

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

A Sloop as Celerity was built



Celerity of Penzance her history and loss

Report compiled by:

Graeme Perks

Report Title:

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*Celerity of Penzance***

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Date: **August 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 Celerity of Penzance was wrecked in December 1852 in a severe storm that affected all of Britain and Ireland. Celerity was one of many ships lost in the storm and its crew a few of many who perished. Celerity was wrecked off shore and her cargo, oranges and some wreckage was washed ashore on Rhoscolyn beach on Anglesey. The body of the master Edward James washed ashore near Holyhead leading to the identification of the wreckage, the crew of five also perished.

Celerity was built by John Tredwen in Padstow, Cornwall as a sloop but later lengthened and converted to a schooner by his sons. She was engaged in importing fruit from the Azores and Portugal, returning with coal. The owners when she foundered were Runnalls, Bodily & Co.

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2.4 Contributors

Madu

2.5 Abbreviations

MADU	Malvern Archaeological Diving Unit
NAS	Nautical Archaeology Society
NPRN	National Primary Resource Number
OS	Ordnance Survey
RCAHMW	Royal Commission on the Ancient & Historical Monuments of Wales
URL	Uniform Resource Locator

3.0 Introduction

- Celerity was built as a sloop in 1839, by John Tredwen at Padstow, but was lengthened in 1847 and converted to a schooner by his sons Richard and John Tredwen junior.
- The Celerity is included in Lloyds register and many of her voyages and events are recorded in newspapers from the time. I wanted to find details of her voyages, cargo's, masters and any mishaps in she was involved in.
- Celerity was on passage from St Michaels, Azores to Liverpool carrying a cargo of oranges when she was overtaken by a violent storm and foundered. Some of the cargo, wreckage and the captains body were washed ashore on Rhoscolyn beach, Anglesey.
- The Cause of her loss is unknown except for the violent storm, but she was damaged before leaving St Michaels and temporarily repaired. The date of her loss is recorded as 00/0/1853 or 31/12/1852 and I wished to find the true date.
- The captain was interred locally, with his fellow seafarers who identified his remains, in attendance.
- There are brief details of the vessel on Coflein and World sea fishing forum but no previous research report.
- The location of the wreck is unknown.
- The wreck site being unknown the only possible salvage was of the oranges washed ashore and some small pieces of wreckage.
- The only previous report details I could find were the two websites above.

4.0 Background

The initial details available for Celerity were it was a brig wrecked on in 0/0/1853 at Pwllheli and all the crew were lost. That its home port may be Penzance.





Fig. 1

Rhoscolyn Beach

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.

I searched Google for Celerity of Penzance which found the Coflein web site which provided basic details of the vessel.

It also found a Cornwall – Genealogy web site which had the will of Edward James master of Celerity when she sank.

It also found the world sea fishing forum which provided basic details of the vessel and references.

I also found details of registration of Celerity at Penzance.

I searched Lloyds Register for Celerity from 1839 to 1852 and recorded the results in appendix A. The survey forms have not survived.

A search at The National Maritime Museum for “Celerity” was negative.

I searched Welsh newspapers on line for “Celerity” ,” Rhoscolyn wreck” with a negative result.

I searched British Newspaper Archive for “Celerity of Penzance” but his produced thousands of entries of “Celerity” or “celerity” so I amended the search to Cornish newspapers only, after that to “Celerity, Pentreath” and then “Celerity, James” .I searched these two again including the Shipping and Mercantile Gazette and Lloyds List. . I also searched “Tredwen” for the ship builders and then “Runnells” and “Runnalls” for the owners but this search produced persons of this name but nothing to directly connect them to Celerity. I also searched “lengthen” and “lengthened schooner” and found a newspaper with Tredwen spelt Tredwin so I searched “tredwin” and found some mentions.

The other name mentioned for a part owner was” Bodily” but this produced thousands of matches for “bodily harm”. There were two Mr Bodily’s I found in my researching in connection with James Runnalls but with no connection was found with Celerity.

6.0 Results

Vessel	Name/s	Celerity	
	Type	Schooner	
		Cargo	
Built	Date	February 1839	
	Builder	John Tredwen (senior)	
		Padstow	
Construction	Materials	Wood	
	Decks	one	
	Bulkheads	Not known	
Propulsion	Type	Sail	
	Details	Fore and aft built as a sloop, converted to a schooner	
Engine	Details	N/A	
	Boilers	None	
Drive	Type	Sail	
	Number		
Dimensions	Length	64ft	2 ins
	Beam	16ft	3 ins
	Draught	8ft	7 ins
Tonnage	Gross	86 tons	
	Net	69 tons	
Owner	First	Captain Pentreath	
		Penzance	
	Last	Runnells, Bodily & others incl. master Edward James	
		Penzance	
	Others		
Registry	Port	Penzance	
	Flag	British	
	Number		
History	Routes	Mediterranean ,Azores	
		To Uk and return	
	Cargo	Fruit, nuts, olive oil, return coal, iron	
Final Voyage	From	St Michaels, Azores	
	To	Liverpool	
	Captain	Edward James	
	Crew	5	
	Passengers	None	
	Cargo	Oranges	
Wrecking	Date	Night 24-25/12/1852	
	Location	Rhoscolyn	
	Cause	Violent storm force winds	
	Loss of life	6	
	Outcome	Sank	

