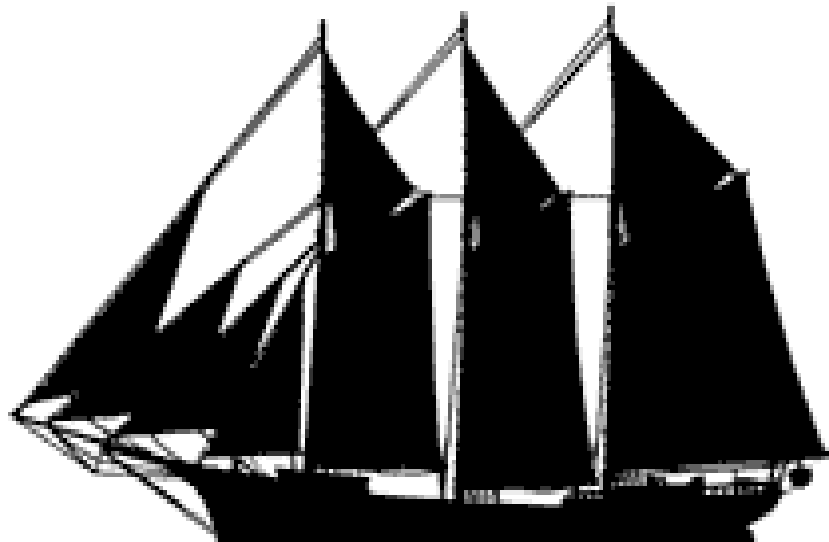


**Welsh Wreck Web Research Project
(North Cardigan Bay)
On-line research into the:
Alnwick (Schooner)**



**Report compiled by:
Gareth J.S. Davies**

Report Title:

**Welsh Wreck Web Research Project
(North Cardigan Bay)
On-line research into the:
*Alswick (Schooner)***

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1.0 Abstract

Since 2001 the Malvern Archaeological Diving Unit (MADU) has developed a database of vessels known to have wrecked around the coast of Wales.

This project is to discover information relating to the history of the schooner Alnwick (MADU Ref #306) built in Miramichi, New Brunswick, Canada in 1856.

On Jan 31 1895, the Alnwick while sailing for St Tudwals Road had her sails blown away. The anchor was dropped and the crew signaled for assistance from the Pwllheli Lifeboat which took the crew of 3 to Pwllheli On Feb 01 the Alnwick was still drifting but a change in wind direction kept her from grounding on St Patrick's Causeway. Later on Feb 01 a steam tug took the Alnwick in tow to a place of safety. The Alnwick continued to sail until May 1916 when she ran aground and sank off Ross, Kirkcudbright Scotland.

The research has been conducted from information gathered from MADU and on-line sites as I do not reside in the U.K.

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2.4 Contributors

Ian Cundy MADU Archaeological Diving Unit,
 Nautical Archaeology Society (Regional co-ordinator for Wales)

2.5 Abbreviations

MADU	Malvern Archaeological Diving Unit
MNL	Mercantile Navy List
LR	Lloyds' Registry

2.6 Appendices

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3.0 Introduction

The schooner Alnwick was chosen as:

- it covered a period of sea history from the mid 19th century to early 20th century.
- it was a similar ship and time to other ships I had researched from the MADU Wreck list.
- I live overseas online information would be my priority research tool and similar to my previous research a ship from this period should be reasonably well documented online.

The following topics form the basis of the research:

- What were the vessel's specifications?
- What historical information is available relating to the vessel?
- Has any salvage, etc. been carried out?
- Have there been any previous reports produced relating to the vessel?

4.0 Background

Prior to starting this research the only known data available to me was from the MADU Master Wrecksite Database Listing (Table 1) supplied by Mr Ian Cundy.

Table 1: Extract from MADU Master Wrecksite Database

MADU Ref. No.	Date Wrecked	Name	Location 1	Location 2	Details	Vessel Type	Mats	Ref.
306	31/01/1895	Alnwick	Cardiganshire	Causeway	grounded / abandoned	Schooner		rc

On Jan 31 1895, while sailing for St Tudwals Road the sails were blown away. The anchor was dropped and the crew signaled for assistance from the Pwllheli Lifeboat which took the crew of 3 to Pwllheli. On Feb 01 the Alnwick was still drifting but a change in wind direction kept her from grounding on St Patrick’s Causeway. Later on Feb 01 a steam tug took the Alnwick in tow to a place of safety.

Fig 1: Sarn Badrig where Alnwick was Abandoned, Oct 7 1916

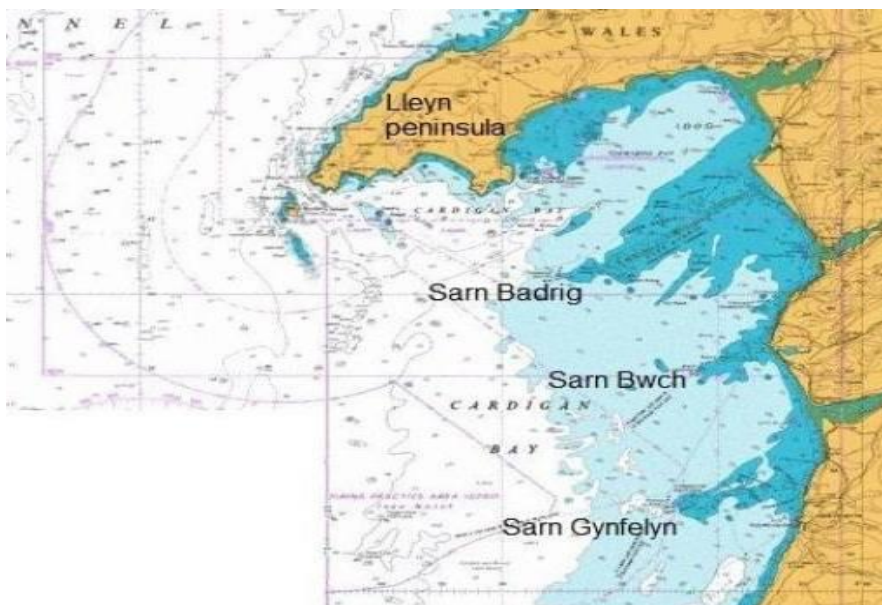
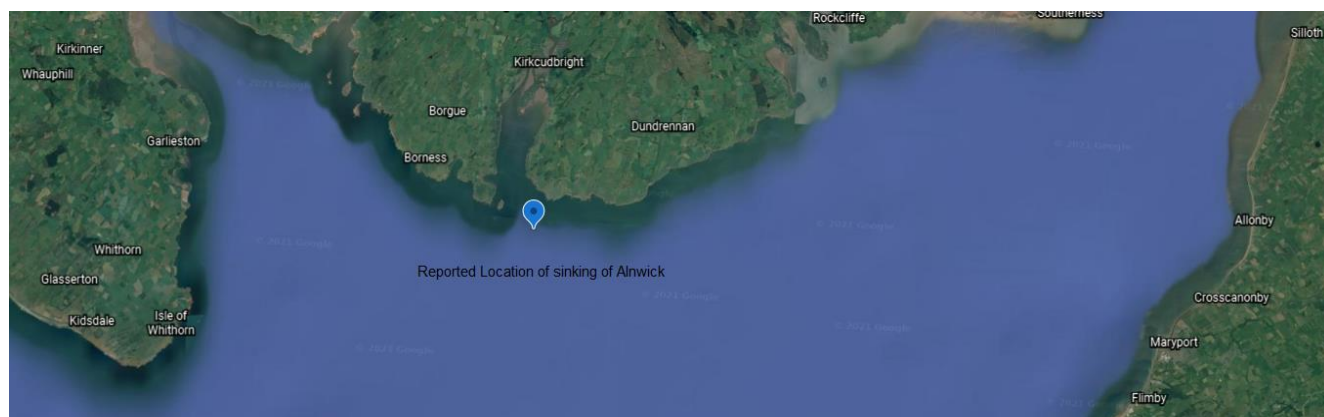


