. The man who was steering the *Alice Bannister* said he never altered his course. The Court found that the lights of the *Alice Bannister* were shining brightly at the time of the collision, that her course had not been altered, and that the master of the *Alice Bannister* was not to blame for the accident. They further found that a good lookout had not been kept on the *Borrowdale*. The collision was not caused by the master of that vessel, but by the default of the second officer of the *Borrowdale*. John George Wilson, who had not kept a proper look-out when in charge of the steamer, and had not complied with Regulations 20 and 23 for the Prevention of Collisions at Sea, and his master's certificate would be suspended for six months. The *Alice Bannister* had been navigated with seamanlike care, but the *Borrowdale* had not. The certificate of Captain Wight, master of the

Borrowdale, would be returned to him. The second mate of the Borrowdale asked that he might have a mate's certificate during the suspension of his master's certificate. The Court said they could see no objection to this, and the Board of Trade would be communicated with.

Maritime History Archive holds crew lists for the Alice Bannister from 1877 to 1897, they are not available on line.

The National Archives hold the registry for Alice Bannister, but it is not available on line reference BT 110/3/78

## James Fisher and Sons

### Ballymena Observer - Saturday 25 July 1868

IRON MINE AT GLENRAVIL. Within the two years an extensive and valuable iron mine discovered at Glenravil, about seven miles from Ballymena, James Fisher, Esq., Cleggan Lodge, near this town, and of Barrow-in-Furness, Lancashire. Under the energetic management of this enterprising gentleman it was opened months ago. It giving constant employment to eighty workmen, and are happy to say that it is now yielding three hundred tons per week of the purest magnetic hematite iron ore, giving an analysis about 60 per cent, of metallic iron, and also a considerable proportion of manganese and titanium. The ore is conveyed for distance of two miles, by a tramway erected by Mr. Fisher; and it is from there carted 6 miles along good road to the harbour of Red Bay, near Cushendall, where vessels of moderate tonnage can get in and out at all tides, and from this port large shipments of the ore have already been made to England, Wales, and Scotland, where its quality is highly appreciated, and the demand is rapidly upon the increase. The opening of this important mine and tramway was celebrated at Glenravil on 3rd inst., upon which occasion about fifty gentlemen, chiefly from the town and neighbourhood of Ballymena, were entertained recherche collation, provided by Mr. Fisher on the adjacent mountain. Among the strangers attendance were Joseph Rawlinson, Esq., iron ore merchant, Dalton in-Furness ; E. Wadham, Millwood, Furness Abbey, mineral agent to Duke of Buccleuch; and Mr. W. Rolph, solicitor, Barrow-in-Furness. After usual loyal toasts had been duly honoured, Mr. Wadham proposed the health of Mr. Fisher, which with musical honours, and appropriately "The Mineral Resources County Antrim" was afterwards given, and received with loud cheers. Other toasts followed, which were heartily responded to; and among the speakers were the Rev. Mr. Dudgeon of Broughshane; Mr. Rawlinson, of Dalton-in-Furness; and Messrs. ,Mr. Killop and Caruth, Ballymena. Refreshments were also provided for the assembled workmen, who thoroughly enjoyed the holiday ; and they were addressed in an admirable speech by Mr. Wadham, sentiments and kind advice were received a mark of approbation and respect. There is reason for hope that the ore of the Glenravil will command ready sale in the extensive English markets. Any quantity of it can be raised at a moderate outlay ; and we cordially wish prosperity of this and every other effort to develop the industrial resources of our native country.

Hematite, also spelled haematite, heavy and relatively hard oxide mineral, ferric oxide (Fe 2 O 3), that constitutes the most important iron ore because of its high

iron content (70 percent) and its abundance. Its name is derived from the Greek word for "blood," in allusion to its red colour.

James Fisher and Co., were formed in 1847 in Barrow in Furness as a ship owning business transporting haematite from the Cumbrian hills. In 1868 it had 70 ships and by the 1870's it owned the largest coasting fleet in the Britain. It acquired the Furness Ship building company in 1870 but went on to build only one ship, Ellie Park. During the 1880's it slowly moved from operating sailing ships to operating steamers, the first being delivered in 1883. Listed on the stock exchange since 1952, now in the FTSE 250, it is today the largest business in Barrow in Furness, it operates in Marine services with a revenue of £617.1 million in 2019.

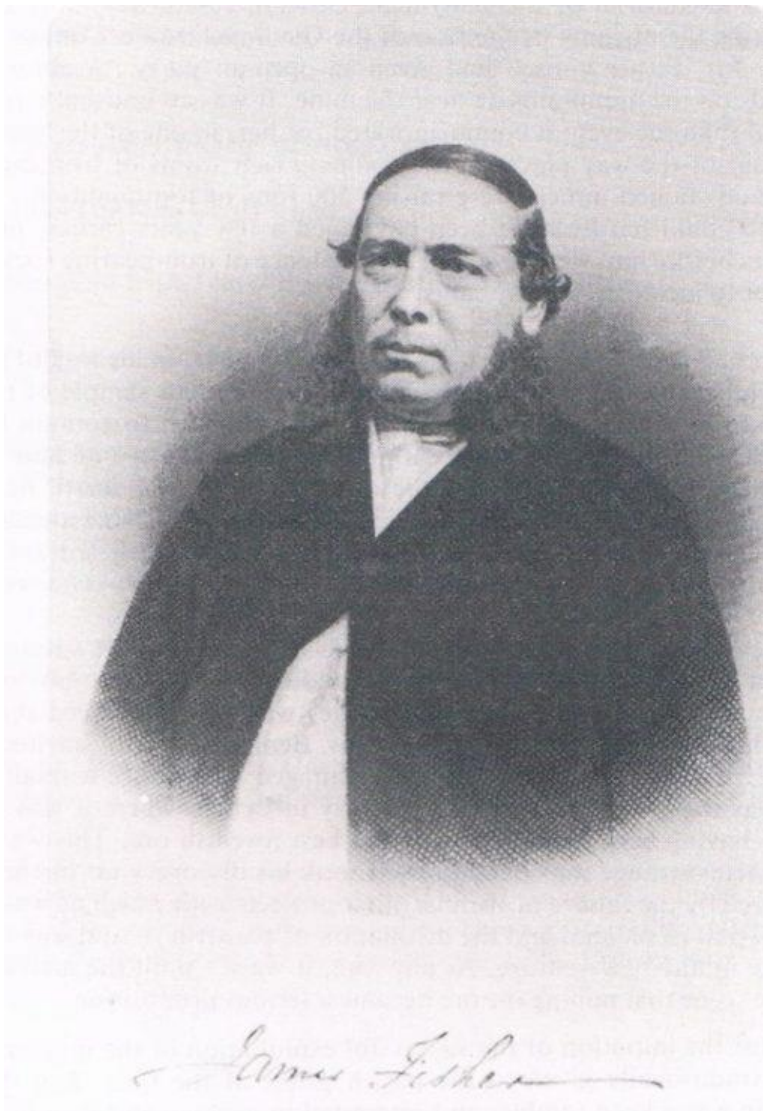


Fig. 1

James Fisher

"Within the last two years an extensive and valuable iron mine was discovered at Glenrivil about 7 miles from Ballymena by James Fisher Esq. of Cleggan Lodge near this town and of Barrow-in-Furness, Lancashire. Under the energetic management of this enterprising gentleman it was opened about 18 months ago. The arrival of James Fisher led to mining the ore becoming a serious proposition. The Wire Tramway, an overhead bucket system built in 1872 for transporting the ore from Cargan to Red Bay, failed having been sabotaged in July 13th 1873 and never repaired. A narrow gauge railway reached Cargan in May 1875 and branch lines were laid to the various groups of mines and these facilitated the ore being removed quickly from the mines to Ballymena and thence to Larne for shipment to England.

### **Ballymena Observer - Saturday 29 August 1868**

FOR SALE ON SALE, BY PRIVATE TREATY, ALL THAT the TOWNLAND OF CLAGGAN, situated about eight miles from BALLYMENA, in the County of ANTRIM, comprising EXCELLENT DWELLING-HOUSE (erected by the late Lord O'Neill ae Shooting Lodges,) with Out-offices, and about SIXTEEN HUNDRED ACRES LAND, statute measure. There is thriving PLANTATION of Larch and other Timber, of about twenty-five years growth; and other Plantations extending to about Forty Acres—the remainder being arable, meadow, and mountain land. The Property is beautifully situated at a convenient distance from Railway Station ; adjoins a good road, and abounds with Game of nearly every description. There is also a FLAX SCUTCHING MILL on the property, supplied by a good stream of water, capable of driving machinery of other descriptions. Possession can given at any time, the whole being in the occupation of the Owner. It is situated in a most and respectable neighbourhood ; and is offered for Sale only on account of the Owner requiring reside in England. For particulars apply to the Owner, Mr. JAMES FISHER, Claggan, near Ballymena, County Antrim, Ireland. Claggan, 18th August, 1868.

### **Ulverston Mirror and Furness Reflector - Saturday 31 July 1869**

BARROW-IN-FURNESS. SHIP LAUNCH. --A splendid new schooner was launched on Monday from the yard of Messrs. James Fisher and Co. She was christened the " Beatrice," by Mrs. Joseph Fisher. A vast concourse of people assembled to witness the ceremony. She made a splendid launch under the able superintendency of Mr. H. Bannister, everything going off very satisfactorily. This

is the first vessel this enterprising firm have built in Burrow, but it is hoped it is only the beginning of many in store. We understand she is to be commanded by Captain George Ball, and is to be schooner rigged. She is about 150 tons burthen. After the launch, the friends of Mr. Fisher and shareholders in the new vessel partook of dinner at Mr. Brownrigg's, Royal Hotel. The spread was of the most ample description, and reflected great credit the host, both as regards the quality and for the manner in which it was served. Justice having been done to the viands the tables were cleared and Mr. James Fisher (at whose instance the company present were invited guests) occupied the chair, and Mr. Chawley vice-chair in the after proceeding, when the usual loyal and other toasts were given and several addresses made.

### **Ballymena Observer January 25 1873**

DEATH MR. JAMES FISHER. We copy the following notice from the Barrow-in-Furness Times of last week. The deceased gentleman, although generally in England, was owner of Claggan Lodge and lands, near Ballymena and to his patriotic exertions development of the iron ore treasures of county Antrim are mainly attributable—his mines at Glenrville being now one of the most valuable mineral properties in the kingdom. It is with deep regret have to announce the death of Mr. James Fisher, of West View, Barrow, and Claggan Lodge, County Antrim, Ireland, the head of the well-known firm of James Fisher and Sons, this town, whose offices, in Fisher Street, stand on the site of the old farmhouse in which was born. Although Mr. Fisher had been seriously ill for over three years, he had so improved during the last autumn that the strongest hopes were entertained that he might be spared for many years yet. Mr. Fisher's career as a ship owner, and developer of the shipping interests in Barrow, are too well known to require a word of comment here. Suffice it to say the firm of James Fisher & Sons is well known and acknowledged as a house of the highest reputation throughout the United Kingdom, British America, and the United States. To Mr. James Fisher is chiefly due great development of the North of Ireland iron ore trade, by his indomitable energy in working the property, the Glenrville Mines, and in introducing the ore English markets. Mr. Fisher's eminently useful career was terminated by death the comparatively early age of fifty years. His loss is deeply regretted by a large circle of friends on both sides of the channel among whom his amiable character and kindly intercourse won personal esteem, whilst his integrity as a merchant and public man commanded the respect of all who knew him.

**Ballymena Observer - Friday 30 June 1899**

GRAHAM v FISHER. This was action brought the plaintiff John Graham, Clonreagh, farmer, against the defendants, John Fisher and James Fisher, trading as James Fisher and Sons, having place of business Slieveance, Glenrville to recover £2 2s 0d for loss and damage, alleged to have been sustained by reason defendant alleged negligence in not fencing and keeping fenced certain railway or steam tramway line in the townland Evishacrow, whereby plaintiffs sheep and lambs got up on the said railway line and three of them were killed by defendant's engine and waggons. And reason of defendant's carelessness and negligence in the driving certain steam engine and waggons on their line tramway in said townland whereby three lambs, plaintiff's property were killed. Messrs. J. & A. Caruth appeared for the plaintiff, and Mr. J. K. Currie (for Messrs, A. Caruth) for the defendants. After hearing evidence, His Honour gave a decree for £1 10s and 1/6 witness's expenses.

**Ballymena Observer - Saturday 01 November 1873**

PROPOSED NEW RAILWAY FROM BALLYMENA LARNE. The Larne Reporter of last week, after quoting our article about the above subject which appeared in the Ballymena. Observer of inst. proceeds to say: we are glad to find from the columns of our contemporary, the Ballymena Observer, as quoted above, that inhabitants of that division of the county are becoming alive to importance of a close connection with this rising port. The benefits derivable to both Ballymena and Larne from the construction a direct railway are obvious and incontrovertible. Larne is admitted to one of the finest natural harbours in the kingdom, and is capable great development at a comparatively moderate cost; the judicious improvements carried out the enterprising proprietor of the wharves, are already bearing good fruit. That Larne would become port of call for ocean steamers would have been considered, short time ago, very improbable; but, owing to improved quayage accommodation provided, it now an established fact. Our readers will recollect great exertions made Mr. Lover, supported the then Government, to establish the port of Galway a Transatlantic Packet Station, and the public subsidies voted by Parliament; the project failed principally owing the want of proper quayage, the shipment and landing of passengers and goods tug-steamers proved both costly and dangerous in that open roadstead, and states of the wind and sea, absolutely impracticable. Those impediments do not exist at Larne The port is so sheltered that vessels can come alongside and depart at all times of tide and all winds. No doubt a want of railway communication with the interior of the country is sensibly felt, and are to find that it is likely to be met. There can no doubt that there would a great movement of agricultural produce,

cattle, and merchandize over a direct line of railway between this port and Ballymena. The present indirect route is prohibitory to any rapid expansion of the trade of the town and port. Great as are the grievances felt and expressed by our Ballymena friends from want of a direct line of railway, ours fall little short of them ; and our satisfaction is not less the prospect of an early removal of the impediments to mutual trade which has hitherto kept the two communities so unnaturally parted.

**Soulby's Ulverston Advertiser and General Intelligencer - Thursday 15 November 1894**

THE MAYORALTY OF BARROW.—Mr. John Fisher, shipowner, has decided to accept the mayoralty of Barrow. His father was a member of the first Council after the incorporation of the borough. Mr. Fisher is not married, but his sister in law, Mrs. Bradshaw, will carry out the duties of Mayoress

**Manchester Courier and Lancashire General Advertiser - Saturday 18 October 1902**

BARROW SHIPOWNER SUED. £6,503 CLAIM SETTLED FOR £505 AND COSTS. Two actions the East Coast Salvage Company against Mr. James Fisher, shipowner, Barrow-in-Furness, the one for £3,500 and the other for £3,000 have been settled the Court of Session, Edinburgh. The plaintiffs December last were conducting operations for raising the Hermia, which was submerged in the Clyde, when the defendant's steamer Steam Fisher crashed into the Hermia and remained fast. From that position the Salvage Company succeeded having the Steam Fisher removed the same day, and for that they claimed £3,000. The other action was for loss and damage sustained in the collision. The defendant made a tender of £505 which the plaintiffs accepted, along with expenses to date of the tender.