The Celerity is recorded in the shipping register Penzance as being 89 tons, built in 1839 at Padstow, being registered from 1839 at the port, no.0609

Celerity,

Schooner, of wood construction, and registered in Penzance, United Kingdom, carrying oranges. Dimensions in feet: 64.00000 x 16.00000 x 8.00000. Vessel not armed. Travelling from St. Michael's to Liverpool. Lost 31/12/1852, Anglesey, Holyhead, offshore from Rhoscolyn. All lives lost. Captain: James, E; owner: Runnells & Co.; ship builders: Tredwen, John. Larn and Larn shipwreck database description states: In 1848 this schooner was lengthened at Tredwen's Dockyard, Padstow, which was a common local practice. She had fixed bowsprit, square stern and woman's bust as a figurehead. Although Lloyd's Register gave her as a sloop when built the local surveyor described her as a schooner. After lengthening, traded regularly to the Mediterranean and Azores

World sea Fishing website

NPRN 271902

Map Reference SH27SW

Grid Reference SH2474

Unitary (Local) Authority Maritime

Old County Maritime

Community Maritime

Type of Site WRECK

Broad Class MARITIME

Period Post Medieval

Site Description Archaeological remains associated with the loss of this vessel are not confirmed as present at this location, but may be in the vicinity.

Event and Historical Information:

The CELERITY was built as a sloop by John Tredwen in 1839. In 1848, the vessel was lengthened and the rigging changed to that of a schooner. Technical and configuration specifications are given as 86gt, 69nt; 64ft 2in long x 16ft 3in breadth x 8ft 7in depth; fixed bowsprit; square stern; and woman's bust as a figurehead

At time of loss, the vessel was owned by Runnells & Co, Penzance. The schooner was on passage from St Michael's to Liverpool carrying a cargo of oranges and under the command of master E Jones. The schooner was lost with all hands off Rhoscolyn on 31 December 1852.

Sources include:

Bartlett, J, 1996, Ships of North Cornwall, pg92

Larn and Larn Shipwreck Database 2002

Lloyds List, 3 January 1853, issue number 12099

Lloyds Register of British and Foreign Shipping, 1 July 1852 - 30 June 1853, number 252 in C

Port of Penzance Shipping Register, number 15 in 1848

Wynne-Jones, I, 2001, Shipwrecks of North Wales, 4 ed, pg27

Maritime Officer, RCAHMW, May 2008.

Liverpool Standard and General Commercial Advertiser January 21 1840

Celerity, Pentreath from St Michaels at this port in seven days. On 16th Jan. saw a signal of distress flying at the Tusker Lighthouse. Captain Pentreath, being unable to approach the rock, hoisted his ensign, but no answering signal was made.

Royal Cornwall Gazette February 14 1840

Penzance. – Vessels arrive almost every day in a disabled state. The Celerity, Pentreath has put back in after having been much driven about.

Lloyds List November 21 1840

Penzance sailed Celerity, Pentreath for St Michaels and put back same day with loss of fore yard.

Shipping and Mercantile Gazette January 7 1841

Padstow - Jan.5 ; remain – The Celerity, Pentreath of Penzance from St Michaels for Bristol. She encountered a heavy gale of wind from N.W. on Sunday last, which split her sails &c., and compelled the crew to bear up for this port.

London Evening Standard June 1 1843

Yarmouth, Isle of Wight, May 31.- The Celerity, from Southampton to Penzance, on shore on the shingles, has been got off, after discharging part of her cargo.

Lloyds List June 1 1843

Yarmouth (I. of W.) 31st May. "The Celerity, Pentreath, from Southampton to Penzance, which got ashore on the Shingles, yesterday, came off last night, after discharging 200 sacks of flour."

Shipping and Mercantile Gazette June 3 1843

Yarmouth-I.W.- 2nd June : Mr Pentreath, of the schooner Celerity, of Penzance, on shore on the Shingles, on 30 ult., is desirous, through the medium of your column, to thank Mr Pepper, chief officer of the Hurst Castle Coast Guard station, and his boat's crew, for their kind, and ready assistance to him when ashore.

Shipping and Mercantile Gazette February 11 1844

Penzance put in Celerity, Pentreath from Swansea for Rouen with loss of foreyard

Gloucester Journal November 22 1845**Bristol imports**

From Malaga : in the Celerity, W & W. G. Herniman, 30 chests, 50 hf chests lemons, 100 bris 300 boxes 150 hf boxes 150 qr boxes raisins, 150 fraills figs, 200 bris grapes, 50 bales 30 boxes almonds : for Gloucester 17 pipes olive oil, 98 drums 15 hf drums figs, 15 boxes almonds, 60 boxes 12 hf boxes 250 qr boxes raisins, 15 bris 70 hf bris grapes.

Gloucester Journal November 22 1845

Port of Gloucester Imports Nov. 15 to Nov 21st 1845

From Malaga :- the Celerity of Penzance, James,52, with 535 packages fruit, 17 pipes of oil for E.L. Kendall, and 10 tons olive oil for Butt and Son.