Fig 2: Location of Sinking of Alnwick, off Ross, Kirkcudbright Scotland May 31 1916



5.0 Research Methodology

Computer System

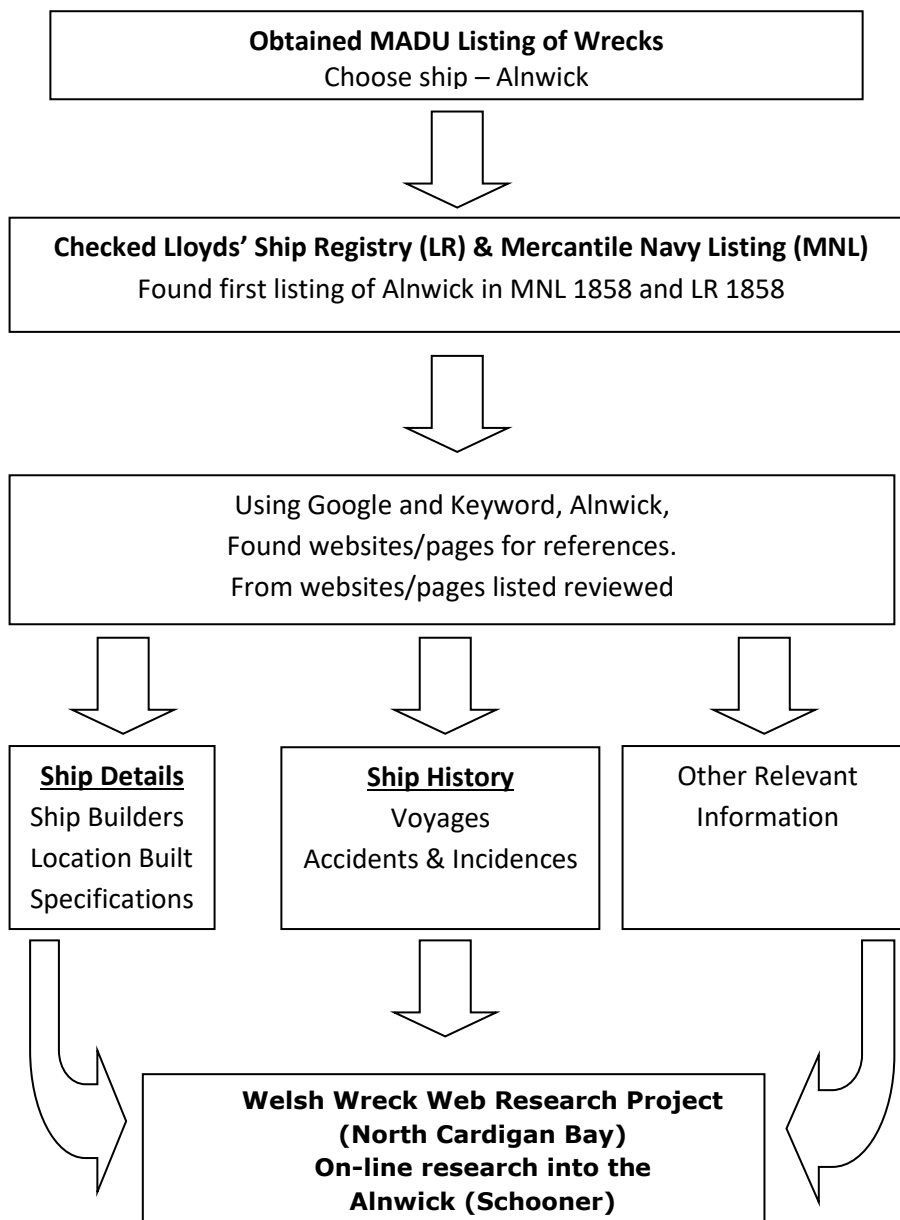
Acer Desktop 64 bit OS; 8 GB Memory, wireless connection.

Windows 10Pro

Microsoft Office 2007

Search engines used: Google Chrome

Methodology



See Section 9 for list of websites viewed

6.0 Results

Table 2: Alnwick (Schooner) Specification and History

Vessel	Name/s	Alnwick		
	Type	Schooner		
		General Cargo		
Built	Date	Laid Down: N/A		
		Launched: N/A		
		Delivered: 1856		
		Cost: N/A		
	Builder	N/A		
	Miramichi, New Brunswick, Canada			
Construction	Materials	Wood		
	Decks	1		
	Bulkheads	N/A		
	Other	N/A		
Propulsion	Type	Sail		
	Details	3 masts		
Dimensions	Length	76 ft	2 ins	m
	Beam	21ft	4 ins	m
	Draught	10 ft	0 ins	m
Tonnage	Gross	91		
	Net	N/A		
	Deadweight	N/A		
Owners	First	?Evans & Co. (LR)		
	Second	Owen Thomas, Anglesey, 1865-1874 (MNL)		
	Third	William Morgan, Cumbria, 1875-1885 (MNL)		
	Fourth	Thomas Morgan, Anglesey, 1886-1916 (MNL)		
Registry	Port	Beaumaris, Wales		
	Flag	GBR		
	Number	35533		
	Code	R.Q.B.T		
History	Routes	Coastal U.K, Ireland, Northern France		
	Cargo	Coal, iron ore, oats, timber		
Final Voyage	From	Belfast		
	To	Maryport, Cumbria		
	Captain	James Harris		
	Crew	4		
	Passengers	0		
	Cargo	N/A		
	Date	31/05/1916		
	Location	Ross, Kirkcudbright Scotland		
	Cause	?Weather		
	Loss of life	0		
Outcome	Grounded, capsized and sank			