**Ballymena Observer - Friday 21 November 1902**

MR. AND MRS. JAMES FISHER.

**BARROW'S NEW MAYOR AND MAYORESS**

In last week's "Observer" we noticed that Mr James Fisher had been made the Mayor of Barrow, and have no doubt the following the sketch from the Barrow Herald will be read with interest by many of our readers in this district.

Mr. James Fisher is the youngest and only surviving son of the late Mr James Fisher, the founder of the extensive and well known shipping firm of James Fisher and Sons. His father was one of the first councillors of the Borough of Barrow, his eldest brother, the late Mr. Joseph Fisher occupied a seat in the Council for many years, and his elder brother Alderman John Fisher, was a member of the council for eighteen years, being elected on each successive occasion for the Newbarns Ward without a contest. For three years terminating with the Diamond Jubilee he occupied the civic chair with much ability and general approbation.

Mr. James Fisher was associated throughout his life with the late Alderman Fisher, and when that gentleman died in June, 1900, became the sole principle of the business, which besides ship owning has a large merchant and agency connection at home and abroad.

Born in the ancient village of Barrow, he may be claimed as a Barrowian, root and branch, although some years of his life have been spent in Ireland. For some time before taking up his residence in Claggan, Co. Antrim, the late Mr. James Fisher lived at Salthouse Villa, whence the Mayor elect and his brother Mr. John Fisher, attended the Newbarns school, then the only school in the district. Mr Fisher also spent some years at Barrow and at Cartmel Grammar school.

It was Mr. Fisher 's intention to enter the Church, but at a critical time of his life his father was struck down with paralysis, when it became necessary for him to join in the management of the Irish estates, of which, at the age of 19, he took entire control, his father having died about that time. For some years subsequently he devoted his entire attention to agricultural pursuits, having over 1,500 acres to deal with, the whole of which was stoked with cattle, sheep and horses, of which Mr Fisher became an excellent judge, and was frequently called upon to assess the value of similar property for, and adjust the difference between the residents in the district in which he lived.

During the time the late Mr. John Fisher, resided in Glanravel about twelve miles from Claggan, carrying on a shipping business of his own and conducting the mining operations there, and upon his buying up the Barrow business Mr James Fisher returned with him, the Claggan estate being eventually sold.

Mr James Fisher is the only living person who was present when the mineral wealth of Glenravel, County Antrim, was first disclosed by his father. For 35 years the mines then discovered have carried on without stoppage, and at present employment is found there for a large number of inside and outside workmen, while the country farmers, to the number of over sixty, occupy the time between their farming and in carting iron ore from Mr Fisher's mines to the shipping pier at Red Bay.

In connection with this mining industry a mineral railway from Ballymena was made in 1880 and subsequently equipped for passenger traffic, the glens of Antrim, now so widely known, being reached by this route, which is believed to be the pioneer of the narrow gauge railways in Ireland. Houses becoming necessary for the accommodation of the mining population, a village soon sprang up, which bears the name of Fishertown, having fine schools and every requisite of modern life.

Mr Fisher occupies a large number of important positions. He is Lloyd's agent, Spanish, Portuguese and Mexican vice-consul and honorary agent to the Shipwrecked Fishermen and Mariners Society. He is a director of the Mutual Ship Insurance Co., Ltd. His father was shipping agent for Messrs. Schnieder and Hannay, and subsequently the firm have been shipping agents for the Barrow Steel Co., from the time the company was formed. In the shipping circles Mr Fisher is considered a man of sound judgement and bears the reputation of being reliable in anything he undertakes to do.

Mr Fisher has been frequently round Ireland and Scotland, and is well known in both countries, and we are sure his many friends there will be pleased to hear of the honour conferred upon him by his native town.

In 1883 Mr Fisher was married at Leyton Buzzard, Bedfordshire to Miss Mabel Bradshaw, by whom he has several sons and daughters. Mrs Fisher has had considerable experience of the duties devolving on a Mayoress of Barrow, having occupied that position before, including the Diamond Jubilee, when Mr John Fisher, who was a bachelor, filled the office of Mayor. The decision of Mr and Mrs Fisher to act as Mayor Mayoress has given genuine satisfaction to the entire borough, and they will no doubt occupy the positions with pleasure to all concerned. (Edited)

**Soulby's Ulverston Advertiser and General Intelligencer November 7 1907**

## Death of a Barrow Master Mariner.

The intelligence of the death of Captain James Bannister will be received by his numerous friends and at home and abroad with very great regret. It was not until quite recently that he was known to be suffering from a serious complaint. He left the S.S. Bay Fisher at Barrow about three weeks ago to spend a few days with his family preparatory to taking charge of the s.s. Race Fisher, and was seized with what proved to be a fatal attack of kidney affection, and died at his residence 58, Nicander road. Sefton Park. Liverpool, on Saturday, at 2 p.m. He was 58 years of age, and had been in the employment of Messrs. James Fisher and Son, continuously for 44 years. rising from cabin boy to commodore. Receiving his early training in the old sailing vessel days, he was an out and out seaman and capable business man, whilst displayed the qualities of a born gentleman, being extremely courteous and obliging. Much sympathy is felt for his aged father, Mr Hugh Bannister and for the widow and four children. The flag is hoisted at half-mast over Fisher's buildings a token of respect to death of a faithful servant. The funeral took place on Wednesday, the 6th inst at Smithdown Road Cemetery. Liverpool, at 2 PM.

**Liverpool Echo December 1 1915**

BARROW SHIPOWNER DEAD. The death has occurred at Barrow of Mr James Fisher, head of the shipping firm Messrs James Fisher and Sons, Barrow. He was 61 years of age, and had been Mayor of Barrow and saw Barrow rise from a mere hamlet. He leaves a widow, three sons and four daughters.

**JOHN GOUGH SHIPBUILDER BRIDGEWATER****Somerset County Gazette - Saturday 06 July 1867**

Maintenance of Parents. Mr, Reed, clerk to the Bridgwater Board of Guardians, said in the case Mr. John Gough (a shipbuilder), who had been summoned for the non-maintenance of his mother, had that morning seen Mr. Gough, who had agreed to pay towards his mother's support 2s. 6d. per week. His application was that the Bench make order for that amount - ordered accordingly.

**Taunton Courier, and Western Advertiser - Wednesday 06 May 1868**

John Ash was summoned for absenting himself from the employment of his master, Mr J. Gough, shipbuilder, he being an apprentice, and two years of his time being unexpired. After the case had been heard, the defendant agreed to return to his work, the complainant undertaking to pay the expenses.

**Western Daily Press - Friday 26 November 1869**

A Bridgwater schooner, named The Ark, belonging Mr John Gough, shipbuilder, of that port, has been abandoned, together with her cargo. The schooner, manned by a Bridgwater crew, on the 29th October last, was bound from Marseilles to Clay, in Norfolk, with a cargo of oilcake. A heavy sea's struck her, and completely swept her decks. She became waterlogged and unmanageable, but the crew remained board for nine days afterwards, and were then taken off by a Spanish vessel, on board of which they were kindly treated, and landed Lisbon on the 16<sup>th</sup> inst. The vessel insured for £400 only, and owner will be a considerable loser.

**Shipping and Mercantile Gazette - Saturday 05 March 1870**

A new BRIGANTINE: — Length, 91 feet; beam 21 feet 8 in.; depth, 10 feet 2 in.; nearly ready for launching; classed at Lloyd's for eight years A 1; will sail very fast, shift ports without ballast. For further particulars apply .To John GOUGH, Shipbuilder. Bridgwater.

**Somerset County Gazette - Saturday 06 October 1877**

The death announced of Mr. John Gough, shipbuilder, of this town, at the age of 50 years. The deceased, who, short time since, was obliged to be removed to the Wells asylum, had been in business about thirty years, and during that time he superintended the building of more than fifty vessels, and for shipowners in various parts of the kingdom, who were reported to be greatly pleased with the manner in which their orders were executed.

**Somerset County Gazette - Saturday 25 May 1878**

On Saturday morning a well-modelled schooner, of 190 tons, was launched from Gough's ship-building yard, being the third vessel that has been built by Mr. Richard Gough. Her owner Mr. John Allen, of Watchet, and Miss Allen, his daughter, christened her "Dashwood." The vessel, which is intended for the coasting trade, had been nicely painted and decorated by Messrs. T. C. Bartlett and Son. It is the second vessel Mr. has built for Mr. Allen.

**Bristol Mercury - Monday 20 May 1878**

COURT OF APPEAL. SATURDAY. (Before Lords Justices Bromwell, Brett, and Cotton,) BRICE V BANNISTER-This was an appeal by the defendant, from a judgment at a trial without a jury before Lord Coleridge, at the last Midsummer Assize at Wells. The action was brought by the plaintiff, a solicitor of Bridgwater, Somersetshire, to recover the sum of £100, alleged to be due upon an agreement which ran as follows: " I do hereby order, authorise, and request you to pay to Mr. William Brice, solicitor, Bridgwater, the sum of £100 out of moneys due or balance due from you to me, and his acceptance for the same shall be a good discharge. Signed, John Gough." This instrument was dated the 29th of October, 1878, Gough being a shipbuilder, carrying on business at Bridgwater, and defendant a shipowner and merchant of Barrow-in- Furness. On the 17th of May, 1876, an agreement was made between Gough and the defendant, under which Gough agreed to build a vessel for Bannister for £1375, the vessel to be completed by the 28th of December, 1876. It was agreed that the money for the ship should be paid in instalments as the work was executed. The vessel was commenced, and the instalments paid, beside which defendant advanced money to pay for material and wages. In November, 1876, more than the whole amount upon the contract was paid by the defendant, the money being advanced, as defendant alleged, to enable the vessel to be completed, for otherwise the work would never have been executed. The plaintiff brought an action to recover, £100

from Bannister, on the ground that he had advanced that sum to Gough in 1876, when Bannister owed Gough more than £100, and when Gough gave Brice an equitable assignment, under which he was to be paid. Lord Coleridge found for the plaintiff, and the defendant appealed. The grounds upon which the appeal was rested were that the judgment was erroneous in law, in as much as the assignment was not an absolute one under subsection 6 of the 25th section of the Judicature Act. A mere writing under the hand of the debtor to his creditor, it was submitted, was not an absolute assignment under the term of the subsection. Neither in law nor equity was a mere order an absolute assignment, and there was nothing in the Judicature Act to make it so operate. Mr. Cole, Q.C., M.P. and Mr. Bullen were for the appellant, Mr. Charles, Q.C., for the respondent. Lords Justices Bramwell and Cotton were of opinion that the assignment was a good one under the terms of the Judicature Act, and that, therefore, the verdict was rightly entered for the plaintiff. Lord Justice Brett was of a contrary opinion, considering that the Judicature Act did contemplate that in such a case equitable rules should override what had previously been the law, The appeal was therefore dismissed, with costs,

### **West Somerset Free Press - Saturday 30 May 1903**

Gough.— May 25th, at The Gardens, Bath-road, Bridgwater, Mary Ann Gough, widow of the late John Gough, shipbuilder, aged 78 years.

Another vessel built by John Gough for John Fisher, lost off Co Down 1923

<b>Claggan :</b>			
<b>Owner</b>	John Fisher		
<b>Flag</b>	British	<b>Builder</b>	John Gough Bridgwater, Somerset.
<b>Port</b>	Barrow	<b>Build Date</b>	1876
<b>Official No</b>	70481	<b>Material</b>	Wood
		<b>Tonnage nrt/grt</b>	75

<b>Ship type</b>	Sail Vessel	<b>Dimensions</b>	76.8   20.7   8.6
<b>Ships Role</b>	Cargo Vessel	<b>Rigging Style</b>	Schooner & 1 Deck

## 7.0 Analysis

John Fisher the owner on MNL is trading with his father James Fisher as James Fisher and Sons. The address given for him in MNL is the home of James Fisher in Ballymena. He became Mayor of Barrow in Furness, his father James Fisher had been Mayor some years previous.

The building of the railway from Ballymena to Larne opened the way for increased export of the iron ore, by removing the need to transport it by cart to Red Bay for loading or the overhead buckets which were sabotaged.

John Gough died later the same year Alice Bannister was launched and his son Richard carried on building vessels at the yard.

The British Newspaper archives and the Welsh Newspapers on line provided almost all the reports of arrivals, sailings and mishaps affecting Alice Bannister.

The Southampton Library Plimsoll catalogue provided the details of the Board of Trade enquiry.

The first L. R. available on line after the launch of the Alice Bannister was 1883, when the master had changed from Bannister (from newspaper report of the launch) to Williams followed by 1889, when the master has changed to Pritchard since 1885-86 with a new survey 12/87, 1893 is blank, 1896 there is no entry and no entries after that.

The newspaper report of the launching of the Alice Bannister describes her as a clipper schooner but this is not repeated in anything else I could find. This type of clipper was developed in Baltimore in the USA during the 1812-14 war with Britain to use as a privateer, as it was faster than contemporary vessels. It became known as a Baltimore Clipper it was popular in the USA and in Britain by the mid nineteenth century as it sailed faster than comparable vessels. The British Navy did not adopt the design as it provided an unstable gun platform since they were built for speed, and could not be turned quickly by backing the sails, reducing manoeuvrability. They did adopt them after the Napoleonic wars for chasing slave traders. The Alice Bannister was quick as mentioned in the cement advertisement of October 1888, describing her arrival as a record passage. A replica clipper schooner is shown in Fig. 3

The court case involving a solicitor, the shipbuilder John Gough gave a signed note for money he owed against the payments for Alice Bannister, gives the original price agreed for building her. It seems the costs increased and above the stage payments in the contract, then Hugh Bannister who was dealing with the

builder on behalf of James Fisher & Co., advanced further money to finish the vessel. He was then is sued by the solicitor who accepted the note for a further £100 which he took to appeal, since he was not involved in the transaction, but lost.

James Bannister, the first master of Alice Bannister moved onto steamer vessels for James Fisher and Sons and worked for them for 44 years before his early death, rising from cabin boy to commodore. He was the son of Hugh Bannister who supervised vessels being built for Fisher and Sons.

The BOT enquiry into the collision between the Alice Bannister and Borrowdale gives clear details of both vessels dimensions, builders, owners and crew. It found the second mate of the Borrowdale at fault for failing to keep a proper lookout causing the collision and loss of the Alice Bannister.(Report Appendix H)

The many small investors in vessels including the Alice Bannister can be seen from Appendix G where the holdings of the late Joseph Hunter are offered for sale at auction. James Fisher and Company seemed to spread the cost and risk for individual vessels by selling shares before any vessel was launched as can be seen from July 1869 newspaper report of the launch of the Beatrice.

The original Lloyds survey report for Alice Bannister with a half hull drawing and correspondence has survived and is in Appendix's C to E.