Shipping and Mercantile Gazette December 25 1845

Cardiff 24th:- Celerity of Penzance put back, with sails split, &c.

The Public Ledger November 26 1846

Scilly, November 23.- The Celerity, James from Malaga to London, drove on rocks near New Grimsby, but was assisted off, making no water, and proceeded.

Cornwall Royal Gazette November 27 1846

Scilly,- During the gale of Friday last, the schooner Celerity of Penzance, James master, bound from Malaga for London, dragged her anchors and went ashore at New Grimsby. She was got off the following tide, with the assistance of two boat crews from the island of Bryher, with apparently little damage.

Cardiff and Merthyr Guardian August 1 1847

Explosion – A circumstance occurred in the Bute Docks at a rather early hour on Sunday morning last, which had the effect of spreading considerable alarm through the immediate neighbourhood of the place, which feeling, however, instantly subsided as soon as the real facts became known; and also that no grounds for apprehending further danger existed. It seems that a vessel named the Celerity of Penzance, had been loaded with coal, that the hatches had been properly and securely fastened down, and that on the morning named a youth got up in the fore-castle- procured a light with a lucifer match, which, however, had no sooner been ignited than a terrific explosion shook the vessel to its very foundations. The crew were much alarmed, as were also the crews of the surrounding vessels. As soon as the consternation which had been created by the disaster had partially given way to reflection an inquiry was instituted into the causes which had led to the explosion .It was ascertained that a large quantity of highly explosive gas had been generated by the coal in the hold, that a portion of

that gas must have forced its way into the forecastle, and on coming into contact with the ignited match have led to the explosion. No serious personal injuries were experienced; but the deck of the vessel was much damaged. The vessel was viewed in the course of the day by a great many persons.

Shipping and Mercantile Gazette August 6 1847

CARDIFF – Aug. 5: The *Celerity*, James, for Lisbon (previously reported), has repaired damages, occasioned by her decks being blown up, they were a trifling consideration; she will sail next tide.

Newcastle Journal April 8 1848

Imports into Newcastle

Celerity, James , Lisbon 358 half chests oranges, 190 Russian boxes oranges, to order

Shipping and Mercantile Gazette October 14 1848

Penzance arrived *Celerity*, James from Newlyn to load pilchards for the Mediterranean

Shipping and Mercantile Gazette July 20 1849

Newport – Mon.-July 19: 18, 10.0am, the *Celerity*, James from Dublin for Newport, picked up Mr W. Evans, master of the *Harriet* and *Ann* smack of Llanelly, off Milford. The *Harriet* and *Ann* struck against some floating wreck, and went down about 10 minutes afterwards.

Shipping and Mercantile Gazette 24 July 1849

Newport – Mon.- July 23 : Mr W. Evans late master of the *Harriet* and *Ann*, which vessel was wrecked on the 17th inst., off Milford, begs to give his grateful thanks, through the medium of the *Shipping and Mercantile Gazette* to Mr James, master of the *Celerity*, for his exertions in saving his life at the peril of his own

and his crew; also for the kindness and humanity with which he was treated after he was taken on board the *Celerity*.

Newcastle Courant March 28 1851

The *Celerity*, James from Lisbon with 709 boxes oranges, Hulsenbos, Harrison and Co.

West Britain and Cornwall Times July 9 1852 – Marriages

At Madron, Sunday last, Mr T. KITTO, of the *Celerity* of Penzance, to Miss Mary Ann WILLIAMS, all of Penzance

West Britain and Cornwall Times January 18 1856 - Births

At Redruth, the wife of Mr T. KITTO a son

Thomas Kittoe born 1818 in Newlyn, in 1852 shown as a mariner of *Celerity* of Penzance. In 1861 census ships master of "Rapid" in Portreath Basin.

Shipping and Mercantile Gazette January 1 1853

Dec 14th.- The *Celerity* drove athwart the hawse of the *Eclipse*, and carried away spritsails and martingale, and did some damage to stations, planks, and figure head. The *Celerity* received considerable damage.

Dec.15th.- Sailed the *Celerity*, for Liverpool temporarily repaired.

Shipping and Mercantile Gazette January 1 1853

The vessel lost at Rhoswlyn, with oranges, was the schooner *Celerity* of Penzance, from St Michael's for Liverpool. The body of the captain has been found, and was identified by some of his neighbours, that are here wind-bound; he has been interred today, and several of his old acquaintances followed him to the grave.

The Cornish Telegraph January 5 1853

Total loss of the "Celerity" of Penzance

We have to record the total loss of this vessel and her crew, six in number, off Holyhead, during the recent gale. It appears that the ill-fated schooner sailed last Liverpool for St Michael's, where she took in a cargo of oranges and was bound with them to Liverpool again. Her proceedings at St Michael's are indicated by the following paragraph from a shipping paper:- St Michael's Dec.14th The *Celerity* did not sail on the day reported last on account of bad weather. The following, amongst other ships, rode out the gale- the Electric Flash. On the 14th the *Celerity* and the remaining fleet returned to port.- Dec 14th.- The *Celerity* drove athwart the hawse of the *Eclipse*, and carried away spritsails and martingale, and did some damage to stations, planks, and figure head. She received considerable damage.- Dec. 15th.- The *Celerity* having been temporarily repaired, sailed for Liverpool.