7.0 Analysis

- The schooner Alnwick was built in Miramichi, New Brunswick, Canada in 1856 and first registered in the U.K in 1858 (Appendix A, B, C, D).
- On Jan 31 1895, while sailing for St Tudwals Road the sails were blown away. The anchor was dropped and the crew signaled for assistance from the Pwllhwli Lifeboat which took the crew of 3 to Pwllheli. On Feb 01 the Alnwick was still drifting but a change in wind direction kept her from grounding on St Patrick's Causeway. Later on Feb 01, a steam tug took the Alnwick in tow to a place of safety (Appendix H, I).
- On May 31 1916, the Alnwick sailing from Belfast to Maryport went ashore on the bar inside the Ross Kirkcudbright Scotland then drifted on to the Milton Sands. The ship later capsized on June 1. The captain and crew of 4 abandoned the ship safely (Appendix M).

From newspaper articles the Alnwick was recorded:

- Sep 01 1859: Arrived Amlwch Wales.
- Sep 25 1862: Sailed Amlwch Wales for Liverpool.
- Sep 10 1863: Arrived Amlwch Wales from Llanelli Wales.
- Mar 11 1864: Sailed from Port Penrhyn, Bangor Wales.
- Sep 22 1864: Sailed from Amlwch Wales.
- Dec 27 1864: At Llanelli Wales, a shoemaker was charged by Master John Williams of the Alnwick of assaulting him with a stone which caused a severe wound on his nose. The accused was fined 20s and 1 month in jail (Appendix E).
- Jan 26 1865: Sailed Amlwch Wales for Barrow.
- Mar 03 1865: Sailed Amlwch Wales for Barrow.
- Mar 11 1865: Arrived Cardiff from Barrow with 142 tons of iron ore for Dowlais Iron Co.
- Jun 08 1865: Export Cardiff for Caen France 140 ton of coal.
- Aug 23 1865: Arrived Cardiff from Barrow with 145 tons of iron ore for Dowlais Iron Co.
- May 10 1866: Arrived Amlwch Wales from Llanelli Wales.
- Mar 08 1867: Sailed Amlwch Wales for London.
- Jun 25 1869: Sailed Amlwch Wales for London.
- Jul 31 1869: Arrived Amlwch Wales from London.
- Nov 05 1869: Arrived Amlwch Wales from Llanelli Wales.
- May 05 1871: Arrived Amlwch Wales from Llanelli Wales.
- Nov 17 1871: Arrived Amlwch Wales from Llanelli Wales.
- Dec 08 1871: Passed eastward of Dover.
- Feb 16 1872: Capt John Williams formerly of the Alnwick became captain of the new schooner Holy Wath launched at Amlwch Wales.
- Feb 21 1873: Sailed Amlwch Wales for London.
- Mar 26 1873: Sailed from Cemaes, Anglesey eastward after arriving from London.
- Oct 09 1873: Arrived Penarth from Cardiff, light.
- Nov 14 1873: Arrived Cardiff from Duddon Cumbria with cargo of iron ore.
- Nov 21 1873: Sailed Cardiff for Par Cornwall.
- Mar 24 1874: Arrived Cardiff from Milford Haven, light.
- Apr 06 1874: Sailed Cardiff for Amlwch Wales.

- May 14 1875: Arrived Cardiff from Bristol, light.
- May 26: Sailed Cardiff for Waterford Ireland.
- Jul 05 1875: Arrived Cardiff from Duddon Cumbria with cargo of iron ore.
- Jul 22 1875: Sailed Cardiff for Douglas.

- Jan 10 1876: Arrived Cardiff with cargo of iron ore.
- Jan 20 1876: Sailed Cardiff for Par Cornwall.
- Apr 11 1876: Arrived Swansea from Whitehaven with cargo of iron ore.
- May 30 1876: Arrived Cardiff from Duddon Cumbria with cargo of iron ore.
- Jul 16 1876: Arrived Cardiff from Beulion France.
- Oct 12 1876: Admiralty case brought by the owner of the schooner Abeona against the Alnwick for injuries sustained in two collisions at Penarth Roads on Aug 01 (Appendix F).

- Dec 08 1876: Arrived Cardiff from Duddon Cumbria with cargo of iron ore.
- Dec 08 1876: Sailed Cardiff for Amlwch Wales.

- Mar 07 1877: Arrived Cardiff from Duddon Cumbria with cargo of iron ore.
- May 17 1877: Arrived Cardiff from Duddon Cumbria, 145 tons of iron ore for Rhymney Co.
- Aug 29 1877: Admiralty case brought by the owner of the French vessel Juste against Mr. Morgan of Duddon Cumbria owner of the Alnwick for damages sustained in a collision at Cardiff on Aug 03.

- Sep 25 1877: Arrived Cardiff with cargo of iron ore.

- Oct 24 1878: Arrived Cardiff from Whitehaven with 145 tons of iron ore for Rhymney Co.

- Sep 20 1879: Arrived Cardiff from Duddon Cumbria with iron ore.
- Nov 04 1879: Arrived Cardiff from Duddon Cumbria with iron ore.

- Oct 04 1880: Arrived Cardiff from Duddon Cumbria, 146 tons of iron ore for Rhymney Co.
- Nov 20 1880: Arrived Cardiff from Duddon Cumbria, 143 tons of iron ore for Rhymney Co.

- Jan 19 1881: Alnwick broke adrift in Kingstown Harbour Ireland and fouled the gaff topsail of the trawler Saxon. The Saxon also broke loose and both ships collided with the west pier causing minimal damage. Hawsers were attached by the coastguard and other people and the vessels warped to a place of safety.
- Feb 26 1881: Arrived Cardiff from Duddon Cumbria, 143 tons of iron ore for Rhymney Co.
- Sep 12 1881: The Alnwick sailing from Runcorn Liverpool to Dublin collided with the Lassell in the river Mersey and was considerably damaged.

- Dec 13 1883: The Alnwick sailing from Rathmelton Ireland to Cardiff was assisted into Ramsey Isle of Man after loss of sails, anchors and chains.

- Mar 07 1884: Arrived Cardiff from Ramelton Ireland with 77 ton round timber.
- Dec 11 1884: Arrived Port Dinorwic Wales.

- Apr 23 1885: Arrived Port Penrhyn, Bangor Wales.
- Jun 12 1885: Sailed Port Penrhyn for Stromness Scotland.