James Fisher and Sons started naming their vessels (..... )Fisher from 1860 and this continues today, as can be seen by Cumbrian Fisher, a double hulled tanker often moored at the Admiralty fuel jetty in Portsmouth harbour. This is one of 16 the company operate at present.

## 8.0 Conclusions & Recommendations

I have spent approximately 40 hours on this project and about 95% of that time was spent on line.

The only conflicting accounts were in the evidence to the BOT enquiry and the Inspector decided correctly on them.

I continued to use my subscription to the British newspaper archives until it expired and then used the NAS subscription.

The second mate of the Borrowdale John Wilson had his masters certificate suspended but seemed to be allowed to keep his mates certificate. He was acting as a mate on the Borrowdale so it appears he had no punishment, although his ability to find work would probably have been affected by the verdict. The evidence in the enquiry that the Alice Bannister held her course until the collision would in the present day under the International Regulations for Preventing Collisions at Sea have made her partially to blame for the collision. All vessels are required to take early actions to avoid a collision, not just the vessel obliged to give way. The regulations to prevent collisions at sea started in 1840 with regulations drawn up by Trinity House and have been improved, amended and agreed internationally over the years particularly in the mid nineteenth Century because of steam ships.

The location of the Alice Bannister is unknown but the general location given for its sinking is in water over 80 meters deep so beyond normal scuba diving limits.

I found the Plimsoll catalogue working, at Southampton library and easy to use to find the details they hold on vessels. The electronic details will download but not save on my computer and cannot be copied and pasted. The BOT enquiry reports gave full details of the collision and a full description of the Alice Bannister and Borrowdale.

The project has answered my original questions except for the crew of the Alice Bannister who have very little information about them available on line.

The story of the Alice Bannister is fairly routine except for the manner of its loss and the fact its original owners still exist today as a very large company based in the town where they started.

I have seen my first BOT enquiry report as a result of this research and it is very thorough, examining all the relevant points and clearly explaining the reasons for its conclusions. It is also a valuable source of information concerning vessels investigated.

I have included an Appendix N of the locations of ports and headlands to assist understanding of the more obscure locations and some exports. I found myself looking some of them up and producing an appendix for each vessel so I have combined some to produce this appendix.

## 9.0 References

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

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

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

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

Appendices:

Appendix A – Table of Lloyd’s Registers entries for the Alice Bannister

LLOYD'S REGISTER OF BRITISH AND FOREIGN SHIPPING. 1883-84															
1 Official Number. <small>Internal &amp; Cyclic Signal Letters.</small>	2 Ships' Names, &c.	3 Masters.	4 Registered Tonnage. <small>Net Gross Under Deck.</small>	5 Registered Dimensions.			6 Moulded depth. <small>Freeboard and bulwarks.</small>	7 Engines of Steamers. <small>Builders of Engines.</small>	8 Built.		10 Owners.	11 Port belonging to.	12 Port of Survey.	13 Year of Survey.	14 Character, if Assigned, for Hull and Stores. <small>Also Date of Last Survey.</small>
				Length.	Breadth.	Depth.			Where.	When.					
441 29954 J.L.N.D.	Alice Iron	SewSr	889 1182 1066	264.2	30.6	18.6	C.2Cy.29" & 55"-33" 130HP. <i>Thmpsn, Boyd &amp; C. Nec.</i>	Middlesbro'	1865	T. & J. Harrison	Liverp'l				
2 63828	— Iron	PadStm	193 306 306	187.1	25.3	8.8	D.O.2Cy.35"-45" 90HP. <i>A. &amp; J. Inglis, Glasgow</i>	Glasgow <i>A. &amp; J. Inglis</i>	1871	G. Turnbull & C.	Glasgow				
3 51830 J.D.C.F.	— Iron	PadStm	359 635 556	231.6	26.2	13.4	O.2Cy.60"-72" 250HP. NB.74 <i>Caird &amp; Co. Greenock</i>	Greenock	1857	London & S.W. Railway Co.	Sthmptn				
4 50209	— r. & YM. 73pt I.B.	Bn Commo	194 203 172	100.0	26.4	11.0	..... drp. 73	N Brunswick <i>Rowan</i>	1868 12mo.	C.L. Wilton	Liverp'l	St. J.	6	C4	7.88
5 62469	— c.f.	Sr Davidson	99 112 112	83.9	21.7	10.3	.....	Banff <i>Watson</i>	1873 9mo.	J. Bissett & Cont.	Banff	Bnf.	9	A 1	8.82
6 87460	— Iron	SewSp	97 151 131	115.4	17.7	8.8	1.1Cy.20"-18" 20HP. <i>Good &amp; Menzies, Hull</i>	Beverley <i>H.J.J. Scarr</i>	1883	C.M. Jacobs	Cardiff				
7 —	— r. & YM. 76c.f.	Bk	337 337 326	119.1	26.2	16.5	..... 9 & 12 yrs Mat. srp. 76	Gloucester <i>Miller</i>	1864 10mo.		Vipraiso	Cly.	11	C7	7.78
8 2640 N.C.D.R.	— r. & YM. 79c.f.	Bk G. Razeto	585 609 587	145.9	31.3	21.6	..... 9 & 12 yrs Mat.	Sestri Ponente <i>Bozzano</i>	1875 11mo.	G. Razeto	Genoa	Liv.	11	A 1	9.82
9 66941 M.K.V.C.	— r. & YM. 2, 82pt I.B.	Bn GBBulmr	293 310 256	121.0	28.6	12.0	..... R. Q. D. 36tons	N Brunswick <i>Ogden</i>	1873 10mo.	E.W. Ogden	St. John	St. J.	9	A - 1	2.82
450 76876	— I.B.	Sr Williams	99 114 114	88.0	22.2	10.1	..... 9 & 12 yrs Mat.	Bridgwater <i>Gough</i>	1877 1mo.	J. Fisher	Barrow	Bel.	10	A 1	6.82
1 63935 K.S.H.T.	— c.f.	Sr I. Iddon	129 137 137	97.0	22.8	11.0	..... 9 & 12 yrs Mat.	Irvine <i>Irvine Ship. Co.</i>	1871 6mo.	Wyre Shipping Co. (Lim.)	Fleetwd	Bel.	10	A & C.P.	9.77
2 56533 H.S.P.D.	— r. & YM. 11, 81C.V.	Bk Rowe	399 399	137.7	27.9	16.6	..... Iron frame planked 12 & 16 yrs Mat. ND. 81	Middlesbro' <i>Harkess</i>	1867 10mo.	H. Latham	Liverp'l	Liv.	16	A 1	11.81
3 71447	— pt I.B. Salted	Bn T. Hopkins	199 199 199	103.2	24.0	12.9	..... drp. 75	P.E. Island <i>M. Laine</i>	1874 10mo.	W. Kemp jun.	Favrshn	Sld.	7	A & C.P.	6.77
4 45858 V.G.C.F.	— r. & YM. 2, 81pt I.B.	Bg Clark	200 200 190	93.4	24.2	13.0	..... Top timbers pt 1 yrs Mat. srp. 68, 71 & 75 d. d. 75	Liverpool <i>Sims</i>	1863 2mo.	A.M. Gillespie & Co.	London	Lon.	8	A 1	11.82
5 1038 H.G.K.D.	— 3 Mas's	Bn	198 216 205	101.6	22.5	14.4	..... Brk 10tons	Liverpool	1836	G. Balleine & C.	Guernsy				
6 58728	— I.B. Salted	Sr E. Wilmot	92	83.6	20.5	9.9	..... pt ND. & srp. 77	Selby <i>Green</i>	1868 5mo.	E. Willmott	Goole	Go.	8	A & C.P.	7.77
7 73638	— r. & YM. 6, 81C.F. Salted	Bk C. Bissett	324 381 324	147.0	28.7	12.9	..... drp. 79	Sunderland <i>Gibbon</i>	1876 3mo.	J. Frazer & Co.	Sydney	Syd.	12	A 1	6.81
8 65338 M.B.T.N.	— I.B.	Sr J. Rendle	74 80 80	75.6	19.8	9.4	..... 9 & 12 yrs Mat.	Falmouth <i>H. Trethowan</i>	1873 6mo.	J. Rendle	Falm'th	Fal.	10	A & C.P.	8.80
9 65426 K.W.T.H.	— Iron	SewSr	817 1267 1124	250.8	32.2	19.0	C.I.2Cy.28" & 55"-39" 130HP. <i>Oswald &amp; Co. Sunderland</i>	Sunderland <i>Oswald</i>	1872	G. Otto	N. Shlds				
460 78798 R.V.C.D.	— Iron	Bk E. Owen	1090 1139 1018	216.5	34.5	20.5	..... 1 D & 2 r B.	Glasgow <i>A. Stephen &amp; Sns</i>	1878 6mo.	J. Lloyd jun.	Liverp'l	Lon.	100	A 1	5.82

1889-90

LLOYD'S REGISTER.

ALI

1 No. for Special Survey, Official Code Letters.	2 Ship's Name, Material, Reg. No., Master, and Date of Appointment to present Owner's Service & to Ship.	3 No. of Decks, &c.	4 Registered Dimensions.	5 Registered Tonnage.	6 Masted length.	7 Engines of Steamers.	8 Built.		9 Owners.	10 Port belonging to.	11 Date of Survey.	12 Character of Service.	13 Date of Last Survey.
							When	Where					
421 63828	Alice SewStm Iron Sr		193 187-1 35-3 8-8	306 306		D.O. 2Cy. 35"-48" A.&J. Inglis, Glasgow	Glasgow A.&J. Inglis	1871	G. Turnbull & C.	Glasgow			
422 57460	SewStm Iron Barge Fuller 1 Dk (Iron) 3 B Hds Cem		97 115-4 17-7 8-8	151 131	9 * 7	1 Cy. 20"-18" 40H B&F 3, 5, 20EP Good & Menzies, Hull	Beverley H.J. J. Scarr 1.M.C. 1.57	1882 11mo	J. Bland & Co. as Swa. No. 1-87	Cardiff	Off. 8	90A1 12,88	
423 91076	SewStm Wood K Sanderson 1 Dk IB Salted		31 71-0 17-5 7-1	46 40		C. 2Cy. 8" 18"-19" 90B B510 58 9EP J. Crank & Co., Leith	Leith Marr Bns. + 1.M.C. 8, c. 5	1885 2mo	F. Fairley	Leith	Lth. 10	A - 10,88 For fishing purposes	
424	Bk Wood (ex Woodfield) Gundersen -88		969 171-8 35-5 28-1	998 918			Quebec Gingras	1875	N.M. Gram	Dr'm'm'n			
425 62469	Sr Wood Davidson		99 83-9 21-7 10-3	112 112			Banff Watson	1873 9mo	J. Bisset	Banff	Bnf. 9 A B C P C6	8,82	
426 66931 MEFC	Alice Ada Bn Wood Cassey r&YM, 88 pt IB Salted		293 121-0 28-8 12-1	310 260			P. Elgin, NB Ogden	1873 10mo	E.W. Ogden	St John Cont. Ayr Oct	Ayr 9 88-3 C6	A 1 9,88	
427 76876	Alice Bannister Sr Wood Pritchard 88-86 1 Dk IB		99 88-0 32-2 10-1	114 114			Bridgwater Gough	1877 1mo	J. Fisher & Sons	Barrow Cont. Bug. J.	Bug 10 an 87-7	A 1 12,87	
428 63935 KSHH	Alice Crookall Sr Wood J. Ratliff		129 97-0 22-8 11-0	137 137			Irvine Irvine Ship Co.	1871 6mo	R. Rawlinson	Fleetw'd St Bel. 77	Bel. 10	9,77	
429 66931 MEFC	Alice Depeaux SewStm Steel R. Thomas -87 Wild & L. (S) 2 1/2 B B Hds Cem		571 220-5 32-0 14-9	770 770	17 * 2	T. 3Cy. 19", 31 1/2" 33 1/2" -36" 160H (c) 140 HP Palmer's Co. (Lim) Nwe.	Newcastle Palmer's Co (Lim) Nwe. 47M C 9 27	1887 8mo	F. Depeaux & Co - Coll. D.B. 160/12 62 100	Ronen	Swa. 16 Sid 11 LACP	100A1 2,90 3,90	
430 87789	Alice Gertrude K Wood R. Porter 1 Dk pt IB		80 76-0 20-3 10-9	80 80			Brixham S. Dewdney & S.	1884 1mo	J. Randall	Grimsby	Bxm 12	A 1 2,84 For fishing purposes	
431 56533 HSPD	Alice Graham Bk Comp C. L. Thomas 88-86 r&YM, 7, 86 CP		399 137-7 27-9 16-6	389 380			Middlesbro' Harkess	1867 10mo	H. F. Swynn C.H. Beattie	Liverpool Cont. Liv. J.	Ham 16 ec 83-11	A 1 4,66 11,99	
432 71447	Alice H. Bn Wood T. Hopkins pt IB Salted		199 103-2 24-0 12-9	199 109			P. E. Island M'Leine	1874 10mo	W. Kemp jun. S. Pajr.	Favrham	Sid. 7	6,77	
433 90102 JKSR	Alice M. Craig Bk Iron J. Johnston 74-85 Johnson 1 Dk 1 B Hds Cem		569 156-5 27-7 12-8	351 349	13 * 10		Belfast Workmen, Clark & Co.	1884 4mo	Bk Alice M. Craig C. (Lim.), (C) Woodville & Workmen) as Stk. No. 1-88	Belfast	Stk. 4 LACP	100A1 5,96 6,90 2,90	
434 78683 PNQF	Alice Mary Bk Wood Law -88 CP Salted		361 147-0 28-7 12-9	351 324			Sunderland Gibbon	1876 3mo	J. Evans	Sydney, N.S.W.	Syd. 12 ar Syd. 81	5,86	
435 82979	Alice May Sr Wood S. Metc. Davies 88-86 Abandoned 1 Dk r&YM, 1, 86 CP Salted		154 98-0 23-3 12-1	144 164	13 * 3 1 * 10		Neyland J. Mills	1886 1mo	J. Mills	Milford Haven	Mil. 18	A 1 1,86 Abandoned 1,90	
436 68838 MBTN	Alice Moor Sr Wood J. Rendle IB		74 75-6 19-8 9-4	80 80	10 * 3		Falmouth H. Trehowan	1873 6mo	J. Rendle	Falm'th Cont. Fal. J.	Fal. 10 ec 83-7	A 1 2,80 4,90	
437 65426 KFTB	Alice Otto SewStm Iron G. C. Holt 1 Dk (pt Iron) 2 1/2 B Hds Cem		817 250-8 32-2 19-0	1447 1124		C. 2Cy. 28" 18"-39" NB 80 80B 130HP Oswald & Co. Sunderland	Sunderland Oswald & Co.	1871 12mo	G. Otto	N. Sh'lds	Off. Lv + 2,88	A 1,1 1,90	
438 75736 RVCZ	Alice Platt Bk Iron Jensen 88-85 1 Dk 2 1/2 B Hds Cem		1090 215-5 34-5 20-5	1129 1018			Glasgow A. Stephens Sons	1878 6mo	J. Lloyd jun.	Liverp'l as Lon. No. 2-87	Liv. 7 LACP	100A1 4,88 11,89	
439 48762 TQHX	Alice Richardson Bn Wood J. Newman pt IB		171 89-7 23-9 13-0	171 171			Sunderland Gray	1861 12mo	J.T. Crampton	Portsmh	Liv. 8	7,67	
440 KNDJ	Alice Rickmers Bk Wood Lohmann		1208 187-0 39-0 25-5				Ge'stemunde R. C. Rickmers	1875	R. C. Rickmers	Ge'stin'nde			