Suspensions that she had met with some accident were first awakened in this town by the paragraph:-

Holyhead,Dec.26.- Yesterday morning at daylight, a great quantity of orange boxes marked "P" in a diamond, and fragments of wreck were found on the beach at Rhoscolyn about five miles from Holyhead; and pieces of a boat, painted outside green, and white bottom; but nothing could be found to identify the vessel, and it is very likely all hands have perished.

Later accounts unfortunately show these surmises to be true, and it is conjectured that during the night of the 25th she foundered in the gale, but whether her crew ever had any chance of saving their lives, or resorted to any expedients to that end, must remain a mystery. Capt. Pentreath, of the *Electric Flash*, assisted in getting her under weigh, and it was in the act of leaving that she was run into by the Guernsey Schooner. Of her voyage and its disastrous termination the lifeless body of the captain and certain fragments of the wreck alone tell. Capt. Duff, of the *Lionesse*, and other acquaintances of the deceased captain's, were wind bound at Holyhead, and hearing of the wreck at Rhoscolyn, about five miles from that port, hastened hither. They identified a body which had been cast on shore as that of Capt. Edward James, and his name being apparent on his Guernsey frock at once removed any doubt. They decently interred the corpse at Rhoscolyn, as stated in the following bit, extracted from the same paper:-

Holyhead, Dec.31.- The vessel lost at Rhoscolyn, with oranges, was the schooner *Celerity*, of Penzance, from St Michael's for Liverpool. The body of the captain has been identified by some of his neighbours, here wind bound ; he was interred today and several of his acquaintances followed him to the grave.

To this account we can only add that the *Celerity* was built at Padstow, was from 115 to 120 tons register, and belonged to Messrs. Runnalls, Bodily and others, of Penzance. The captain was single and about 35: the mate William Downing, was also single, and his certificate has been picked up: James Martin Thomas, ordinary seaman of Newlyn, leaves a widow and one child; and Thomas Rowe, D. Rattray, and a lad named Edwards, were all of Penzance. The captain was a fine dashing young fellow, and his loss is generally deplored.

Royal Cornwall Gazette January 7 1853

The storm of Sunday week appears to have caused great havoc all though the country, and the newspapers teem with disasters both on sea and land

Another disaster for Penzance is the entire loss of the vessel *Celerity*, Edward James, master, and that he and all the crew perished. The masters body was washed on shore at Holyhead, and being recognised by some master mariners who knew him, and by the name on a woollen shirt on his body, he was on Sunday last decently interred at Holyhead. From the circumstances of his only having on his person the woollen shirt mentioned and his drawers, it is conjectured that the catastrophe was a sudden swamping of the vessel by the sea, in which the vessel went down and all on board perished. We understand the vessel was only partially insured. Besides the captain, there were on board, the mate and four other seamen, mostly of Newlyn, but only one married.

Captain W. Pentreath of the *Electric Flash* who assisted *Celerity* in leaving St Michaels, was in command of another vessel owned by Runnells & Co., also registered at Penzance. The previous owner and master of *Celerity* had the same name but I cannot find any record of his first name. He was also the previous owner of *Electric Flash* (Lloyds Register 1851)

Queen of the Isles was another schooner owned by Runnells & Co., the master was B.Pentreath. B. Pentreath became the master of *Electric Flash* and died aged 44 years on a voyage to the Mediterranean in 1850. Runnalls also owned a schooner registered at Penzance called *Mountsbay* travelling between Penzance and Oporto.

William Pascoe of the Dolphin Inn/Tavern mentioned in captain Edward James's will (appendix C) was in July 1850, fined £2 5s for refusing to billet two soldiers at The Dolphin. The Dolphin Inn still exists today in Quay Street, Penzance and is reported to be haunted.

Tredwen Ship Builders

Royal Cornwall Gazette February 17 1816

ALL PERSONS having any claim or DEMAND on the sloop BETSEY, of Padstow, Wm Brokenshir, Master are requested to send in such Claim or Demand to Mr John Tredwen, Shipbuilder, Padstow, on or before the 29th day of February INSTANT, OTHERWISE SUCH DEMANDS WILL NOT BE DISCHARGED.

Dated February 8, 1816

Royal Cornwall Gazette January 29 1831

The wreck of the *Johanna*, which sunk in December last at the entrance of Padstow harbour, has been removed by the exertions of Mr Tredwen, and about 50 tons of her cargo (copper ore) saved.

The Morning Post January 15 1833

On the last day of the previous year, the schooner Duchess of Somerset, G. Whiting, master, from Plymouth, in ballast, for Portsmouth, was driven on shore during a severe gale of wind, on the western side of Mawgan Porth, about eight miles from Padstow. The crew were with difficulty saved, under the directions of Mr Tredwin, agent for Lloyds. The vessel became a total wreck.

Royal Cornwall Gazette September 21 1833

The smack *Flora*, of Tenby, Rees, master which was driven on shore at Mawgan Porth, on the 31st Ult., was got off on Friday last, the 13th inst., and taken to Padstow, under the directions of Mr Tredwin, ship-builder of that port.