- Mar 14 1887: Sailed Porthcawl with 120 tons of coal.

- Mar 22 1889: During a storm in Amlwch Wales harbour the British Queen a 3 masted iron ship had her bowspit taken way and then smashed into the Alnwick causing more damage to her bow. Several other ships were also damaged.
- Aug 09 1889: Sailed Amlwch Wales for Newcastle.
- Jul 18 1890: Sailed Caernarfon Wales for Southampton.

- Sep 18 1891: Sailed Caernarfon Wales for London.

- Mar 28 1893: Sailed Swansea for Dover.
- May 11 1893: Arrived Caernarfon Wales from Bangor Wales.
- May 27 1893: Sailed Caernarfon Wales for Newcastle.
- Jul 19 1893: Arrived Swansea from Topsham Devon, light.
- Jul 24 1893: Export for Dover 140 tons of coal.

- Apr 03 1894: A woman was charged in Runcorn of stealing 9s from Captain Robert Williams of the Alnwick. The accused was told to leave town and not return.
- May 08 1894: At Kinsale Petty Sessions a breach of the licensing law was brought against the owner of a tavern for serving drinks after hours to Captain Robert Williams and Mate David Davis of the Alnwick (Appendix G).
- May 25 1894: Arrived Caernarfon Wales from Kinsale Ireland.
- Sep 11 1894: Arrived Swansea from Newport Wales light.
- Sep 18 1894: Sailed Swansea for Portrush 150 tons of coal.

- Jan 31 1895: While sailing for St Tudwals Road the sails were blown away. The anchor was dropped and the crew signaled for assistance from the Pwllhwli Lifeboat which took the crew of 3 to Pwllheli. On Feb 01 the Alnwick was still drifting but a change in wind direction kept her from grounding on St Patrick's Causeway. Later on Feb 01 a steam tug took the Alnwick in tow to a place of safety (Appendix H, I).
- Apr 04 1895: Sailed Caernarfon Wales for Tralee Ireland.
- May 14 1895: Arrived Cardiff from Tralee Ireland, ballast.
- May 20 1895: Sailed Cardiff for Troon Scotland.
- Nov 20 1895: A fire gutted the cabin of the Alnwick while at Bowling on the Clyde. The Alnwick had discharged 140 tons of slate and was about to proceed to Glasgow to load. No crew were onboard at the time (Appendix J).

- Mar 19 1896: Arrived Caernarfon Wales from Amlwch Wales.
- Apr 28 1898: Arrived Caernarfon Wales from Dublin.
- Mar 24 1899: Sailed Caernarfon Wales for Arbroath Scotland.

- Mar 30 1900: Arrived Swansea from Caernarfon Wales.
- Apr 16 1900: Sailed Swansea for Westport Ireland with 130 tons of coal.
- Jun 08 1900: Arrived Cardiff from Westport Ireland, cargo of oats.
- Jun 18-28: Sailed Cardiff for Caernarfon Wales.
- Oct 05-09: While making for the harbour at Ramsgate Kent, the Alnwick missed the entrance and drove ashore on the sand at the back of the east pier where she stuck heavily. Eventually was assisted off and brought into the harbour by the tug Yare. The Alnwick was sailing from London to Workington with a cargo of cement. The vessel was reported leaky after the grounding. The lifeboat at Ramsgate was also involved saving the Alnwick. It was proposed to put the Alnwick on the hard to find, repair the leak and complete other repairs to continue its voyage (Appendix K).

- Apr 26 1901: Arrived Caernarfon Wales from Bangor Wales.
- Jul 25 1901: Arrived Caernarfon Wales from Swansea.
- Oct 10 1901: Sailed Caernarfon Wales for Bowling Clyde.

- Jan 24 1902: Arrived Cardiff form Padstow Cornwall, light.
- Feb 27 1902: Arrived Caernarfon Wales from Cardiff.
- Mar 27 1902: Sailed Caernarfon Wales for Silloth Cumbria.
- May 29 1902: Arrived Caernarfon Wales from Bangor Wales.
- Jun 19 1902: Sailed Caernarfon Wales for Silloth Cumbria.
- Sep 25 1902: Arrived Caernarfon Wales from Bangor Wales.
- Oct 09 1902: Sailed Caernarfon Wales for Cork.

- Oct 17 1902: Sailed Caernarfon Wales for Cork.
- Jan 23 1903: Sailed Caernarfon Wales for Belfast.
- Feb 19 1903: Arrived Caernarfon Wales from Belfast.
- Feb 26 1903: Sailed Caernarfon Wales for Cork.
- May 28 1903: Arrived Caernarfon Wales from Cardiff.
- Jul 02 1903: Arrived Porthmadog Wales from Cardiff.
- Jul 14 1903: Arrived Cardiff from Newport Wales, light.
- Jul 30 1903: Arrived Porthmadog Wales from Cardiff.
- Aug 13 1903: Sailed Porthmadog Wales for Cardiff.
- Sep 24 1903: Arrived Cardiff from Newport Wales light.
- Oct 08 1903: Arrived Caernarfon Wales from Cardiff.
- Oct 15 1903: Sailed Caernarfon Wales for Porthmadog Wales.
- Nov 19 1903: Sailed Porthmadog Wales for Cardiff.
- Dec 17 1903: Arrived Porthmadog Wales from Cardiff.
- Jan 07 1904: Sailed Porthmadog Wales for Cardiff.
- Feb 19 1904: While sheltering at Angle bay Milford Haven the Alnwick sprung a leak. She was run on to the mud at Pill and her cargo discharged. The Alnwick had been sailing from Cardiff to Youghal Ireland.
- May 12 1904: Arrived Porthmadog Wales from Youghal Ireland.
- May 26 1904: Sailed Porthmadog Wales for Cardiff.
- Jun 30 1904: Arrived Porthmadog Wales from Dublin.
- Aug 18 1904: Sailed Porthmadog Wales for Southampton.
- Nov 08 1904: Put in Passage East Ireland due to loss of sail, sailing from Glasgow to Cork.
- Dec 15 1904: Arrived Sharpness Gloucestershire from Cork with cargo of fir timber.
- Dec 28 1904: Sailed Sharpness Gloucestershire for Cork with 136 tons of salt.
- Aug 17 1905: Advert to order best house coal for winter stocks from Alnwick, Fishguard
- Oct 18 1906: Arrived Cardiff from Youghal Ireland with cargo of pit wood.
- Jan 07 1908: The Alnwick and Agnes went aground during a storm off Arklow Ireland.
- Jul 09 1908: The Mary Rosanna collided with the Alnwick at Courtmacsherry Ireland.
- Aug 15 1909: Arrived Swansea from Wicklow Ireland with 135 tons of iron pyrites.
- Aug 26 1909: Cleared Swansea for Ballyann Ireland with 135 ton of coal.
- Oct 19 1909: Arrived Swansea from New Ross Ireland with cargo of oats.
- Oct 27 1909: Cleared Swansea for Ballyann Ireland with 135 ton of coal.
- Jul 18 1910: Discharging and selling best red ash house coal at Cork, 12s/ton.
- Oct 14 1910: Barry Lifeboat was sent out at 12:30am to assist Alnwick after her moorings parted in a gale. After 2 hours searching the Alnwick could not be found and the lifeboat returned. A tug seen in the area is thought to have taken the Alnwick in (Appendix L).
- Oct 17 1910: Arrived Newport Wales from Youghal Ireland with cargo of pit wood.
- Apr 10 2015: Discharging and selling coal at South Quay, Wicklow Ireland.
- Jan 14 1916: The Alnwick has been lying in New Ross Ireland since Sep 6 1915 and is in the Freshhouse Dock. The Alnwick broke her stern mooring on Sep 1 and came in against the quay bending 7-8 feet of the rail and loosening the cement about the mooring post on Charles Street. The ship broker has charge of the ship and said he would make good for the damages.
- May 31 1916: The Alnwick sailing from Belfast to Maryport went ashore on the bar inside the Ross Kirkcudbright Scotland then drifted on to the Milton Sands. The ship later capsized on June 1. The captain and crew of 4 abandoned the ship safely (Appendix M).