## Appendix B – The Timeline for the Alice Bannister

### 1877

February 5 1877 Cardiff arrived Alice Bannister, Bannister from Bridgewater

February 16 1877 Cardiff sailed Alice Bannister, Bannister for Dublin

March 12 1877 Dublin sailed Alice Bannister for Bridgewater

March 13 1877 Barrow arrived Alice Bannister, Bannister from Dublin

March 19 1877 Barrow sailed Alice Bannister for Swansea

March 30 1877 Swansea sailed Alice Bannister, Bannister for Belfast

April 4 1877 Belfast arrived Alice Bannister from Swansea

April 21 1877 Barrow arrived Alice Bannister, Bannister from Red Bay

April 28 1877 Barrow sailed Alice Bannister for Briton Ferry

May 5 1877 Neath cleared Alice Bannister for Glenarne – coal #####

May 5 1877 Barrow sailed Alice Bannister, Bannister for Dublin

May 26 1877 Barrow arrived Alice Bannister, Bannister from Red Bay

June 19 1877 Barrow sailed Alice Bannister, Bannister for Glasgow

June 23 1877 Glasgow arrived Alice Bannister, Bannister from Barrow- iron ore

June 30 1877 Glasgow sailed Alice Bannister, Bannister for Plymouth

July 2 1877 Glasgow sailed Alice Bannister, Bannister for Plymouth

July 8 1877 Lizard passed east (afternoon) Alice Bannister(sch, of Barrow)

July 29 1877 Helvoet arrived Alice Bannister, Bannister from Plymouth

August 19 1877 Maassluis sailed Alice Bannister, Bannister for Jersey

September 5 1877 Jersey arrived Alice Bannister, Bannister from Rotterdam

September 6 1877 St Peter Port arrived Alice Bannister, Bannister from  
- Rotterdam via Jersey

September 13 1877 St Peter Port sailed Alice Bannister, Bannister for London

September 17 1877 Customs House, London entered in Alice Bannister, Bannister

September 25 1877 Customs House, London cleared out Alice Bannister,  
- Bannister for Douglas I.O.M.

October 3 1877 Gravesend sailed Alice Bannister for Douglas I.O.M.

October 16 1877 Douglas I.O.M. sailed Alice Bannister, Bannister for Barrow

October 17 1877 Barrow arrived Alice Bannister from Douglas

October 29 1877 Liverpool arrived Alice Bannister, Bannister from Barrow

October 31 1877 Liverpool cleared out Alice Bannister for Plymouth

December 8 1877 Fleetwood arrived Alice Bannister from Plymouth

December 21 1877 Belfast arrived Alice Bannister, Bannister from Fleetwood

## **1878**

January 11 1878 Newport arrived Alice Bannister, Bannister from Belfast

February 2 1878 1878 Dundalk arrived Alice Bannister, Bannister from Newport

February 28 1878 1878 Barrow sailed Alice Bannister, Bannister for Duddon

March 10 1878 Duddon sailed Alice Bannister for Swansea

March 14 1878 Swansea arrived Alice Bannister, Bannister from Duddon

March 29 1878 Belfast arrived Alice Bannister from Swansea

April 23 1878 Liverpool cleared out Alice Bannister for Plymouth

May 25 1878 Fleetwood arrived Alice Bannister, Bannister from Plymouth

June 12 1878 Liverpool cleared out Alice Bannister for Belfast

June 20 1878 Belfast arrived Alice Bannister, Bannister from Liverpool

July 12 1878 Gravesend arrived Alice Bannister from Coast

July 13 1878 Customs House, London entered in Alice Bannister, Bannister from  
- Belfast

August 16 1878 Teignmouth sailed Alice Bannister for Glasgow

August 23 1878 Glasgow arrived Alice Bannister, Bannister from Teignmouth-clay  
September 3 1878 Broomielaw, Clyde sailed Alice Bannister, Bannister for Dublin  
September 4 1878 Glasgow sailed Alice Bannister, Bannister for Dublin – coal  
September 10 1878 Dublin arrived Alice Bannister from Glasgow- coal  
September 18 1878 Dublin loading outwards Alice Bannister for Dunkirk  
September 30 1878 Dunkirk arrived Alice Bannister, Bannister from Dublin  
October 15 1878 Dunkirk sailed Alice Bannister, Bannister for Newcastle  
October 17 1878 Plymouth arrived Alice Bannister, Bannister from Dunkirk  
November 22 1878 Fleetwood sailed Alice Bannister for Belfast  
November 25 1878 Belfast arrived Alice Bannister, Bannister from Barrow  
December 11 1878 Duddon sailed Alice Bannister, Bannister for Llanelly  
December 23 1878 Llanelly cleared Alice Bannister for Belfast -180 tons coal  
December 26 1878 Belfast arrived Alice Bannister from Llanelly

## **1879**

January 6 1879 Belfast sailed Alice Bannister, Bannister for Red Bay  
January 10 1879 Barrow arrived Alice Bannister, Bannister from Red Bay  
January 20 1879 Barrow sailed Alice Bannister, Bannister for Swansea  
January 22 1879 Swansea arrived Alice Bannister, Bannister from Barrow  
February 1 1879 Belfast arrived Alice Bannister from Swansea  
February 8 1879 Barrow arrived Alice Bannister, Bannister from Belfast  
February 14 1879 Barrow sailed Alice Bannister for Britton Ferry  
February 16 1879 Holyhead arrived Alice Bannister, Bannister from Barrow  
February 22 1879 Neath cleared Alice Bannister for Fowey –coal,Dynevor Coal Co  
March 1 1879 Britonferry sailed Alice Bannister for Fowey

March 4 1879 Belfast arrived Alice Bannister from Britonferry  
March 13 1879 Barrow arrived Alice Bannister, Bannister from Belfast  
March 21 1879 Barrow sailed Alice Bannister, Bannister for Port Talbot  
April 3 1879 Port Talbot sailed Alice Bannister, Bannister for Falmouth  
April 17 1879 Swansea arrived Alice Bannister, Bannister from Penryn  
April 23 1879 Swansea sailed Alice Bannister, Bannister for Belfast  
April 28 1879 Belfast arrived Alice Bannister, Bannister from Swansea  
May 21 1879 Barrow sailed Alice Bannister, Bannister for Douglas  
June 14 1879 Teignmouth arrived Alice Bannister, Bannister from Torquay  
June 24 1879 Teignmouth sailed Alice Bannister for Runcorn  
June 30 1879 Runcorn arrived Alice Bannister from Fowey  
July 23 1879 Peterhead arrived Alice Bannister, Bannister from Runcorn  
August 7 1879 Shields arrived Alice Bannister from Peterhead  
August 13 1879 Shields sailed Alice Bannister for St Malo  
October 9 1879 Antwerp sailed Alice Bannister for Swansea  
October 17 1879 Swansea Bay, signalled schooner Alice Bannister of Barrow  
October 18 1879 Swansea arrived Alice Bannister from Antwerp-120 clay,22glass  
October 31 1879 Belfast arrived Alice Bannister from Swansea  
November 1 1879 Belfast arrived Alice Bannister, Bannister from Glasgow  
November 8 1879 Belfast sailed Alice Bannister, Bannister for Barrow  
November 13 1879 Barrow arrived Alice Bannister, Bannister from Red Bay  
November 19 1879 Barrow sailed Alice Bannister, Bannister for Swansea  
November 21 1879 Swansea Bay, signalled schooner Alice Bannister of Barrow  
November 21 1879 Swansea arrived Alice Bannister, Bannister from Barrow  
December 5 1879 Swansea sailed Alice Bannister for Belfast  
December 9 1879 Belfast arrived Alice Bannister, Bannister from Swansea

December 19 1879 Belfast sailed Alice Bannister for Red Bay

## **1880**

January 12 1880 Penarth Roads arrived Alice Bannister – Iron ore

March 10 1880 Belfast arrived Alice Bannister from Fleetwood - coal

March 18 1880 Belfast sailed Alice Bannister for Barrow

March 22 1880 Barrow arrived Alice Bannister from Belfast

May 11 1880 Tyne arrived Alice Bannister from Cork

May 20 1880 Shields sailed Alice Bannister for Plymouth - coal

May 23 1880 Deal anchored Alice Bannister of Barrow

May 26 off Deal Alice Bannister From Newcastle for Plymouth

July 24 1880 Belfast arrived Alice Bannister from Liverpool - coal

July 25 1880 Liverpool sailed Alice Bannister for Belfast

August 18 1880 Port Talbot arrived Alice Bannister, Bannister from Barrow

August 30 1880 Belfast arrived Alice Bannister from Port Talbot - coal

September 3 1880 Belfast sailed Alice Bannister for Red Bay & Barrow

September 5 1880 Ardrossan arrived Alice Bannister from Belfast

September 20 1880 Barrow sailed Alice Bannister, Bannister for Llanelly

October 2 1880 Llanelly sailed Alice Bannister, Bannister for Belfast

October 14 1880 Belfast arrived Alice Bannister from Llanelly – coal

October 15 1880 Belfast arrived Alice Bannister, Bannister from Swansea

October 22 1880 Belfast sailed Alice Bannister for Barrow

October 29 1880 Barrow sailed Alice Bannister, Bannister for Liverpool

November 17 1880 Belfast arrived Alice Bannister, Bannister from Garston

November 24 1880 Belfast sailed Alice Bannister for Barrow

December 18 1880 Swansea arrived Alice Bannister, Bannister from Morecambe

December 31 1880 Swansea sailed Alice Bannister, Bannister for Belfast

## **1881**

January 5 1881 Belfast arrived Alice Bannister from Swansea

January 14 1881 Belfast sailed Alice Bannister for Barrow

January 21 1881 Barrow arrived Alice Bannister, Bannister from Liverpool

February 5 1881 Belfast arrived Alice Bannister from Liverpool- coal

March 28 1881 Barrow sailed Alice Bannister, Bannister for Newport

April 5 1881 Newport arrived Alice Bannister, Bannister from Barrow

April 23 1881 Barrow arrived Alice Bannister

May 4 1881 Barrow sailed Alice Bannister, Williams for Liverpool

June 12 1881 The Lizard passed east Alice Bannister (sch, of Barrow)

July 11 1881 Runcorn arrived Alice Bannister, Williams from Charlestown

August 8 1881 London customs House entered in Alice Bannister from Runcorn

August 17 1881 London cleared out Alice Bannister, Williams for Belfast

August 19 1881 Gravesend sailed Alice Bannister for Belfast

September 1 1881 The Lizard passed west Alice Bannister (sch, of Barrow)

September 6 1881 Belfast arrived Alice Bannister, Williams from London- cement

October 7 1881 Barrow arrived Alice Bannister, Williams from Morecambe

October 10 1881 Barrow sailed Alice Bannister, Williams for Cardiff

October 25 1881 Holyhead arrived Alice Bannister, Williams from Barrow for  
- Cardiff

November 12 1881 Cork arrived Alice Bannister from Newport

November 26 1881 Cork weatherbound Alice Bannister for Barrow

December 7 1881 Barrow sailed Alice Bannister, Williams for Lydney

**1882**

January 10 1882 Barrow arrived Alice Bannister, Williams from Cork

January 17 1882 London cleared out Alice Bannister, Williams for Rochester

January 22 1882 Barrow sailed Alice Bannister, Williams for Britonferry

January 27 1882 Neath arrived Alice Bannister from Barrow – 180 tons pig iron

February 6 1882 Britonferry sailed Alice Bannister, Williams for Cork

March 11 1882 Barrow sailed Alice Bannister, Williams for Lydney

March 19 1882 Lydney arrived Alice Bannister, Williams from Barrow

March 23 1882 London cleared out Alice Bannister, Williams for Rochester

April 2 1882 Cork arrived Alice Bannister, Williams from Lydney

April 21 1882 London cleared out Alice Bannister, Williams for Sherness

May 4 1882 Barrow sailed Alice Bannister, Williams for Llanelly

May 15 1882 Llanelly sailed Alice Bannister, Williams for Carrickfergus–185t coal

August 4 1882 Britonferry sailed Alice Bannister, Williams for Liverpool

August 24 1882 London cleared out Alice Bannister for Rochester

September 9 1882 Liverpool sailed Alice Bannister for Youghal

October 1 1882 Holyhead arrived Alice Bannister, Williams from Youghal for  
- Barrow

October 6 1882 Barrow arrived Alice Bannister, Williams from Youghal

October 13 1882 Barrow sailed Alice Bannister for Swansea

November 13 1882 Swansea sailed Alice Bannister, Williams for Londonderry

December 15 1882 Barrow arrived Alice Bannister, Williams from Londonderry

December 22 1882 London cleared out Alice Bannister, Williams for Rochester

December 26 1882 Barrow sailed Alice Bannister, Williams for Swansea

December 28 1882 Holyhead arrived Alice Bannister, Williams from Barrow for  
- Swansea

**1883**

January 16 1883 Swansea arrived Alice Bannister, Bannister from Barrow

February 20 1883 Londonderry arrived Alice Bannister from Swansea – coal

March 5 1883 Londonderry cleared out Alice Bannister for Barrow - timber

March 15 1883 Barrow arrived Alice Bannister, Williams from Londonderry

March 24 1883 Barrow sailed Alice Bannister, Williams for Newport

April 17 1883 Cork sailed Alice Bannister, Williams for Youghal

April 27 1883 Barrow arrived Alice Bannister, Williams from Youghal

June 14 1883 Barrow arrived Alice Bannister, Williams from Cork

June 22 1883 Barrow sailed Alice Bannister, Williams for Honfleur

July 1 1883 Honfleur arrived Alice Bannister, Williams from Barrow

July 11 1883 Honfleur sailed Alice Bannister, Williams for Swansea

July 24 1883 Poole sailed Alice Bannister, Williams for Runcorn

August 17 1883 Runcorn sailed Alice Bannister for Londonderry

August 28 1883 Londonderry arrived Alice Bannister from Rincorn – salt

September 5 1883 Londonderry cleared out Alice Bannister for Barrow - ballast

September 12 1883 Barrow sailed Alice Bannister, Williams for Neath

September 21 1883 Neath arrived Alice Bannister from Barrow– 180 tons pig iron

October 4 1883 Britonferry sailed Alice Bannister, Williams for Waterford

November 16 1883 Liverpool cleared Alice Bannister for Swansea

November 16 1883 Holyhead arrived Alice Bannister, Williams from Liverpool for  
- Swansea