Shipping and Mercantile Gazette June 15 1839

Launch.- Padstow, June 10.- On Wednesday last was launched from one of Mr Tredwin's slips, in his extensive ship dock, the schooner Falmouth-packet, Peter Christian, master; she having been lengthened ten feet in the midships and altered from a cutter to a schooner, coppered to the bends, and fitted out as a yacht, the property of W. Glasson Esq., Green Bank, Falmouth, and employed in the fruit trade on his own account. We are glad to hear that the alterations have given every satisfaction.

Royal Cornwall Gazette April 3 1840

Tredwen v Bourne

The plaintiff in this case Mr Trewen a merchant of Padstow, who brought his action against Mr Timothy Bourne, of Liverpool, to recover £182 4s the balance of an account for goods supplied to Trewolvas Mine. Mr Erle stated the case, observing that the only question which could possibly be raised was, whether the defendant was, or was not, a shareholder in the mine. Materials were supplied monthly as ordered generally by the Captain. Mr John Tredwen, son of the plaintiff, succeeded a clerk in his father office and had furnished the articles ordered. The delivery was proved, and that the defendant was a partner in the concern and had contributed £700.

The Learned Judge in summing up gave his opinion that there was strong evidence to go to the jury, that the defendant was an actual shareholder, and that he acknowledged that the party ordering the goods was doing so on his account as well as the account of the other shareholders. – Verdict for Plaintiff £182 4s 0d.

Shipping and Mercantile Gazette August 15 1840

Padstow.- Aug.13th : Arrived.- The schooner Brothers, Mollard, from St Ives, to repair, and hauled into Mr Tredwen's dock the same tide.

Shipping and Mercantile Gazette July 24 1843

Notice. – Whereas the Business carried on by John Tredwen, Sen., of Padstow, as General Merchant, Agent, and ship builder, &c., was this day TRANSFERRED TO RICHARD TREDWEN and JOHN TREDWEN, jun. All persons indebted to the said John Tredwen, sen., are requested to pay the amounts of their respective debts, on or before the 18th day of September next, at his counting house in Padstow aforesaid; all parties having any demand on the said John Tredwen sen., will be pleased to furnish an account of the same forthwith.

John Tredwen sen., takes this opportunity of returning thanks to his friends and the public for the liberal support he has experienced during a period of 45 years, and hopes the conduct of his successors will merit a continuance of future favours.

Dated Padstow July 18 1843

Sherborne Mercury November 4 1843

Launch at Padstow.- On Tuesday week last there was launched from the building yard of Messrs. R & J Tredwen, a handsome cutter named the Conservator, built expressly for the purpose of affording aid to vessels in distress on this tempestuous coast.

Shipping and Mercantile Gazette October 15 1846

Testimonial.- Padstow.- (from a Correspondent)

In the month January 1845, we record the loss of the brig William Pitt of Newcastle, within this harbour, at the same time recount the bold and intrepid conduct of Mr Richard Tredwen, who, at the hazard of his life, leaped from his boat into the foaming surf to the rescue of one of the unfortunate crew, by which act he had the pleasing consolation of knowing he had been instrumental in

preserving the life of a fellow creature (the only survivor out of eleven). A subscription was subsequently entered into, chiefly amongst those persons who witnessed the scene, the purpose of presenting Mr. Tredwen with a piece of plate, in admiration of his noble and daring spirit on that occasion ; and on Tuesday 6th inst., he had the gratification of receiving from the hands of Rev. William Ellis of St Minoer, a very elegant silver salvor, bearing the following inscription; " Collected in small sums, and presented to Mr. Richard Tredwen, in admiration of the fearless and noble conduct he displayed, when on the shipwreck of the William Pitt he saved the life of one of its crew, and in the distress Towan, brought the vessel and crew into a place of safety, as well as on other occasions of shipwreck and vessels in distress, 1846". Mr Tredwen had on several previous occasions displayed many daring and fearless acts connected with the saving of life and property from shipwreck, particularly in the case of the brig Towan of Cork, which vessel, when in imminent danger, and no other boat would venture to her assistance, was boarded by him through a tremendous sea, extricated her from her perilous situation, and safely conducted into the harbour ; in testimony of which he was presented on that occasion with the silver medal of the Royal National Shipwreck Institution.

Shipping and Mercantile Gazette February 12 1848

Lost on the 6th December 1847, from the barque Marchioness of Abercorn, of Londonderry, about 70 miles from Cork, towards Lands End, two carvel built Boats., viz.- LONG BOAT, about 26 feet long by 8 ³/₄ feet wide, decked with main and fore hatchway in the deck. PINNACE, about 23 feet long, sowed in the long boat; paint drab inside and out, except inside bottom red.

Also, on 3rd February 1848, off TREVOSE HEAD, two six-oared GIG BOATS and OARS, one painted black with white streak, name " Dauntless of Padstow, Thomas Carter;" The other painted outside green, with a white bottom ; length 28 feet, breath 4 feet 9 inches ; inside painting yellow with a red bottom.

Should the said boats, or either of them, have been picked up, the party giving information of the same to the Receiver of Admiralty Droits, Padstow or Messrs. R and J. Tredwen

Shall be handsomely rewarded.