8.0 Conclusions & Recommendations

The project took approximately 3 working days with half of that time spent on on-line research.

Having read the report, sufficient information has been collated to compile a comprehensive history of the schooner Alwick.

Many different WebPages were viewed ranging from large organisations e.g. Lloyd's Registry Listings to smaller WebPages such as local history or people with a given interest in a subject. The quantity and quality of the WebPages appeared depended on the targeted audiences and the amount of work undertaken. Some of the historical and interest in a subject WebPages were extremely useful. Newspaper archives were also very helpful in giving an overall picture of the operation of the ship and filling in information gaps.

Much of the data collated between websites checked out with some discrepancies observed.

A few WebPages viewed led to pay to view pages. However in most cases the information was obtained from other sources.

From the research conducted, setting a goal and how to reach that goal should be mapped out first. Careful use of specific words in search engines is very important. Using a specific phrase of schooner Alwick reduced the number of newspaper to view significantly.

From the information gathered the Alwick conducted a lot of trade between Ireland and Wales and other ports on the west coast of the United Kingdom carrying raw materials and grains. Newspaper articles also show a number of collisions and groundings of the Alwick.

9.0 References

9.1 Online WebPages

The following websites and pages have been used in the compilation of this report:

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

Keyword: schooner Alnwick

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

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

<https://www.crewlist.org.uk/data/viewimages?data/viewimages>

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

<https://hec.lrfoundation.org.uk/archive-library/casualty-returns>

<https://hec.lrfoundation.org.uk/archive-library/lloyds-register-of-ships-online>

<https://www.historicplaces.ca/en/rep-reg/place-lieu.aspx?id=7650&pid=0>

<https://lifeboatmagazinearchive.rnli.org/>

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

<https://web.archive.org/web/20070425234855/http://freespace.virgin.net:80/r.cadwalader/maritime/lifeboat/wreck.htm>

9.2 Personal Correspondences

I would like to thank Mr Ian Cundy for supplying the initial information and other information with regards to the research project.

9.3 Publications

Shipwrecks of North Wales, Revised and Updated 4th Edition, Ivor Wynne Jones

Wreck and Rescue on the Coast of Wales – The Lifeboats of Cardigan Bay and Anglesey – Henry Parry

Appendices:

Appendix A: Mercantile Navy List 1858, Alnwick

ALPHABETICAL LIST OF BRITISH REGISTERED VESSELS.							231
All to All		All to Alm		Alm to Ama		Ama to Amh	
Off. No.	Name of Vessel and Port.	Off. No.	Name of Vessel and Port.	Off. No.	Name of Vessel and Port.	Off. No.	Name of Vessel and Port.
9750	Alice, Jersey	33124	Alliance, Quebec	35302	Alma, St. Andrew's, N. B.	12482	Amaranth, Lynn
9320	Alice, Lancaster	33134	Alliance, Quebec	13427	Alma, St. Ives	3796	Amaranth, Newcastle
23402	Alice, Leith	5977	Alliance, Scarborough	34785	Alma, St. John, N. B.	16984	Amaranth, Scarborough
1593	Alice, Liverpool	2285	Alliance, Shields	34876	Alma, St. John, N. B.	41158	Amateur, Liverpool
5997	Alice, Liverpool	7431	Alliance, Shields	34902	Alma, St. John, N. B.	1926	Amathea, Workington
7028	Alice, Liverpool	14953	Alliance, Shields	34990	Alma, St. John, N. B.	6839	Amazon, Aberdeen
16427	Alice, Liverpool	16150	Alliance, Shields	33870	Alma, St. John's, Nwfind.	11153	Amazon, Cowes
19814	Alice, Liverpool	25115	Alliance, Southampton	37756	Alma, St. John's, Nwfind.	37375	Amazon, Guxborough
26456	Alice, Liverpool	2733	Alliance, Sunderland	39942	Alma, St. Kitt's	36019	Amazon, Halifax
979	Alice, London	39176	Alliance, Wick	17388	Alma, Shoreham	18091	Amazon, Harwich
4358	Alice, London	11970	Allies, Arbroath	30305	Alma, Sierra Leone	7678	Amazon, Hull
11919	Alice, London	13367	Allies, Belfast	30837	Alma, Singapore	9729	Amazon, Jersey
13630	Alice, London	35000	Allies, Liverpool	16356	Alma, Southampton	23569	Amazon, Liverpool
26228	Alice, London	19772	Alligator, London	33060	Alma, Southampton	4606	Amazon, London
20185	Alice, Lowestoft	31820	Alligator, Melbourne	2925	Alma, Sunderland	9176	Amazon, London
32763	Alice, Maulmain	25263	Alligator, Milford	11754	Alma, Sunderland	4910	Amazon, Newcastle
31729	Alice, Melbourn	14029	Allihies, Falmouth	23580	Alma, Sunderland	7299	Amazon, Newcastle
25260	Alice, Milford	7929	Allihies, Swansea	32345	Alma, Sydney	24701	Amazon, Newcastle
14922	Alice, Preston	9480	Allington, Dartmouth	24627	Alma, Trinidad	35227	Amazon, St. John, N. B.
17267	Alice, Preston	19987	Allington, Rochester	39550	Alma, Turk's Island	34101	Amazon, St. John, Nwfind.
4175	Alice, Pwllheli	16915	Allison, Dumfries	33417	Alma, Whitby	32806	Amazon, Waterford
9622	Alice, Rochester	3257	Allison, Hartlepool	37852	Alma, Windsor, N. S.	33415	Ambassador, Aberdeen
33246	Alice, St. John's, Nwfind.	23708	Allison, London	6504	Alma, Yarmouth	22886	Ambassador, Shields
13616	Alice, Shoreham	26314	Allison, London	15218	Alma, Yarmouth	24787	Ambassador, Sunderland
39576	Alice, Strangford	34978	Allison, St. John, N. B.	37989	Alma, Yarmouth, N. S.	18700	Ambie, Shields
2134	Alice, Sunderland	17637	Allon, Grangemouth	38028	Alma, Yarmouth, N. S.	14373	Ambrose, Derbyhaven
7339	Alice, Sunderland	39579	Allport, Sunderland	31776	Almeda, Sydney	25795	Ambrosine, London
32460	Alice, Sydney	36779	Ally, Coringa	27464	Almira, Lunenburg	30898	Ameed Letchoomy, Penang
31505	Alice, Warmambool	2849	Ally, Southampton	38007	Almira, Yarmouth, N. S.	32035	Ameer, Melbourne
6428	Alice, Waterford	21908	Ally and Nancy, Douglas	15356	Almira, Liverpool	30878	Ameer Bux, Singapore
5566	Alice, Whitby	23123	Alma, Aberdeen	2029	Aln, Shields	30877	Ameerne Rohaman, Singap.
5655	Alice Anna, Beaumaris	11195	Alma, Aberystwith	37335	Alna, Digby, N. S.	38949	Amegent, Prince Edw'd. Isl.
31533	Alice Brooks, Adelaide	6247	Alma, Banff	35533	Alnwick, Miramichi	26285	Amelia, Boston
31513	Alice Brown, Sydney	8183	Alma, Belfast	3018	Alnwick Castle, Inverness	30730	Amelia, Calcutta
9828	Alice Eleanor, Aberystwith	41271	Alma, Belize	15854	Alnwick Castle, London	5735	Amelia, Dartmouth