December 6 1883 Swansea arrived Alice Bannister, Bannister from Liverpool

December 16 1883 Swansea sailed Alice Bannister, Williams for Amlwch

December 20 1883 Holyhead arrived Alice Bannister, Williams from Swansea for  
- Amlwch

**1884**

March 26 1884 Flushing left the Roads Alice Bannister, Williams For Liverpool

March 31 1884 Ipswich arrived Alice Bannister, Williams from Antwerp -  
- phosphate of lime

April 8 1884 Ipswich sailed Alice Bannister for Waterford

April 24 1884 Waterford sailed Alice Bannister, Williams for Bristol - iron

April 27 1884 Bristol sailed Alice Bannister for Waterford

May 1 1884 Bristol arrived Alice Bannister from Waterford – 2000 cwt scrap iron

May 5 1884 Pill & Kingroad sailed Alice Bannister for Cardiff

May 7 1884 Cardiff arrived Alice Bannister, Williams from Bristol

May 13 1884 Cardiff sailed Alice Bannister, Williams for Belfast

June 1 1884 Portmadoc arrived Alice Bannister, Williams from Belfast & Dublin

June 13 1884 London customs house entered in Alice Bannister, Williams from  
- Ipswich

June 23 1884 Portmadoc sailed Alice Bannister for Bremen

August 8 1884 Pill & Kingroad arrived Alice Bannister, Williams from Bremen

August 9 1884 Bristol arrived Alice Bannister, Williams from Bremen – 896 bags  
- sugar

August 14 1884 Pill & Kingroad sailed Alice Bannister, Williams for Cardiff

August 25 1884 Lizard passed east Alice Bannister of Barrow

September 21 1884 Lizard passed west Alice Bannister of Barrow

December 19 1884 Larne Lough – ashore, cargo Iron ore

**1885**

January 16 1885 Whitehaven arrived Alice Bannister from Larne-120tons iron ore

February 19 1885 Port Penrhyn arrived Alice Bannister, Williams

June 3 1885 Gravesend arrived Alice Bannister from Dunkirk

July 31 1885 Peterhead arrived Alice Bannister, Williams from Runcorn - salt

August 18 1885 Peterhead sailed Alice Bannister, Williams for Coalport - ballast

**1886**

February 26 1886 Port Penrhyn sailed Alice Bannister, Williams for Hamburg

May 4 1886 Holyhead arrived Alice Bannister from Hamburg

May 4 1886 Holyhead sailed Alice Bannister for Garston

May 5 1886 Liverpool arrived Alice Bannister from Hamburg

**1887**

January 10 1887 Hull sailed Alice Bannister for Exeter

January 16 1887 Exeter arrived Alice Bannister

March 13 1887 Lizard passed east Alice Bannister of Barrow

June 28 1887 Liverpool arrived Alice Bannister from Hamburg

July 9 1887 Westonpoint arrived Alice Bannister, Pritchard from Runcorn

July 12 1887 Westonpoint sailed Alice Bannister, Pritchard for Fraserburgh

August 5 1887 Scrabster arrived Alice Bannister, Pritchard from Stronsay

August 21 1887 Scrabster sailed Alice Bannister, Pritchard for Belfast

August 29 1887 Belfast arrived Alice Bannister, Pritchard from Turso - flagstones

September 2 1887 Belfast sailed Alice Bannister for Barrow  
September 15 1887 Portmadoc arrived Alice Bannister, Williams from Dublin  
September 30 1887 Portmadoc sailed Alice Bannister, Williams for London  
October 3 1887 Prawle Point passed up Alice Bannister of Barrow (2 pm)  
October 4 1887 Portland Bill passed east Alice Bannister(sch) of Barrow(4.30pm)  
October 8 1887 Gravesend arrived Alice Bannister from coast  
October 27 1887 London cleared out Alice Bannister, Pritchard for Amlwch  
November 1 1887 Lying Regents Canal Dock Alice Bannister, Pritchard  
November 1 1887 Deal anchored Alice Bannister of Barrow  
November 9 1887 Lizard passed west Alice Bannister(sch) of Barrow(2.20pm)

## **1888**

January 21 1888 Port Dinorwic sailed Alice Bannister, Hughes for Lossiemouth  
February 15 1888 Sunderland arrived Alice Bannister from Rotterdam  
February 17 1888 Sunderland arrived Alice Bannister from Peterhead  
February 22 1888 Poole arrived Alice Bannister, Pritchard from Sunderland  
March 13 1888 Poole sailed Alice Bannister, Pritchard for Glasgow  
March 16 1888 Lizard passed west Alice Bannister(sch) of Barrow  
March 17 1888 Penzance anchored in Mounts Bay Alice Bannister of Barrow  
April 9 1888 Glasgow arrived Alice Bannister, Pritchard from Poole  
April 21 1888 Glasgow sailed Alice Bannister, Pritchard for Bantry  
May 4 1888 Bantry sailed Alice Bannister, Pritchard for Newport  
May 7 1888 Cardiff arrived Alice Bannister from Bantry in ballast  
May 12 1888 Cardiff sailed Alice Bannister, Pritchard for Port Glasgow  
May 17 1888 Glasgow arrived in Clyde, Alice Bannister, Pritchard from Cardiff

May 28 1888 Glasgow sailed Alice Bannister, Pritchard for St Valery  
June 9 1888 St Valery arrived Alice Bannister, Pritchard from Glasgow  
June 28 1888 Amlch arrived Alice Bannister, Pritchard from Treport  
July 8 1888 Amlch sailed Alice Bannister, Pritchard for Port Dinorwic  
July 9 1888 Port Dinorwic arrived Alice Bannister, Thomas from Amlwch  
July 18 Port Dinorwic sailed Alice Bannister, Hughes for Montrose  
July 28 1888 Montrose arrived Alice Bannister, Pritchard from Port Dinorwic  
August 23 1888 Dantzig arrived Alice Bannister, Pritchard from Montrose  
September 1 1888 Dantzig sailed Alice Bannister, Williams for Littlehampton-  
- wheat  
September 7 1888 Near Copenhagen ashore – towed off  
September 15 1888 Dover passed west Alice Bannister(sch) of Barrow(3-4pm)  
September 23 1888 Littlehampton sailed Alice Bannister, in tow of Jumna tug, of  
- Shoreham for Newport (IW)  
October 14 1888 Cowes sailed Alice Bannister, Pritchard for Londonderry  
October 14 1888 Prawle Point passed down Alice Bannister(sch) (11 am)  
October 22 1888 Londonderry arrived Alice Bannister from Newport  
November 3 1888 Carnarvon arrived Alice Bannister, Pritchard from Londonderry  
December 12 1888 Holyhead put in Alice Bannister, Pritchard Carnarvon for  
- London  
December 15 1888 Holyhead sailed Alice Bannister, Pritchard for London  
December 18 1888 Lizard passed east Alice Bannister of Barrow

## **1889**

January 3 1889 London cleared out Alice Bannister, Pritchard for Lancaster  
January 10 1889 Gravesend sailed Alice Bannister for Lancaster

January 19 1889 Glasson Dock, Lancaster arrived Alice Bannister, Pritchard from  
- London

January 28 1889 Glasson Dock, Lancaster sailed Alice Bannister, Pritchard for  
- Bangor (NW)

February 6 1889 Point of Ayr arrived Alice Bannister, Pritchard from Lancaster

February 13 1889 Point of Ayr arrived Alice Bannister, Pritchard from Lancaster

February 22 1889 Holyhead put in Alice Bannister, Pritchard from Point of Ayr for  
- Dundalk

February 22 1889 Holyhead sailed Alice Bannister, Pritchard for Dundalk

February 25 1889 Dundalk arrived Alice Bannister, Pritchard from Point of Ayr

March 11 1889 Barrow arrived Alice Bannister, Pritchard from Dundalk

March 27 1889 Barrow sailed Alice Bannister, Pritchard for Tralee

W/E May 9 1889 Carnarvon arrived Alice Bannister, Pritchard from Galway

W/E June 6 1889 Carnarvon sailed Alice Bannister, Pritchard for Harburg

June 6 1889 Lizard passed east Alice Bannister (sch) of Barrow

June 18 1889 Hamburg arrived Alice Bannister, Pritchard from Carnarvon

July 14 1889 Harwich arrived Alice Bannister from Hamburg

July 14 1889 Ipswich arrived Alice Bannister from Hamburg

July 16 1889 Cliffe's Creek causeway Alice Bannister ashore

July 21 1889 Ipswich sailed Alice Bannister, Pritchard for London

July 27 1889 London cleared out Alice Bannister for Newry

August 5 1889 Cowes sailed Alice Bannister, Pritchard for Newry

August 8 1889 Totland Bay IOW ashore – refloated

August 9 1889 Portland put in Alice Bannister, Pritchard from London for Newry

September 22 1889 Gravesend arrived Alice Bannister from coast

September 25 1889 London cleared out Alice Bannister, Pritchard for Liverpool

October 5 1889 Gravesend sailed Alice Bannister for Liverpool

October 24 1889 St Ann's head passed out Alice Bannister of Barrow

October 27 1889 Holyhead put in Alice Bannister, Pritchard from London for  
- Liverpool

November 1 1889 Liverpool arrived Alice Bannister from London

November 7 1889 Liverpool cleared Alice Bannister for Penryn

November 28 1889 Truro Point sailed Alice Bannister, Pritchard for Falmouth

December 4 1889 Falmouth sailed Alice Bannister for Liverpool

December 21 1889 Liverpool cleared Alice Bannister for Plymouth

December 29 1889 Holyhead put in Alice Bannister, Pritchard from Liverpool for  
- Plymouth

## **1890**

February 18 1890 Falmouth arrived Alice Bannister from Plymouth

February 20 1890 Falmouth sailed Alice Bannister for Dublin

March 22 1890 Swansea arrived Alice Bannister, Pritchard from Ballinacurra oats

April 5 1890 Swansea sailed Alice Bannister, Pritchard for Treport

April 8 1890 Swansea Bay, signalled schooner Alice Bannister of Barrow

April 12 1890 Treport arrived Alice Bannister, Blackmore from Swansea

May 10 1890 Dublin arrived Alice Bannister from Treport – Phosphor lime

May 12 1890 Dublin sailed Alice Bannister for Liverpool

May 20 1890 Portmadoc arrived Alice Bannister, Pritchard from Dublin

June 5 1890 Portmadoc sailed Alice Bannister, Pritchard for Stettin

June 19 1890 Swinemunde arrived Alice Bannister, Pritchard from Portmadoc

August 1 1890 Ayr sailed Alice Bannister, Pritchard for Wexford - coal

August 5 1890 Wexford arrived Alice Bannister from Ayr

September 5 1890 Bangor(NW) sailed Alice Bannister, Pritchard for Harburg

September 20 1890 Gravesend arrived Alice Bannister from coast

October 21 1890 London cleared out Alice Bannister, Pritchard for Londonderry

December 12 1890 Londonderry cleared out Alice Bannister for London - bog ore

### **1891** (No Lloyds List)

March 10 1891 Queenstown arrived Alice Bannister, Owens from Liverpool with  
- wheat for Cork

March 12 1891 Cork arrived Alice Bannister, Owens from Liverpool -Wheat & Flour

May 2 1891 Waterford sailed Alice Bannister, Owens for Glandon - from Runcorn  
- salt

July 13 1891 Fraserburgh arrived Alice Bannister, Owens from Liverpool – salt

July 19 1891 Fraserburgh sailed Alice Bannister, Owens for Lossiemouth - ballast

August 23 1891 Briton Ferry arrived Alice Bannister from Dudden – iron ore

September 2 1891 Briton Ferry sailed Alice Bannister, Owens for London

### **1892**

March 1 1892 Lizard passed east Alice Bannister of Barrow

April 10 1892 Runcorn arrived Alice Bannister, Owens from Falmouth

August 20 1892 St Michaels Mount arrived Alice Bannister from Liverpool

September 3 1892 St Michaels Mount sailed Alice Bannister for Liverpool via  
- Penzance

September 17 1892 Liverpool cleared Alice Bannister for Par

September 15 1892 MSC Eastham Locks passed inwards Alice Bannister from  
- Penzance for Ellesmere Port – China clay

September 21 1892 MSC Eastham Locks passed outwards Alice Bannister from  
- Ellesmere Port for Par - coal

October 25 1892 Par sailed Alice Bannister, Owens for Ellesmere

November 7 1892 MSC Eastham Locks passed inwards Alice Bannister from Par  
- for Ellesmere Port – China clay

November 22 1892 MSC Eastham Locks passed outwards Alice Bannister from  
- Ellesmere Port for Garston – Light

November 26 1892 Liverpool cleared Alice Bannister for Plymouth

December 2 1892 Liverpool sailed Alice Bannister, Owens for Plymouth

December 24 1892 Fishguard Bay put in for shelter Alice Bannister of Barrow

December 25 1892 Fishguard Bay sailed Alice Bannister of Barrow

### **1893**

January 13 1893 Falmouth arrived Alice Bannister from Plymouth

January 21 1893 Swansea arrived Alice Bannister from Plymouth – clay

February 4 1893 Swansea sailed Alice Bannister, Owens for Runcorn

May 16 1893 Runcorn sailed Alice Bannister, Owens for Hopnan

June 2 1894 Hopeman arrived Alice Bannister – salt

June 26 1893 Duddon arrived Alice Bannister from Beauly

July 6 1893 MSC Eastham Locks passed inwards Alice Bannister from Duddon for  
- Ellesmere Port – pig iron

July 27 1893 MSC Eastham Locks passed outwards Alice Bannister from  
- Ellesmere Port for Plymouth – Light

August 10 1893 Par arrived Alice Bannister, Owens from Plymouth

August 17 1893 Par sailed Alice Bannister, Owens for Runcorn

August 25 1894 Runcorn arrived Alice Bannister, Owens from Par

September 29 1894 Runcorn sailed Alice Bannister, Owens for Plymouth

November 16 1893 Barrow arrived Alice Bannister, Owens from Liverpool

December 31 1893 Barrow sailed Alice Bannister, Owens for Swansea

**1894**

January 15 1894 Swansea arrived Alice Bannister from Barrow – 172 tons pitch

January 23 1894 Swansea cleared Alice Bannister for Guernsey -175 tons coal

February 16 1894 St Sampson's arrived Alice Bannister, Owens from Swansea

February 24 1894 St Sampson's sailed Alice Bannister, Owens for London

February 27 1894 Gravesend arrived Alice Bannister from Guernsey

February 27 1894 London customs house entered in Alice Bannister from  
- Guernsey