Dated Padstow Feb. 7th 1848

Royal Cornwall Gazette February 11 1848

The barque Marchioness of Abercorn.- The barque Marchioness of Abercorn, driven on shore and stranded at Crantock Beach on 8th December last, and purchased by the Messrs. Tredwens of Padstow was floated and got off in gallant stile on Thursday last under the superintendence of Mr Richard Tredwen, whose skill and perseverance on the occasion cannot be too highly applauded. She is now safe in Padstow pier.

Royal Cornwall Gazette July 28 1848

Emmigration

FROM PADSTOW TO QUEBEC

The handsome Barque Marchioness of Abercorn, Padstow ; 875 tons register carries 1500 tons.

This splendid Vessel has just undergone very extensive repairs and refitting, and is now thorough good condition. She has unusual height between decks, and will only take a limited number of passengers. Persons wishing to engage passage by this very superior ship should make immediate application to ;

Messrs. R & J Tredwen, Merchants, Padstow.

The Barque Marchioness of Abercorn will sail from Padstow, about Monday August 7th 1848

Any Surgeon wishing a passage to Quebec, will find this a favourable opportunity.

Royal Cornwall Gazette January 10 1852

FIRE IN Mr TREDWEN'S DOCK.- On Saturday night last, about nine o' clock, an alarming fire broke out in a vessel under repair in Mr Tredwen's dock, called *The Dove*, of Newcastle, which at one time, from the inflammable nature of the materials, threatened destruction to all the property near. Some parties, in their

anxiety to prevent the spreading of the flames, ordered the mast and rigging to be cut away, and this was done so quickly and so unexpectedly, that it is only surprising, that no accident occurred to those in the crowd. The masts fell heavily on a sail loft, smashing in the roof and causing much damage. The sails which were in the hold were burnt, and also the contents of the captains cabin. The fire engine threw in a continuous stream of water, and the vessel being scuttled by 11 o'clock the danger was over. By the judicious arrangement of the master of the yard, the French barque, which was recently damaged by an explosion of gas generated in the coal which she was laden, and which was also undergoing repair, was safely floated out of the dock into the canal, otherwise it is more than probable she would have been on fire. Mr Tredwen and Mr Hodges were both present.

The Morning Post July 2 1852

Partnerships dissolved

R. Tredwen and J. Trewen jun., Padstow, Cornwall , ship builders and merchants

Royal Cornwall Gazette June 2 1854

PADSTOW.- The schooner "Rebecca Long "Capt. T. Hosking, was floated off the blocks, at the Dock Yard of Mr John Tredwen junr., Padstow, last week being lengthened 10 feet amidships, completed in 2 months, much improved in symmetry, with a considerable increase in tonnage.

Royal Cornwall Gazette January 9 1857

Deaths

At Treator, Padstow, Mr John Tredwen, Esq., aged 73 years

The Cornish Telegraph March 30 1859

PADSTOW.- The wreck of the French brigantine *Gonsalve*, wrecked on the Doom Bar sands at Padstow purchased by Mr Tredwen, was successfully raised by lighters and brought to his dockyard at Padstow under the supervision of his foreman, Mr Williams, on Saturday 19th inst.

Royal Cornwall Gazette September 11 1869

Caution to Apprentices.- Richard Apps, an apprentice to Mr John Tredwen shipbuilder, Padstow has been sent to prison for one months hard labour, for absconding from his masters work.

Launch.- There was a launching from the building yard of Mr Tredwen on Monday, a fine schooner of the following dimensions:- length,85 feet; breadth, 22ft.; depth 10 feet; 190 tons burden, called Jane Vivian, and is owned and commanded by Captain Richard Brewer of Padstow.

From Royal Cornwall Gazette March 27 1863

John Tredwen senior built the *Celerity* in Padstow and he retired in 1843, and the business was taken over by his sons John and Richard Tredwin. They obtained possession of the business premises including the building yard, docks, quay together with some buildings and land. The ownership of the property, which was partly freehold and partly held under a long lease from Mr Prideaux Brune, continued to be held by the father until 1845. He then sold all his interest in the property to his brother Richard Tredwen of Cardiff also a ship builder, with the stipulation that he should retain possession of a dwelling house and field, part of the premises, for his own use during his lifetime. The brothers John and Richard then took possession of the premises from their uncle that year on condition their father and mother could remain in the dwelling. Things went on in this way for some time but the brothers finding it inconvenient to allow their parents to remain in the house, firstly because they needed them for business use and secondly, because their father naturally feeling great interest in the business and living so near to the docks, was in the habit of interfering rather more than was agreeable. They persuaded their father to move to a house and land they rented for him from their uncle. There was no partnership agreement between the brothers until 1850. On the 5th July 1852 however the partnership was dissolved;

Richard Tredwen retired and John Tredwen continued to carry on the business. He became the sole occupier of the premises responsible for the rent, payable to his uncle. The matters continued in this way until 1857 when the uncle Richard Tredwen died leaving in his will the whole of the dock premises to Richard Tredwen. John Tredwen afterwards stopped paying the rent and his brother took him to court to obtain the rent which afterwards was paid through the court.

John Tredwen continued until 1860 when he gave notice and left the premises. Richard Tredwen then took an action against him in court for failure to maintain the premises and for removing some of the fittings on the property. The brothers had not been on good terms for some time.