N.B: Alnwick listed as registered in Miramichi, N.B.

Appendix B: Lloyd's Registry 1858, Alnwick

No.	Ships.	Masters.	Tons.	BUILD.		Owners.	Port belonging to.	Destined Voyage.	Classification.	
				Where.	When.				No. Years first assigned.	Character for Hull & Stores.
426	Alma Bk r.&Z.57pt I.B.	Richards	348	P E. Isl B.&J.	1854	Richards	P.E. Isl.	Sws. Medit.	6	A 1 57
7	— S r.&YM.57pt I.B.	D. Ritchie	586	Mntr's Srprs 57	1855	Anderson	Aberdn	Lon.	8	A 1 57
✠8	— S ptr.YM.&pts.57	H. Ross	1071	Queb'c Tan. O.	1855	Carroll & c	Cork	Liv.N.ZInd.	7	A 1 57
9	— Sr I. B.	J. Shea	69	P.E. Isl B.S.R.P &E.	1856	G. Howe	Cork	Crk.Lisbon	3	A 1 56
430	— Bk pt I. B.	J. Smith	510	N Brns HkER. P&S.	1854	Ritchie	Liverp'l	Liv.Miramc	5	A 1 56
✠1	— Sr pt I. B.	S. Spray	153	Bidefd	1855	Poole & Co	Hayle	Bid.Coaster	11	A 1 55
2	— Sr pt I. B.	N. Weeks	138	Rye	1854	N. Weeks	Exeter	Npt.France	9	A 1 57
✠3	Almora S r.&YM.56overp	Williams	1248	Queb'c O.&Ta m.	1853	Gould & C.	Liverp'l	Liv. Austral	7	A 1 57
✠4	Aln Bk r.&YM.55overp	J. Forster	333	Blyth	1855	Bowman	Blyth	Bly. Medit.	8	A 1 55
5	Alnwick Bn I. B.	R Morgan	91	N Brns B & Ta m.	1856	Evans & C.	Amlwk	Bng Coaster	5	A 1 57

N.B: Alnwick listed as registered in Amlwch

Appendix C: Lloyd's Registry 1863, Alnwick with Dimensions

1863-64.													
No.	Ships.	Masters.	Tons.	DIMENSIONS.			BUILD.		Owners.	Port belonging to.	Destined Voyage.	Classification.	
				Length.	Breadth.	Depth.	Where.	When.				No. Years first assigned.	Character for Hull & Stores
7	Alnwick	Bn R. Morgan	91	76·2	21·4	10·0	N.Brms	1856	Evans & C.	Amwh	Bng. Coaster	5	57
8	Castle	S Taylor	1087	195·0	35·3	22·5	Sndrld	1856	R. Green	London	Lon. India	13A	1A 1

Appendix D: Appropriation Sheet 1856 for Alnwick

Official Number.	Name of Ship.	Tonnage.	Whether Steam or Sailing Ship.	Port of Registry.	Date of Registry.	Occasion of Appropriation.	Date of Appropriation.
35533	Alnwick	105	"	"	11 Nov "	"	Nov. 11

Appendix E: Court Case at Llanelli after assault on Captain of Alnwick

POLICE.—On Tuesday last, at the Town Hall, before C. W. Nevill, Esq., and W. H. Nevill, Esq. William Lloyd, shoemaker, New Dock, was charged by John Williams, master of the brigantine Alnwick, of Amwlch, North Wales, with having severely assaulted him by throwing a stone at him, which caused a large wound on the nose. The prisoner denied the charge, but the evidence was conclusive against him, and he was fined 20s and costs, and in default of payment to be committed to the House of Correction for one calendar month.

Appendix F: Case Brought Against Alnwick for Damages after collision on Oct 1 1876

ADMIRALTY CASE.
THE ABEONA—THE ALNWICK.—This was an action brought by Mr. Hurley, of Penzance, the owner of a schooner called the Abeona, against the owners of the Alnwick, also a schooner of Beaumaris. The claim was for £100 damages, which it was alleged were sustained in a collision between the vessels in the Penarth Roads. Capt. Treat and Capt. Rowlands attended as nautical assessors.

Mr. Ingledeu (Ingledeu, Ince, and Vachell) appeared for the plaintiff, and Mr. Norris, of Bristol, instructed by Mr. W. Jones, Cardiff, represented the owners of the Alnwick. The plaintiff asserted, and the defendants did not deny, that the Alnwick dragged her anchor, but it was contended that she had a clear berth, and that the dragging of the anchor was entirely due to the strength of the wind. The defendants' counsel further argued that if the Abeona had had a proper length of cable she would have been able to avoid a collision. This being so, he submitted that the Abeona was liable for the accident, and must bear the loss. He also contended that the Alnwick had not been anchored in a foul berth.