March 15 1894 Southend anchored off Alice Bannister of Barrow

April 5 1894 Dublin sailed Alice Bannister Duddon

May 11 1894 Aberdovey sailed Alice Bannister for Aberdeen

May 25 1894 Aberdeen arrived Alice Bannister, Evans from Aberdovey - slates

June 13 1894 Gravesend arrived Alice Bannister from coast

July 2 1894 Cork arrived Alice Bannister, Owens from London – cement

W/E July 19 1894 Aberdovey arrived Alice Bannister from Cork

August 21 1894 Aberdovey sailed Alice Bannister for Shoreham & London

September 2 1894 Shoreham arrived Alice Bannister, Owens from Aberdovey

September 8 1894 Gravesend arrived Alice Bannister from Shoreham

October 1 1894 Lancaster arrived Alice Bannister, Owens from London - general

October 19 1894 Cardiff arrived Alice Bannister from Lancaster – coal tar pitch

November 7 1894 Cardiff sailed Alice Bannister, Owens for Carnarvon

November 30 1894 Carnarvon arrived Alice Bannister, Owens from Cardiff

**1895**

January 22 1894 Lizard passed east Alice Bannister of Barrow

April 1 1895 Irvine arrived Alice Bannister from Fort William

April 11 1895 Irvine sailed Alice Bannister from Poole -coal

June 25 1895 Fishberrow arrived Alice Bannister from Runcorn

November 25 1895 Falmouth arrived Alice Bannister from Runcorn

November 30 1895 Falmouth arrived Alice Bannister from Plymouth

**1896**

April 2 1896 Looe arrived Alice Bannister, Owens from Runcorn

April 10 1896 Looe sailed Alice Bannister, Owens for Par

April 11 1896 Par arrived Alice Bannister, Owens from Looe

April 16 1896 Par sailed Alice Bannister, Owens for Runcorn

May 5 1896 Runcorn cleared Alice Bannister for Shapinsay

August 5 1896 Runcorn cleared Alice Bannister for Pentewan

August 28 1896 Falmouth arrived Alice Bannister from Pentewan

September 1 1896 Falmouth sailed Alice Bannister for Manchester

September 3 1896 Manchester arrived Alice Bannister, Pritchard from Fowey

September 7 1896 Manchester berthed oil shed jetty Alice Bannister

September 9 1896 Manchester cleared Alice Bannister for Par

October 15 1896 Padstow put in windbound Alice Bannister, Owens for Port Talbot

October 28 1896 Par sailed Alice Bannister, Owens for Runcorn

December 1 1896 Runcorn sailed Alice Bannister, Owens for Par

**1897**

January 4 1897 Falmouth arrived Alice Bannister from Par  
January 29 1897 Falmouth sailed Alice Bannister for Runcorn  
February 1 1897 Runcorn arrived Alice Bannister, Owens from Par  
February 12 1897 Runcorn cleared Alice Bannister, Owens for Flushing  
April 21 1897 Par sailed Alice Bannister, Owens for Runcorn  
April 30 1897 Runcorn arrived Alice Bannister, Owens from Par  
May 8 1897 Runcorn cleared Alice Bannister for Maldon  
May 13 1897 In collision in ship canal Leaving Runcorn and returned  
June 1 1897 Maldon arrived Alice Bannister, Owens from Runcorn  
June 7 1897 Gravesend arrived Alice Bannister from coast  
June 10 1897 London cleared out Alice Bannister, Owens for Whitehaven  
June 12 1897 Gravesend sailed Alice Bannister for Whitehaven  
June 19 1897 Plymouth put in damaged  
July 8 1897 Maryport arrived Alice Bannister  
July 23 1897 Waterford arrived Alice Bannister from Whitehaven - coals  
August 9 1897 Waterford sailed Alice Bannister, Owens for Liverpool  
August 11 1897 Holyhead arrived Alice Bannister, Owens from Waterford  
September 6 1897 Liverpool cleared Alice Bannister for Charlestown  
October 7 1897 Par sailed Alice Bannister, Owens for Runcorn  
October 10 1897 Runcorn arrived Alice Bannister, Owens from Par  
October 17 1897 Swansea signal station schooner Alice Bannister of Barrow  
November 25 1897 Falmouth arrived Alice Bannister from Par  
December 8 1897 Fleetwood arrived Alice Bannister from Falmouth  
December 20 1897 Falmouth sailed Alice Bannister for Runcorn

**1898**

January 11 1898 Runcorn cleared Alice Bannister for Fowey

January 13 1898 Runcorn sailed Alice Bannister, Owens for Fowey

January 20 1898 Runcorn Holyhead arrived Alice Bannister, Owens

February 6 1898 Fowey arrived Alice Bannister, Owens from Runcorn

February 25 1898 Falmouth sailed Alice Bannister for Runcorn

April 12 1898 Holyhead put in Alice Bannister, Owens

May 4 1898 Par arrived Alice Bannister, Owens from Polperro

May 11 1898 Par sailed Alice Bannister, Owens for Ellesmere

May 27 1898 Westonpoint arrived Alice Bannister, Owens from Ellesmere Port

May 28 1898 Runcorn cleared Alice Bannister for Helmsdale

June 30 1898 Gravesend arrived Alice Bannister from coast

July 12 1898 Gravesend sailed Alice Bannister for coast

August 5 1898 Liverpool cleared Alice Bannister for Penzance

August 13 1898 Liverpool sailed Alice Bannister for Plymouth

September 7 1898 Plymouth sailed Alice Bannister for Preston

September 27 Holyhead arrived Alice Bannister, Owens from Preston

October 13 1898 Penryn arrived Alice Bannister, Owens from Preston

October 20 1898 Par arrived Alice Bannister, Owens from Falmouth

October 31 1898 Par sailed Alice Bannister, Owens for Runcorn

November 3 1898 Alice Bannister sunk in collision with S.S. Borrowdale



Her Masts, Yards, &c., are in new condition, and sufficient in size and length.

She has SAILS, CABLES, &c.	Fathoms	Inches	Ton to per Certificate	In. ton <sup>2</sup> per Ton	Ton ton <sup>2</sup> per Ton	ANCHORS, &c.	N <sup>o</sup> .	Weight, Ea. block.	Ton to per Certificate	Weight <sup>2</sup> per Ton	Ton ton <sup>2</sup> per Ton
1 <u>Self-appearing</u> Fore Sails, Chain <u>Shot</u> 188 <sup>1</sup> / <sub>2</sub> 15 10 <sup>1</sup> / <sub>2</sub> tons						Bowers ....	1	6-0-24	8 1/2 tons		
Fore Top Sails, (State Machine when fitted, and name of manufacturer) 15 1/2 15 2 1/2 tons						Stream ....	1	5-2-1	7-17-0		
Fore Topmast Stay Sails, Hempen Stream Cable 30 5 1/2 2 1/2 tons						Kodges ....	1	1-3-12	4-1-2		
Main Sails, Hawser 75 6 Manilla											
Main-Top Sails, Trawlins 75 8 do											
and Warp 75 5 do											

Her Standing and Running Rigging new sufficient in size and best in quality. She has 16 Long Boat and C. 7

The present state of the Windlass is 2 Capitan Druck, new and Rodder New E-O Pumps 2 Iron 5 Open

Scuppers, &c.—What arrangements are there beyond the scuppers on deck, for clearing upper deck of water, in case of a sea coming on board?  
Swing board on each side, also has scuppers in waterways

Cargo Hatchways.—How formed? Square State size two and after hatchways 4 ft 4 in

If of extraordinary size, state how framed and secured?  
no extra ordinary size half beams well kniced

What arrangement for shifting beams? no shifting beams half beams well kniced

Hatches, themselves, whether strong and efficient? very strong Main Hatchways.—State size open by 7 feet

Order for Special Survey, No. 4 Date July 14 1876

Order for Ordinary Survey, No. 4 Date July 14 1876

General Remarks.

*This Schooner has been built under special survey, with mixed wood materials of the 9<sup>th</sup> and 12 years growth, as per Table A, and well fastened with iron nails and iron bolts, and strongly fastened with iron knees, and iron rider knees, and the planking of extra thickness. The caulking has been examined by having pieces cut out of the planks at various places, and found good. The sketch of midship section, and letter relative thereto are returned with this report, and the requirements, named therein, have been fully carried out.*

Present condition of Caulking of Bottom new Deck, new and Waterways new

If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled \_\_\_\_\_ When last done \_\_\_\_\_

I am of opinion this Vessel should be Classed 10-A-1

The Amount of the Entry Fee.....£ 2 : : : is received by me,

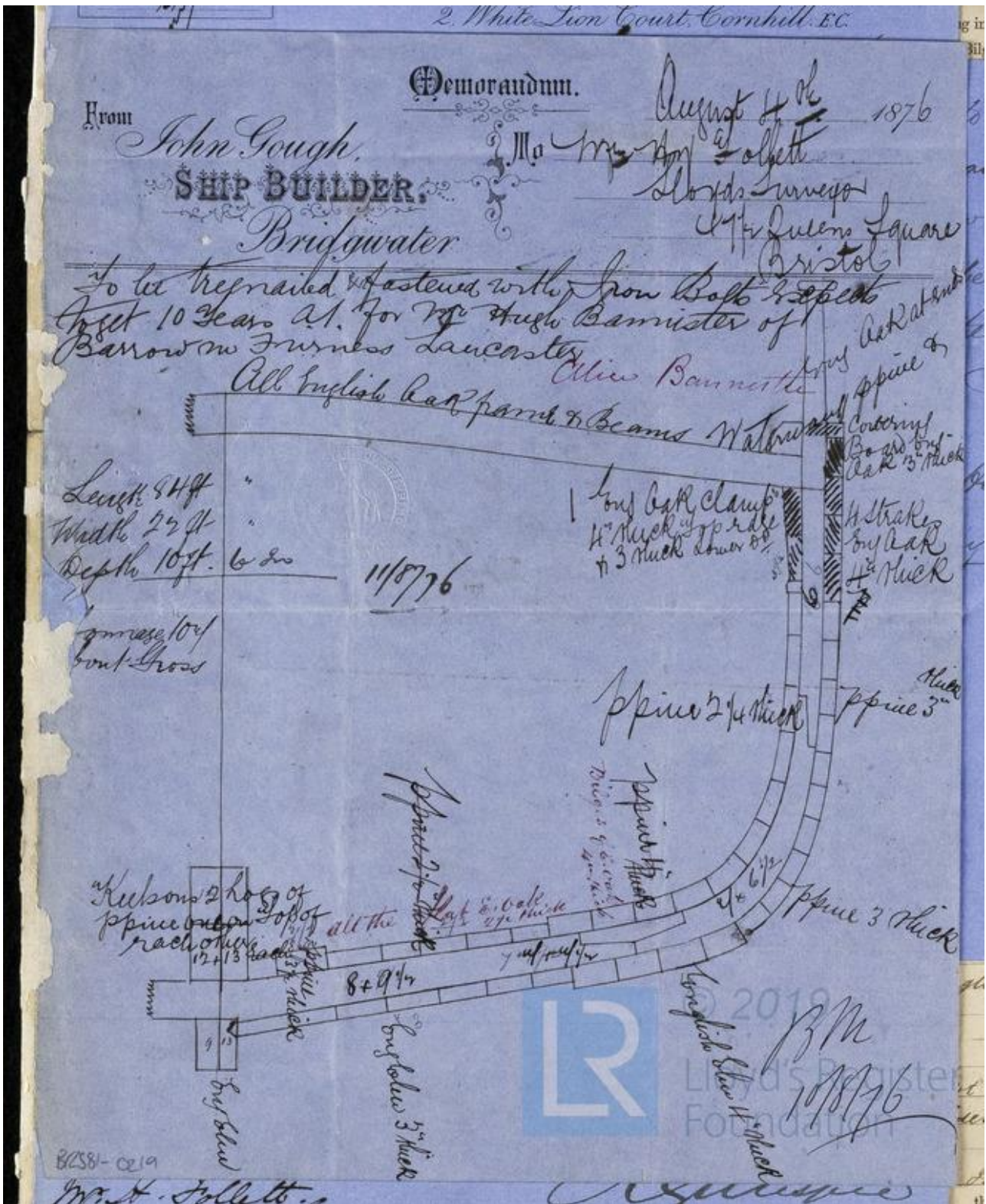
Traveling Expenses, Special.....£ 5 : 14 : :  
(if any) £ 2 : 4 : : Certificate..... 2 : 6 :

Committee's Minute 27<sup>th</sup> February 1877

Character assigned A 1 per 10 yrs

*Henry J. [Signature]*  
Lloyd's Register Foundation

Appendix D Sketch plan of Alice Bannister



Appendix E Letters from Surveyor

Any further communication on this subject should be addressed to THE SECRETARY, and the following Initial should be quoted in the left-hand corner.

Lloyd's Register of British and Foreign Shipping.

2 White Lion Court, Cornhill, E.C.

11<sup>th</sup> August, 1876

1 Enclosure

Sir,

I am in receipt of your letter of the 9<sup>th</sup> inst. with Enclosures relating to a Wood vessel of about 107 tons to be built by Mr. John Gage under special Survey with a view to being classed 10A.

I hereby authorize you to specially survey this vessel during construction in accordance with the regulations submitted

And I am directed to acquaint you that provided the vessel be built in accordance with the scantlings and arrangements of material as shown on the Specification of Material submitted; the frame be well squared and free from warp, and the workmanship be of superior quality; the Rules in all other respects be adhered to, and the vessel be completed to your entire satisfaction and be favourably reported upon on completion - she will be considered eligible to be classed 10A as contemplated - viz -

93rs. under Table B  
13rs. under the Mixed Material Rule  
10A

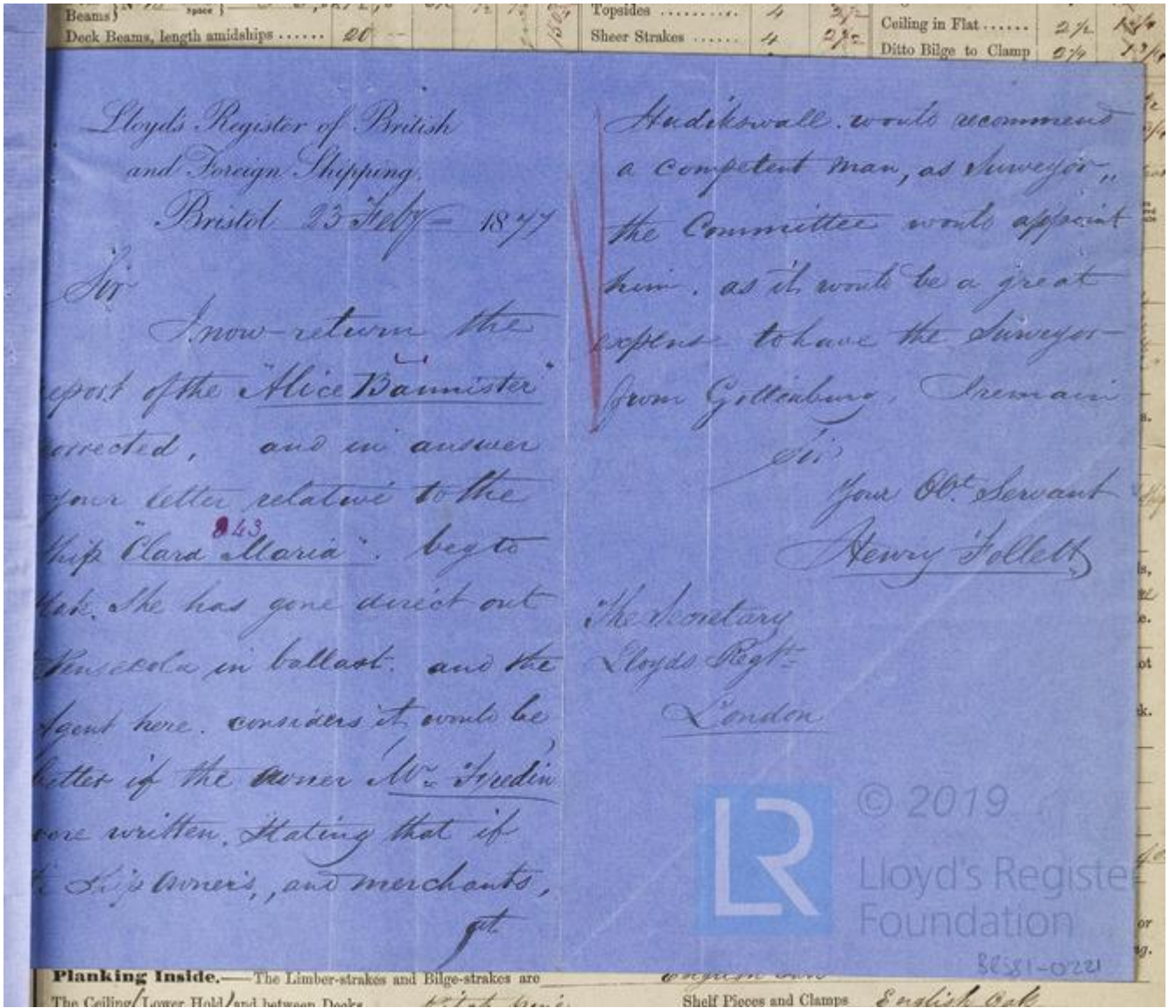
"90 12 3rs. net"

The drawing is herewith returned.