John Tredwen and Richard Tredwen were ship builders, ship repairers, ship brokers, ship owners, salvager's, merchants etc in Padstow. They built schooners and other smaller vessels to order but also to sell after completion. They were involved in salvaging and repairing ships, raising sunken wrecks. At least one salvage claim for Towan, which was refused in the admiralty court after the judge found despite the witnesses from the vessel all appearing for them they had only warped the vessel, which had not signalled it was in distress, across Padstow harbour to the quay.

John Tredwin, Jun. Cross House Padstow was the Captain of the 1st Cornwall Volunteer Artillery, also member of Padstow Harbour Association board.

Shipping and Mercantile Gazette April 28 1869

Admiralty Jurisdiction Act 1868

The several gentlemen whose names are hereunder mentioned have, with the approbation of the Judge of the High Court of Admiralty, been appointed Nautical Assessors for the district of the County Court of Cornwall, holden at Truro;-

Nicholas Pentreath, Penzance, Master Mariner

William Pentreath, Mousehole, Penzance Master Mariner

John Tredwen, Padstow, Shipowner

J. G. CHILCOTT, Registrar of the Court

West Briton and Cornwall Advertiser June 16 1870**Padstow : The Death of Mr Tredwen**

The death of Mr J. Tredwen, merchant and ship builder of Padstow is deeply regretted by the inhabitants, and by all who knew him .He died at nine pm last, at the age of 52. For some time he has been suffering from heart disease, and bore his sufferings with exemplary fortitude. He has been the chief support of Padstow employing upwards of 150 men and boys in different branches of the ship building trade, For many years he was one of the guardians of the St Columb Union, and filled the office of vice charman of the board, his practical knowledge being of great service. When the volunteer movement commenced, Mr Tredwen was the first man to enrol his name in Padstow, and on the formation of the corps he was appointed first Lieutenant. On promotion of Captain Brune to be major of the brigade he was appointed captain, which post he held at the time of his decease, and it was mainly by his exertions and example in attending drill that the battery has been able to maintain its position as second to none in the country. He was vice consul for the North German confederation and also for Norway. A kind and considerate master, he was always ready to assist his workmen or townsmen with advice, or more substantial aid; Padstow loses by his death her chief employer and benefactor, and the poor of the town and neighbourhood will miss a good friend. The remains of the late Mr J. Tredwin were interred on Monday last in the graveyard of the parish church. There was a very large attendance of friends, as the deceased was well known and respected. He was borne to the grave by his workmen, some of whom had been employed by the deceased and his father for nearly half a century. The shops in the town were partially closed on Friday and Saturday, and were fully closed during the afternoon of Monday, the inhabitants thus showing their sympathy for the family, and their respect for the deceased. The Foresters of Court "Excelsior," of which the deceased was an honorary member, walked in procession. The volunteers did not take part, as it was the wish of Mrs Tredwen that the funeral should be as private as possible, but minute guns were fired, and the vessels in the harbour had their flags half-mast during the funeral. The solemn service for the dead was very impressively read by the vicar, The Rev. R. Tyacke.

The Guardian September 19 1963

WHEN THE MARCHIONESS OF ABERCORN WAS WRECKED

Newquay Story Of Salvage Work By The 19th Century Tredwens Of Padstow

At eight o'clock in the morning of December 8 1847, a large barque was seen off Towan Head, Newquay, Her sails were torn to rags and her masts were broken. Pilots from Newquay launched a six-oared gig to try and give help because this was before the day of the R.N.L.I. Lifeboat Newquay. Unfortunately the records do not say which gig was used. If such help was needed today we should choose the Treffry. As the Treffry was always considered the best sea boat of the pilot gigs, that was probably the one that the pilots used to try and board the Marchioness of Abercorn. However they failed in their mission and the 1,300 ton vessel was driven ashore on Crantock Beach at low tide.

This was the largest ship that had ever gone ashore in the district, but in spite of her size all her boats except one were swept away and she had nine feet of water in her hold.

The Marchioness of Abercorn was under Capt. Edgert and belonged to Londonderry. She was bound from Quebec to London with a cargo of deal, but had called at Cork for repairs as she had been damaged on the Atlantic crossing. When she sailed from Cork the captain had to recruit a new crew.

Four Got Ashore

When the vessel struck at Crantock four men got ashore in a boat and 22 were rescued by the Rocket Life Saving Apparatus under Capt. Doherty. Three men were drowned when a boat alongside capsized.

By December 17 two of the bodies had been recovered and 23 members of the crew had sailed from Hayle for Bristol in the steamer Cornwall. The Marchioness of Abercorn remained intact until January 28 1848, when after being purchased by Padstow merchants an attempt was made to re-float her. She was leaking so badly that the attempt was abandoned until the next spring tide. Great tributes were paid at the time of this wreck to Capt. Darke, of the schooner Rose, Capt. Johns of the Liberty and Mr Friend, mate of the Model. These three men pulled through the raging sea in a small boat to make contact with the vessel.