His Honour stated that the questions he would, with the assessors, have to consider was whether the Alnwick took a proper berth, whether her driving against the Abeona was caused by negligence or by circumstances which could not be avoided, and whether the collision would have been avoided if the Abeona had paid out more cable. In considering the latter question they would have to say whether the Abeona was properly found in stores. His Honour then retired with the assessors, and on his return into court said that the assessors were both of opinion that on the first two questions the Alnwick was to blame. They were also of opinion that the Abeona had not a sufficient length of cable, but they believed that if she had a greater quantity the collision would not have been averted. The Alnwick was, therefore, wholly to blame, and would have to pay such damages as would be awarded by the registrar, to whom the matter was referred.

Appendix G: Court Case Against Landlord at Kinsale, May 22 1894

KINSALE PETTY SESSIONS.

(Before Mr H T Daunt (in the chair), Colonel W Daly, Co'onel A E Pearse, R M, and Captain W J Stoyte).

Sergeant Slattery summoned Mr T J M'Govern for a breach of the licensing laws. The complainant deposed that he entered the publichouse of defendant at half-past eleven o'clock on the night of Tuesday, the 8th inst, and found on the premises Robert Williams, captain and David Davis, mate of the schooner Alnwick then lying in Kinsale harbour. Having asked when they came on the premises, the barmaid said at eight o'clock, when defendant interrupted and said it was at five minutes to ten. The defendant swore that he was also a ship broker, that the Captain called on him at about eight o'clock to transact some business with him connected with the vessel, but that he could not then attend to him as he was at the time engaged with the captain of another vessel. The mate called at about nine o'clock to say that the captain would call later on, and both subsequently called at about ten o'clock. The stock-book was missing, and after a long search M'Govern found it amongst his papers. He supplied necessary articles of provision for the vessel for which he was paid, and he then gave both men a drink and other refreshment at his own expense. The vessel was to leave very early the following morning to suit the tide. Mrs M'Govern gave corroborative evidence as to the supplying of provisions, etc. The bench held that a breach of the Act had been committed, but under the circumstances dismissed the present case, the chairman remarking that in future if the defendant had business of the kind to transact after closing hours he should do it elsewhere than on the licensed premises. Mr J H Skuce, solicitor, Kinsale, appeared for the defendant.

Appendix H: Report of Alnwick Adrift, Jan 31 1895

VESSEL IN DISTRESS.—On the arrival of the mail train on Friday morning the guard informed the officials that a vessel was seen by him drifting towards the Causeway. On making enquiries the vessel proved to be the schooner **Alnwick**, of Beaumaris, and it seems that on Thursday afternoon while making for St. Tudwals Road the sails were blown away, the crew had to drop anchor and signalized for the life boat. The boat soon reached the vessel and landed the crew, three in number, at Pwllheli. The vessel was seen on Friday afternoon still drifting. Fortunately, the wind, having shifted, kept her off the Causeway, and at dusk a steam tug was seen taking her in tow to a place of safety.

Appendix I: Lifeboat Magazine, Aug 1 1895

276	THE LIFE-BOAT.	[1st August, 1895.]
<p>one of the boats, the <i>W. T.</i>, would incur great danger in crossing the ridge, and the Life-boat <i>Exeter</i> was therefore promptly launched and proceeded to her assistance, but unfortunately the boat upset before she could be reached, and two of her crew were drowned, the third man being washed ashore on Porthminster beach. The Life-boat then proceeded to the assistance of the gigs <i>Robert Henry</i> and <i>Children's Friend</i>, took out of the former the crew of five men and from the latter six men, and landed them at the Extension Pier. A fresh crew then manned the Life-boat and went to the help of the gig <i>Boy Willie</i>, which had a crew of six hands on board, and accompanied the boat safely into the harbour.</p>	<p>which, having been disabled in a heavy gale, drifted ashore off Portreath on the 25th January. The boat was taken on her carriage to Portreath, a distance of about eleven miles, and was launched with considerable difficulty, the water being low and the beach being soft. A strong gale was blowing from N.N.W. with a terrific sea. She had got about fifty yards from the beach when she was struck by a sea on the port bow. At that critical time one of the ship's crew was seen in the water, and while rescuing him the boat was thrown broadside-on; all endeavours to get her head again to the sea failed, and she drifted broadside-on to the beach. An attempt was made to launch her again, but the soft state of the sand, into which one of the wheels of the carriage sunk, rendered it of no avail. Every assistance was rendered by those on shore by rushing into the surf to rescue the shipwrecked men, who were seen swimming from the ship, and by these means seven of them were saved, but unhappily eleven others lost their lives in attempting to reach the land.</p>	
<p>ROKER.—The Life-boat <i>William Hedley</i> put off at 12.20 p.m. on the 21st January to the assistance of the s.s. <i>Manhattan</i>, of London, bound from Hull for Sunderland with oil, which had stranded between Roker Pier and the North Pier in a strong N.E. wind and a high sea. The master and three other men were brought ashore by the Life-boat, observation was kept on the vessel, the remainder of the crew having stayed on board, and at 7 p.m. the boat again went to her, taking the captain back to the ship with a pilot.</p>	<p>HOLYHEAD.—Signals of distress being seen in the bay, the No. 1 Life-boat <i>Thomas Fielden</i> was launched at 9.10 p.m. on the 25th January, while a strong gale from N.E. was blowing with severe squalls, a heavy sea, and snow. The boat sailed in the direction in which the signals had been observed, and found they were shown by the schooner <i>Miss Hunt</i>. As the vessel was dragging her anchors and drifting towards the shore, her crew of four men were taken into the Life-boat and landed in the Old Harbour, where the boat was moored for the night, the sea being too heavy to return her to the Life-boat house.</p>	
<p>PWLLHELI, CARNARVONSHIRE.—A schooner was seen to be dragging her anchors and drifting rapidly towards St. Patrick's Causeway, while a moderate gale was blowing from the N.W., with terrific squalls and a heavy sea, on the 24th January. She was showing signals of distress. The crew of the Life-boat <i>Margaret Platt</i> of <i>Staleybridge</i> were, immediately summoned and the boat was launched at 3.45 p.m., proceeded to the vessel and found she was the <i>Alnwick</i>, of <i>Beaumaris</i>, in ballast, from <i>Balbriggan</i>, bound for <i>Amlwch</i>. Her sails had been blown away, she had lost some of her spars, and as it was evident that any attempt to weigh her anchor would result in her going ashore, the crew of three men decided to leave her and were taken into the Life-boat. On the following day the schooner was towed into safety by a steam-tug.</p>	<p>WINTERTON.—At the termination of a very heavy snowstorm at about 5 p.m. on the 25th January a light and rockets were shown by a vessel which had stranded on the beach about three-quarters of a mile S. of the light-house. The No. 1 Life-boat <i>Edward Birkbeck</i> was launched, proceeded to her assistance, and found she was a large screw steamer, the <i>Quantock</i>, of and from London for Newcastle, in ballast. The No. 2 Life-boat <i>Margaret</i> afterwards went to assist, and with the joint help of the Life-boatmen and four steam-tugs, the vessel was got afloat at about 7.30 on the following evening.</p>	
<p>HAYLE, CORNWALL.—The Life-boat <i>E. F. Harrison</i> was called out to the assistance of the s.s. <i>Escorial</i>, of Glasgow,</p>		