I am, Sir,  
Yours obedient servant  
W. G. Collett  
Secretary

W. G. Collett  
Bristol.

BES81-070



ALPHABETICAL LIST OF BRITISH REGISTERED SAILING VESSELS.

Ali

Official No.	Name of Ship and Port of Registry.	Rig.	Where built.	When built.	International Code Signal (if any).	Registered Tonnage.	Name and Address of Sole Proprietor or of Managing Owner when there are more Owners than one.
68853	Alice, Southampton	K.	Eling	1874	..	24	Jas. Fletcher, Eling, Hants.
73311	Alice, Sydney, N.S.W.	Lr.	Sydney, N.S.W.	1875	..	7	John Stevens, Sydney, N.S.W.
6428	Alice, Waterford	Sk.	Glasshouse Mills, Kilkenny.	1849	J.N.S.L	42	Christopher Murphy, Ringsend, Dublin.
28015	*Alice, Weymouth	K.	France	(a)	H.P.C.V	51	Jas. B. Hartnell, Weymouth, Dorset.
75462	Alice, Windsor, N.S.	Bn.	Cornwallis, N.S.	1877	..	137	Albert Chase, Cornwallis, N.S.W.
27754	Alice, Yarmouth	Sp.	Brixham	1859	..	41	James Harbord, Yarmouth, N.S.W.
58611	Alice, Yarmouth	Lr.	Southtown	1869	..	29	William Stanley, Yarmouth, N.S.W.
58613	Alice, Yarmouth	Cr.	Southtown	1869	..	39	George Baker, 28, Queen's Road, Y.
66931	Alice Ada, St. John, N.B.	Bn.	Port Elgin, N.B.	1873	M.K.V.C	310	Josiah Wood, Sackville, N.B.
46560	Alice Agnes, Kingston, Jamaica	Sr.	Grand Cayman Is.	1864	..	35	W. J. Bodden, Grand Cayman, Jamaica.
68164	Alice Ann, Brixham	K.	Brixham	1873	..	41	James Ellis, W. Ragland St., Devon.
7055	Alice Anna, Beaumaris	F.	Frodsham	1800	..	44	T. T. Parry, Bangor, Carnarvon.
76376	Alice Bannister, Barrow	Sr.	Bridgwater	1877	..	99	Jno. Fisher, Glenavil, Ballymena.
72167	Alice Bradshaw, Windsor, N.S.	Bn.	Kempt, N.S.	1875	Q.B.T.F	293	Benjn. D. Bradshaw, Kempt, N.S.W.
51904	Alice Burnyeat, London	Bn.	Pr. Ed. Is.	1865	N.M.B.R	199	William C. Murrell, jun., Broadmondsey, London.
74085	Alice Butt, Halifax, N.S.	Sr.	Bay St. George, N.F.L.	1876	..	40	Nathaniel Butt, Bay St. George, N.S.W.
43225	†Alice Cameron, Auckland, N.Z.	Bk.	Rochester, U.S.	(a)	T.N.C.P	347	Thos. Henderson, Auckland, N.Z.
27944	Alice Chamney, Carnarvon	Sr.	Port Downie, Stirling.	1859	P.T.J.V	86	Rich. Morris, Penrylenderake, Carnarvon.
66485	Alice Cooper, Windsor, N.S.	Bk.	Windsor, N.S.	1872	L.J.W.S	854	Shubael Dimock, Windsor, N.S.W.
63935	Alice Crookall, Fleetwood	Sr.	Irvine	1871	K.S.H.T	129	John Wignall, Fleetwood, Lancs.
58941	Alice Davies, Liverpool	Bk.	Liverpool	1868	H.L.Q.T	590	William Davies, Festiniog, Merioneth.
9828	Alice Eleanor, Wexford	Sr.	Aberystwith	1849	K.J.W.D	52	John Rochford, Kilmore, Wexford.
56944	Alice Fisher, Barrow	Sr.	Rothsay	1867	..	79	Joseph Fisher, Barrow, Lancashire.
56533	Alice Graham, Newport	Bk.	Middlesbrough	1867	H.S.P.D	399	William Graham, jun., Newport, N.S.W.
71447	Alice H., Faversham	Bn.	Pr. Ed. Is.	1874	..	199	William Kemp, jun., Whitstable, Kent.
44824	Alice Hawthorn, London	Spl.	Bow Creek	1862	T.W.Q.F	36	E. Hawthorn, 11, Queen St., London.
45858	Alice Holden, London	Bg.	Liverpool	1863	V.G.C.F	200	Alex. Marshall Gillespie, 23, Cannon St., London.
1038	Alice Jane, Jersey	Bk.	Liverpool	1836	H.G.K.D	198	John Le Bas Le Maistre, 4, Place de la Bourse, Jersey.
54001	Alice Jane, Lyttelton, N.Z.	K.	Canterbury, N.Z.	1874	..	27	Charles Johnson, Woolston, N.Z.
64421	Alice Jane, Sydney, N.S.W.	Sr.	Cape Hawke, N.S.W.	1873	..	80	Chapman B. Bond, Sydney, N.S.W.
51088	Alice Latham, Lancaster	Sr.	Barrow	1865	..	66	John Postlethwaite, Ulverston, Lancs.
27615	Alice Little, Rochester	Spl.	Uppor, Kent	1859	P.S.B.W	75	William Burgess Little, Uppor, Kent.
58476	Alice Lloyd, Rochester	Spl.	Sittingbourne	1868	..	40	Edward Lloyd, Sittingbourne, Kent.
58728	Alice Louisa, Goole	Sr.	Selby, Yorks.	1868	Q.P.S.D	92	Joshua Rhodes, Selby, Yorks.
76038	Alice M., St. John's N.F.L.	Sr.	Bay Roberts, N.F.L.	1877	..	72	Jas. Moore, Barneed, Conception Bay, N.F.L.
72564	Alice Mary, Kingston, Ontario	Sp.	Dog Lake, Ont.	1875	..	67	Christopher Harris, Dog Lake, Ontario, Canada.
46245	‡Alice Mary, Montreal	Sr.	Ashtabula, U.S.	1856	..	91	David Foster, Port Burwell, Canada.
73338	Alice Mary, Sydney, N.S.W.	Bk.	Sunderland	1876	P.N.Q.F	361	John Frazer, Sydney, N.S.W.
14971	Alice Maud, Cowes	Cr.	Hull	1856	L.Q.J.B	14	Robert A. Napier, Glasgow.
61054	Alice Maud, Hobart Town	K.	Tasmania	1872	..	26	Marcus B. Brownrigg, Launceston, Tasmania.
61550	Alice Maud, St. John, N.B.	Sp.	St. John, N.B.	1871	..	25	John F. Estabrooks, St. John, N.B.
64408	Alice Maud, Melbourne	Bg.	Manning Riv., N.S.W.	1872	W.N.B.J	205	George Glen, Greymouth, N.Z.
-	Alice Maud, Turks Islands	Bn.	Maine, U.S., Newbury Port, U.S.	1861	..	234	Wm. H. Chaffey, West Isles, N.S.W.
61792	‡Alice May, Yarmouth, N.S.	Sr.	U.S., Rebuilt	1853 1871	..	32	Augustus F. Stoneman, Yarmouth, N.S.W.
73362	Alice Meade, Sydney, N.S.W.	Sr.	Balmain, N.S.W.	1876	..	13	John Bell, Balmain, nr. Sydney, N.S.W.
42234	Alice Mills, Annapolis, N.S.	Sr.	Granville, N.S.	1862	T.H.W.M	49	Chas. E. Morton, Milton, Quebec.
65338	Alice Moor, Falmouth	Sr.	Falmouth	1873	M.B.T.N	74	Wm. Jas. Burch, Falmouth, Cornwall.
61585	Alice Muir, Shelburne, N.S.	Bk.	Shelburne, NS.	1875	..	480	James Muir, Shelburne, N.S.W.
57056	Alice Myrick, Pr. Ed. Is.	Sr.	Pr. Ed. Is.	1867	..	124	Francis Gallant, Tignish, Pr. Ed. Is.
43782	Alice Richardson, Faversham	Bn.	Sunderland	1862	T.Q.H.K	171	John Nicholls, Whitstable, Kent.
44500	Alice Ritson, Sunderland	Bk.	Southwick, Dur.	1862	T.V.J.N	538	Francis Ritson, 54, Fawcett Street, Sunderland.
48415	Alice Rostron, Melbourne	Dy.	Victoria	1864	..	24	Daniel Sutherland Rich, Holland St., Melbourne.
54116	Alice Roy, Halifax, N.S.	Bk.	Maitland, N.S.	1866	H.L.Q.P	611	Wm. Douglas, Maitland, N.S.W.
59121	Alice S., St. John, N.B.	Sr.	Cambdgc., N.B.	1867	..	69	John M. Driscoll, St. John, N.B.
44968	Alice Sarah, Ramsgate	Sk.	Ramsgate	1862	..	35	Christopher H. Miller, 11, Cambridge St., Ramsgate.
49182	**Alice Smith, Nassau, N.P.	Bg.	Connecticut, US	(a)	W.B.T.Q	172	James Nixon Duck, New York, U.S.
42664	Alice T., Dublin	Sr.	Dipper Hrbr., N.B.	1861	..	125	Richard Cuthbert, Castle St., Dublin.
33149	Alice V. Goodhue, Falmouth	Bn.	Salmon Riv., NS	1861	..	134	John Creasy, 24, Clifton Place, Falmouth.
67264	Alice Watts, Harwich	K.	Ipswich	1875	N.R.Q.W	119	John Watts, Harwich.
22780	Alice Williams, Falmouth	Sr.	Llanely	1854	..	131	H. Williams, Market Place, Truro.
12934	Alice Wilson, Sunderland	Bk.	Shamcook, N.B.	1847	L.D.V.G	914	Josh. Wilson, South Shields, N.B.
54402	Alice Woods, Ardrossan	Bn.	Straight Shore, N.B.	1866	..	199	Hugh Boyd, North Crescent, Ardrossan, N.B.
74033	Alice Xebec, Sydney, C.B.	Sr.	Cape North, C.B.	1875	..	13	John W. Burke, Ingoniche, C.R.
67713	Alice & Ada, Grimsby	K.	Grimsby	1873	..	74	Henry Knott, Great Grimsby, Lincoln.
62761	Alice and Eliza, Preston	Sr.	Tarleton	1868	..	51	Henry Bond, Barrow, Lancashire.
68854	Alice & Fred, Ramsgate	Sk.	Rye, Sussex	1874	..	22	Henry Summers, Ramsgate, Kent.
27940	Alice & Mary, Liverpool	F.	Frodsham	1859	..	54	Samuel Smith, Frodsham Bridge, Wirral.
69532	Alice and Rebecca, Rye	Lr.	Rye	1874	..	20	Jas. Blacklocks, Lydd, Kent.
44727	Alicia, Aberystwith	Sr.	Aberayron	1862	T.W.H.Q	96	John Jones Stoffel, Llandudno, N.W.
63930	Alicia, Fleetwood	Sk.	Preston	1870	..	28	John Calder, Fleetwood, Lancs.
68859	Alicia, Ramsgate	Sk.	Ramsgate	1875	..	22	Edward Wm. White, Ramsgate, Kent.
21420	Alicia, Wexford	Sr.	Laurenny	1831	N.G.F.W	43	Mark Devereux, Wexford, Ireland.
63907	Alicia, Dartmouth	Yl.	Dartmouth	1867	..	26	Arthur Frederick Holdsworth, Ho., Stokenham, Devon.

Ali  
Alida A. Smith  
Alina, London  
Aline, Cowes  
Aline, Greenoc  
Aline, Guernse  
Aline, Harwic  
Aline, Liverpo  
Aline, St. Ann  
Aline, Londo  
Alyquis, Guerns  
Alyric, Portsmou  
Aliza Jane, Ya  
Albanec, Goole  
Alfedia, Port  
Al Right, Aber  
Alish, Yarmout  
Altabah, Lou  
Allan, Aberlee  
Allanshaw, Gla  
Alliance, Liv  
Allegro, Melbo  
Allegro, Goole  
Allegro, Halifax  
Allegro, Londo  
Allen, Milford  
Allen Gardiner,  
Allen Gardner,  
Allendale, Sun  
Allerton, Kings  
Alletta, Plymo  
Alhadows, Roc  
Alliance, Beau  
Alliance, Chath  
Alliance, Gaspé  
Alliance, Glasgo  
Alliance, Goole  
Alliance, Grims  
Alliance, Guerns  
Alliance, Liverp  
Alliance, Newca  
Alliance, Rams  
Alliance, Roch  
Alliance, South  
Alliance, Yarr  
Allie, Grimsby  
Allie, Montreal  
Allies, Whiteha  
Alligator, Colon  
Alligator, Lond  
Alligator, Melbo  
Alligator, St. Jo  
Allibies, Falmou  
Allington, Grim  
Allington, Roch  
Allison, Andros  
Allison (The), B  
Allison, Whitby  
Allow Me, Plym  
Alum Ghier, B  
Ally, St. John's  
Ally, Southamp  
Ally Cander Bux  
Alma, Aberdeen  
Alma, Annapolis  
Alma, Ardrossan  
Alma, Belize, B.  
Alma, Brisbane  
Alma, Colchester  
Alma, Colchester  
Alma, Cork  
Alma, Dundee  
Alma, Exeter  
Alma, Exeter  
Alma, Exeter  
Alma, Falmouth  
Alma, Faversham  
Alma, Gloucester  
Alma, Gloucester  
Alma, Halifax, N  
Alma, Halifax, N  
Alma, Halifax, S

\* Foreign Name "Nicholas Joseph." † Foreign Name "Swan Queen." ‡ Foreign Name "Sea Ranger."  
 † Foreign Name "Lizzie J. Frost."

The MNL is unchanged until 1887 when the owners address changes to John Fisher, Barrow

Unchanged again until 1890 when John Fisher becomes the managing agent

Unchanged until 1899 when there is no entry

Appendix G

LETT,  
 Post Horse for  
 red daily.  
 EEN STREET,  
 N. 866

---

ICES OF  
**COFFEES.**  
 Cash Price.  
 ..... 2/-  
 ..... 3/-  
 ..... 1/-  
 other Vegetable.)  
 Coffee ..... 1/4  
 Plantation do. 1/6  
 CES, &c.,  
 for CASH.  
 luced Prices.  
 SALE

---

KERETH,  
 LANGE.

---

R K S,  
 E R S T O N.

---

EAISON  
 Varied Assortment

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*Important Sale of Ship Shares.*

**MR. CHARLES LOWDEN**

Is instructed by the Executors of the late Mr. Joseph Hunter, to **SELL BY AUCTION**, at the Imperial Hotel, Cornwallis-street, Barrow-in-Furness, on Wednesday, the 21st day of April, 1886, at half-past seven o'clock in the evening, precisely,

**THE following SHIP SHARES:—**

6 64ths	Shares in the Elizabeth	<u>Alice</u>
4 64ths	do.	Ada.
4 64ths	do.	Sarah Gibson.
4 64ths	do.	Joseph.
4 64ths	do.	Francis.
4 64ths	do.	Isabella.
3 64ths	do.	Ellie Park.
3 64ths	do.	Old Hunter.
3 64ths	do.	Joseph Fisher.
3 64ths	do.	Belle.
2 64ths	do.	J. H. Barrow.
2 64ths	do.	Maria Lamb.
2 64ths	do.	Bridget Smith.
2 64ths	do.	<u>Alice</u> Fisher.
2 64ths	do.	Louie Bell.
2 64ths	do.	Isabella Hall.
2 64ths	do.	Mary Ann.
2 64ths	do.	Annie Crossfield.
2 64ths	do.	<u>Alice</u> <u>Hannister</u>
2 64ths	do.	Piel Castle.
2 64ths	do.	Mary Ashburner.
2 64ths	do.	Mary Sinclair.
2 64ths	do.	Edith.
1 64th	do.	Doctor.
3 64ths	do.	William Ashburner.
1 64th	do.	R. and M. J. Charnley.
1 64th	do.	Baron Hill.
4 64ths	do.	Joseph.
2 64ths	do.	Mary Watkinson.
3 64ths	do.	Beatrice.
5 64ths	do.	Isabella Hall.
2 64ths	do.	Lilly Baynes.
2 64ths	do.	Mary Ann.
2 64ths	do.	Piel Castle.
3 64ths	do.	Glenrivil Miner.
1 64th	do.	Fanny Crossfield.
1 64th	do.	<u>Alice</u> Fisher.

Also 2 64ths Shares in the s.s. Dunvegan Castle  
 Four Shares in the steamship Sea Fisher Company, Limited.  
 Two Shares in the steamship Bay Fisher Company, Limited.  
 No reserve.  
 For further particulars apply to the Auctioneer, 22 and 24, Cornwallis-street, Barrow-in-Furness; or to

**MR. H. G. PEARSON,**  
 Solicitor, Barrow-in-Furness.

THE EXORS  
**C. PENN**

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From Mr. JOHN ARM ...  
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## Appendix H

(No. 5860.)

"ALICE BANNISTER" AND  
"BORROWDALE" (S.S.).

The Merchant Shipping Act, 1894.

IN the matter of a formal investigation held at Barrow-in-Furness, in the County of Lancaster, on the 10th, 13th, and 15th days of February, 1899, before JOHN FELL and HENRY COOK, Esquires, Justices of the Peace for the Borough of Barrow-in-Furness and County of Lancaster, assisted by Captains R. C. DYER, R.N., A. WOOD, and S. BROOKS, into the circumstances attending the loss of the British sailing ship, "ALICE BANNISTER," of Barrow, Official Number 76,876.

*Report of Court.*

The Court having carefully inquired into the circumstances attending the above-mentioned shipping casualty, finds for the reasons stated in the Annex hereto, that the "Alice Bannister" was lost through collision with the steamship "Borrowdale," owing to the default of the second officer of the "Borrowdale," when in charge of that vessel, in not keeping a proper look-out, and in failing to comply with Articles 20 and 23 of the Regulations for Preventing Collisions at Sea.

The Court orders that the certificate of the second officer of the "Borrowdale," John George Wilson (No. 31,186), shall be suspended for a period of six calendar months from this date.

Dated this 15th day of February, 1899.

JOHN FELL,	} Justices of the Peace.
H. COOK,	

We concur in the above Report.

RICHD. C. DYER,	} Assessors.
A. WOOD,	
SAMUEL BROOKS,	

*Annex to the Report.*

This enquiry was held in the Lyric Hall, Barrow-in-Furness, on the 10th, 13th, and 15th days of February, 1899. Mr. S. M. S. Townsend, solicitor, represented the Board of Trade, Mr. Adair Roche, barrister (instructed by Messrs. Botterell and Roche, of London and Sunderland) appeared for the master and second officer of the "Borrowdale," and Mr. Jackson, solicitor, of the same firm, watched the case on behalf of the owners of that vessel. Mr. Bradshaw, solicitor, appeared for the owners and master of the "Alice Bannister."

The "Alice Bannister," official number 76,876, was a British sailing vessel built of wood at Bridgwater, in the county of Somerset, in the year 1877, by Jno. Gough, of that port. She was rigged as a schooner, and was of the following dimensions:—Length, 88 ft.; breadth, 22·2 ft.; depth of hold, 10·1 ft. Her net registered tonnage, as amended, after deducting 21·59 tons for crew space, was 92·36 tons. She was registered in the port of Barrow-in-Furness, and owned by Mr. John Fisher and others of that port, John Fisher, of Barrow, being designated in the transcript of register as managing owner. The "Alice Bannister" left Par, Cornwall, on the 31st October last with a cargo of 175 tons china clay, bound for Runcorn. Her crew consisted of four hands all told, and she was under the command of Mr. Owen Owens who holds no certificate but has a large experience, having been 22 years in command. On leaving Par, the "Alice Bannister" was in good and seaworthy condition in all respects. She carried one boat on the main hatch, 16 ft. long, and had six life-belts, and two life-buoys. Her side lights were carried in screens that were sup-

ported by iron stanchions fitted forward by the fore rigging. These lights and screens had been inspected and passed by the Board of Trade Surveyor. After leaving Par, the weather being stormy, Falmouth was entered for shelter, but the voyage was again resumed on the 1st November. On the 2nd November the Smalls were passed, and at 11.30 p.m. on this day, as the weather was stormy and thick with rain, the vessel was hoisted from 10 to 15 miles N.W. of Bardsey Island. By 1 a.m. on the 3rd the weather had cleared up, and the wind having somewhat moderated, the course was again resumed under the double reefed mainsail, fore staysail, and standing jib. The vessel was steered N.N.E. by compass, which was also correct magnetic. The wind was on the port quarter, the weather being clear with passing showers and a heavy sea running from S.W. At 2.15 a.m. a steamer's masthead light was sighted a little on the port bow, two to three miles distant. The master was on the look-out forward himself, Mackay, A.B., was at the wheel, the other two hands being below. Three or four minutes after the masthead light of the steamer came in sight her red side light was also observed, on seeing which the master of the "Alice Bannister" instructed the helmsman to keep the vessel steady, and took special notice of his own side lights, which he says were burning brightly. As the steamer appeared to be going to pass them very close the master ordered the man at the helm to call the hands up from the cabin. All hands then shouted "Ahoy" to the steamer but got no answer. The steamer still approached, and, when close to the "Alice Bannister," her head seemed lifted by the sea and carried towards the latter vessel, cutting into her abaft the main rigging to within a few feet of the companion. The steamer appeared at this time to have very little way on, and the "Alice Bannister" remained alongside of her till she sank. The master of the latter vessel and two of the crew succeeded in getting on board the steamer, while the mate, Owen Roberts, got into the rigging.

This is the narrative as described by the two witnesses from the "Alice Bannister."

The "Borrowdale," official number 97,540, is a British screw steamship, built of steel, by James Laing, of Sunderland, in 1891, was registered at Sunderland; and is of the following dimensions:—Length, 216·5 ft.; breadth, 31·15 ft.; depth, 15 ft. Gross tonnage, 1,093·43; Net registered tonnage, 682·09. She is rigged as a schooner, and has three triple expansion engines of 99 nominal horse power. She is owned by Mr. Henry R. J. Webster, and several others, whose names appear on the transcript of register. Mr. Frederick William Sewell, of 72, Bishopsgate Street Within, London, having been designated her managing owner on the 25th March, 1896.

The "Borrowdale" left Glasgow on the 31st October, 1898, for Havre, with a cargo of about 1,500 tons of coal, her draught of water being 16 ft. 9 ins. aft. and 14 ft. 9 ins. forward. She was commanded by Mr. Edward Wight, who holds a certificate of competency as master, No. 010,195, with a crew of 17 hands all told. At the time of sailing, the vessel appears to have been in good condition in every respect. She carried three boats, three compasses, and was supplied with all the life-saving appliances required by the statute. All went well until about 2 a.m. on the 3rd November, Bardsey light being then S.E.  $\frac{1}{2}$  E., distant 10 miles. The wind was blowing strong from W.N.W., it having shifted from the S.W. at about 1.45 a.m. The weather was clear with passing showers of rain and a good moon between the showers. She was steering S.W.  $\frac{1}{2}$  S., and making from 3 to 4 knots against a heavy head sea. The second mate was in charge, having relieved the first mate at midnight. There was a look-out man on the bridge with the second mate, as the vessel was shipping seas forward where the look-out was usually placed. The lights were burning brightly and the master was moving about occasionally backwards and forwards from the bridge to his cabin. At about a quarter or twenty minutes to three a green light was said to have been seen by the mate half a point on the starboard bow, about his own ship's length off. He instantly ordered the helm to be put hard-a-starboard, but, according to the helmsman's evidence, the second mate immediately afterwards altered

it to hard-a-port. The master then came on the bridge and at once reversed the engines, confirming the second mate's order to hard-a-port, the collision then occurred—the "Borrowdale" striking the schooner on the port side just abaft the main rigging and cutting into her nearly to the companion. The master and two of the "Alice Bannister's" crew scrambled on board the "Borrowdale," but the mate went down with his vessel, which sunk about three minutes after the collision. Efforts were made by those on board the steamer to save him by throwing ropes and a life-buoy to him which he grasped but failed to hold on to. The "Borrowdale" remained in the vicinity of the collision for upwards of three-quarters of an hour, and, it being then clear moonlight, could see for some considerable distance round. Considering that the mate was seen to sink with the ship, and the risk attending the lives of a boat's crew in such a sea, the master was justified in not lowering a boat. She then returned to Holyhead and landed the crew of the "Alice Bannister."

The Court, having regard to the respective courses upon which the vessels were being steered and the character of the evidence adduced, are convinced that the evidence of the witnesses from the "Alice Bannister" has been sustained.

At the close of the evidence Mr. Townsend submitted for the opinion of the Court the following questions, which were read by him on the opening of the enquiry:—

1. Whether both vessels carried and exhibited the lights required by the Regulations for Preventing Collisions at Sea, and, if so, were the lights of both vessels burning brightly at or about 2.30 a.m. on the 3rd November last?

2. Was a good and proper look-out kept on board the "Alice Bannister," and was the course of that vessel altered at any time after the lights of the "Borrowdale" were seen by the master of the "Alice Bannister"?

3. Was a good and proper look-out kept on board the "Borrowdale," and were proper measures taken by the master and second officer of that vessel to comply with Articles 20 and 23 of the Regulations for Preventing Collisions at Sea?

4. Did the master of the "Alice Bannister" comply with Article 21 of the said Regulations?

5. Were both vessels navigated with proper and seamanlike care?

6. What were the circumstances in which the mate of the "Alice Bannister" was drowned, and was every possible effort made by the master of the "Borrowdale" to save him?

7. Whether the loss of the "Alice Bannister" was caused by the wrongful act or default of the master of that vessel, or of the master and second officer of the "Borrowdale," or of any of them?

Mr. Townsend addressed the Court on behalf of the

Board of Trade. Mr. Bradshaw for the owners and master of the "Alice Bannister," and Mr. Roche for the master and second mate of the "Borrowdale."

The Court then replied to the questions as follows:—

1. Both vessels carried and exhibited the lights required by the Regulations for preventing Collisions at Sea. The evidence as to whether the lights of the "Alice Bannister" were burning brightly is conflicting but after careful consideration the Court consider that the lights of both vessels were burning brightly at or about 2.30 a.m. on the 3rd November last.

2. A good and proper look-out was kept on board the "Alice Bannister," and the course of that vessel was not altered at any time after the lights of the "Borrowdale" were seen by the master of the "Alice Bannister."

3. A good and proper look-out was not kept on board the "Borrowdale" when the light of the "Alice Bannister" was first seen by the second mate of the "Borrowdale" who was in charge of that vessel, she was only some 200 or 300 feet distant, proper measures were not taken by him to comply with Articles 20 and 23 of the Regulations for Preventing Collisions at Sea. The master coming on the bridge immediately stopped and reversed the engines, but by this time the collision was inevitable.

4. The master of the "Alice Bannister" did comply with Article 21 of the said Regulations.

5. The "Alice Bannister" was navigated with proper and seamanlike care. The "Borrowdale" was not.

6. When the collision occurred the mate of the "Alice Bannister" failed to get on board the "Borrowdale" with the other members of the crew and went down with the vessel. Every possible effort under the circumstances was made by the master of the "Borrowdale" to save him.

7. The loss of the "Alice Bannister" was not caused by the wrongful act of the master of that vessel nor of the master of the "Borrowdale," but by the default of the second officer of the "Borrowdale," and the Court suspend his certificate for the period of six months.

After Judgment was given, Mr. Wilson applied to the Court for a mate's certificate during the time his certificate as master was suspended to which the Court did not object.

JOHN FELL, } Justices of the  
H. COOK, } Peace.

RICHD. C. DYER, }  
A. WOOD, } Assessors.  
SAMUEL BROOKS. }

(Issued in London by the Board of Trade on the  
14th day of March, 1899.)



Fig.            Replica of Clipper schooner