Appendix J: Fire aboard Alnwick at Bowling Clyde, Nov 20 1895

**FIRE ON A WELSH
SCHOONER.
THE CABIN GUTTED.**

A fire broke out late on Wednesday on board the Welsh schooner *Alnwick*, of Carnarvon, lying at the North British Railway Quay, Bowling, on the Clyde. She had discharged 140 tons of Welsh slates, and was about to proceed to Glasgow to load. After a time the flames were subdued, but not before serious damage had been done. The cabin was gutted, the skylight and companion-way charred, and the sails burned through. None of the *Alnwick's* crew were aboard when the outbreak occurred, but it is stated that the fire was caused by a lighted paraffin lamp falling from a table. One of the members of the crew got his hands severely cut with glass.

Appendix K: Lifeboat Magazine, Feb 1 1901

1ST FEBRUARY, 1901.]	THE LIFE-BOAT.	11
<p>creased to a strong bréeze, but there was still a heavy sea and rolling surf. At 8.30 the s.s. <i>Footah</i>, of Barrow, burnt flash lights and blew her whistle. She was about half-a-mile outside the Breakwater, and as she appeared to be in danger of stranding, the Life-boat <i>James Stevens No. 1</i> was launched at 8.40 and proceeded to her assistance. It was ascertained that her pumps were choked and as she was in a very perilous position the Assistant-Coxswain of the Life-boat boarded the steamer and piloted her into the harbour. She was bound from Barrow-in-Furness for Ardrossan with a cargo of iron ore.</p>	<p>which was the barque <i>Topdal</i>, of Mandal, timber laden, from Apalachicola for Whitehaven, stranded on the Robin Rigg where she became a total wreck, a quantity of timber was fallen in with rendering it dangerous to approach her. Meanwhile the s.s. <i>Kittiwake</i>, of Glasgow, was proceeding from Silloth for Liverpool, and when about half a mile W.S.W. of the Solway Light-vessel cries for help were heard but nothing could be seen. The master, however, headed the steamer in the direction from which the sounds came and ultimately sighted the wrecked vessel; her mizen lower mast alone standing and a portion of the poop deck awash, to which the crew were clinging. The steamer's starboard Life-boat was immediately launched and, manned by the mate and four able-seamen, succeeded, with considerable difficulty and danger, in rescuing the eight shipwrecked men, transferring them to the Maryport Life-boat which came up just as the men had been taken off the wreck.</p>	
<p>RAMSGATE.—The schooner <i>Almeick</i>, of Beaumaris, bound from London for Workington with cement, ran for the harbour from the Downs for shelter while a strong W.S.W. wind was blowing, on the evening of the 5th October, but missed the entrance and was carried by the strong tide to the back of the East pier, where she stranded, bumping heavily in the rough sea. As she was in much danger, the steam-tug <i>Fare</i> and Life-boat <i>Bradford</i> proceeded to her assistance at 7 P.M., and the small surf-boat from the East pier also put off to the rescue. The Life-boat anchored near the vessel, veered down to her and put some men on board to assist her crew, a line was taken to the steam-tug, which got a hawser on board and towed the schooner into the harbour at 9.15. She was leaking badly.</p>	<p>WALMER AND KINGSDOWNE.—On the morning of the 9th October the South Sand Head Light Vessel fired signals indicating that a vessel was in distress, and the Coastguard on duty at Walmer at once reported the fact to the Coxswain of the Life-boat <i>Civil Service No. 4</i>. He summoned his crew, and the boat was launched at 1.30. The signals were also seen and heard at Kingsdowne, and the Coastguard there having called up the Coxswain, and the crew having assembled, the Life-boat <i>Charles Hargrave</i> was also launched. Both boats were on their way to the Goodwin Sands at 1.45, and on arriving there found the s.s. <i>Carlotta</i>, of Spezzia, a large vessel of about 1,800 tons, bound from Taganrog for Antwerp, stranded. She had a cargo of barley and rape seed and a crew of twenty-five persons on board. The Life-boatmen, assisted by the crews of several boats which came off from the shore, jettisoned some of the cargo with the object of lightening the steamer, and the services of steam-tugs were secured to try to tow the vessel; anchors were also laid out, but although the efforts were continued for a long time, they were unsuccessful.</p>	
<p>MARYPORT, CUMBERLAND.—On the evening of the 6th October the Coxswain of the Life-boat <i>Civil Service No. 5</i> received a telegram from Whitehaven warning him to watch for a barque coming up the Solway Firth. A strong gale was blowing from S.W. at the time and there was a very heavy sea. He at once went on the "look-out," but the thick weather, wind and rain rendered it impossible for him to see anything. At 9 o'clock the weather cleared, the wind abated, and the Harbour Master observing signals of distress, apparently a burning tar barrel, at once summoned the crew of the Life-boat. At 9.30 the boat was launched and on nearing the vessel,</p>		

Appendix L: Barry Lifeboat Launch in Search of Drifting Alnwick off Penarth, Oct 14 1910

Barry Lifeboat Launched

The Barry lifeboat, John Wesley, was launched at one o'clock this morning to proceed to the assistance of the schooner Alnwick, from which signals of distress were being sent up. The Alnwick was lying three miles out in the Channel in a direct line with Barry, when her moorings parted in the gale, and the lifeboat set out in pursuit.

After being out in the Roads for a couple of hours, the Barry lifeboat, which is manned by a volunteer crew, in command of Mr. Evan Owen, coxswain, returned to Barry, unable to trace the Alnwick. It appears that a tugboat was seen in the Roads, and it is assumed that she took the vessel to Cardiff.

Appendix M: Sinking off Ross, Kirkcudbright Scotland, June 3 1916