Mass Stealing Of Timber

While the Marchioness of Abercorn was ashore her cargo was taken out and placed on Crantock Beach to await its sale. A man called Richard George was apprehended in the act of carrying away a deal plank and was taken before a Magistrate, The rev. Edward Rix, who committed him for trial at the next Assizes. Another man in company with George had made good his escape. George was acquitted at the Cornwall Lent Assizes. It appears that there was a mass stealing from the pile of timber on the beach but George was the only one who was arrested.

In February 1848, the next attempt was made to float off the Marchioness of Abercorn. The merchants who purchased her were Messrs. Tredwen of Padstow, and under the direction of Richard Tredwen the salvage operation was satisfactorily carried out and the vessel was safely berthed at Padstow.

Smart Men

These Tredwens were smart men and their services were sought from many parts of the county to conduct salvage attempts. We find that in September 1833, the Flora was driven ashore but was got off and taken to Padstow under the direction of Mr Tredwen. Again in 1834 the Mary Ann (Capt. Carter of Padstow), was driven ashore on the Gannel Rocks; the report says she was got off and taken to Padstow by Mr Tredwen. Then in November 1886, the schooner Catherine sank at the entrance to Falmouth Harbour. She was weighed and brought into St Mawes under the superintendence of Mr Tredwen of Padstow, after Mr James James of St Mawes had dredged 60 tons of the cargo out of her hold. In 1843 the brig Towan of Cork, under Capt. Lewis was disabled off Padstow in a perilous position. She was boarded by Mr Richard Tredwen who got her into Padstow harbour where she sank. For this act Mr Tredwen and his boats crew were awarded medals by the Royal Humane Society. Later, in 1845, Mr Tredwen rescued the sole survivor of the wreck of the William Pitt at Padstow. He plunged into the breakers without rope or other means of security and brought the exhausted man to safety. In 1848 the Tredwens salvaged the Amethyst, a brig ashore at Porthcothan.

Richard Tredwen

On January 4 1850, "the schooner Ocean (Capt. Lewis), which was stranded at Mawgan Porth some time previously was got off again through the exertions of that well-known scientific gentleman, Richard Tredwen Esq., of Padstow ; this being the third vessel for which he has been successfully engaged during the past two years" – reports the "Royal Cornwall Gazette." Again in January 1854, the schooner Sarah missed the entrance to Padstow Harbour and brought up outside the Dooms Bar, where she rode at her anchors in a tremendous sea for six hours

when the cables parted and she drove in over the bar. The crew left her in their own boat and were fortunately saved by the timely assistance of Mr Tredwen's gig and crew.

To return to the story of the Marchioness of Abercorn, after she was fitted out at Padstow she sailed with emigrants for Quebec under Capt. Key in August 1848. On this voyage she had to put back to Falmouth for repairs because she lost her main and mizzen topmasts.

Richard Tredwen took over the shipyard at the harbour Newquay in 1857 and built his residence Eothen which was a landmark for 80 years. Now it has been demolished and the site is known by the same name. – RICHARD GILLIS.

Royal Cornwall Gazette September 5 1838

SALE BY AUCTION

SOUTHAMPTON.- TWO FAST SAILING SMACKS,

THE ROYAL GEORGE AND SUPERB

THE above well-known fast-sailing vessels belonging to the Port of Southampton, carvel built, and of the best materials ; exceedingly well found in stores, quite ready for sea, and adapted for the coasting or fruit trades. The smack Royal George was built at Redbridge in 1835, regardless of expense ; is copper fastened, with scantling that will admit of her being lengthened, and converted into a schooner ; is 48 4-10 tons (N.M.), and depth of hold 9 feet, with boat & c., The Superb was built by Blaker of, os Southampton, in 1830: is 49 266-3500 tons (N.M.), and depth of hold 8 5-10 feet, and a 15-foot boat. The vessels are lying in the Itchen River, close to Godfrey's wharf, and may be viewed by applying on board.

RUNNALLS

The Cornish Telegraph April 22 1886

The iron Barque Moltke, of Hamburg, which arrived in the floating dock last Friday week with 1600 quarters of grain for Messrs. Branwell, finished discharging her cargo on Saturday, and will now take in 300 tons of stone for Cardiff for Mr Runnalls, of the Terrace.

West Briton and Cornwall Advertiser August 29 1873

A new export trade has sprung up at Penzance. Mr James Runnalls is excavating ground at the back of his premises on Market-jew-terrace- ground which is on the north side of Bread Street, The stone in course of removal is a hard blue elevant, well adapted to road making. Instead of taking in ballast the local colliers are loading with this for Cardiff, where it is broken by a patent stonebreaker, and is used for the roads which have most traffic. It is said that it can be crushed for 4d a yard.

The Cornishman March 20 1879

Penzance Gossip

When I saw about nominal land-leave, facilities for export, opening up markets, &c., for road materials as the result of underpaid, though kindly provided employment, I bethought me – Is this a fair competition with those who have for months offered all the jobs at the quarrying and breaking of stone that they could command to our unemployed miners and labourers ? There is our neighbour, Mr James Runnalls for instance. A pioneer in the export of macadamising stuff, he has dues to pay to the lord of the soil and lessee of the pier; he has done all he can for our suffering poor : is it fair that he should be subject to the competition of assisted and, necessarily underpaid labour ? 'T were a pity not to be able to aid the unfortunate who wish to earn an honest penny without injury to a legitimate trade carried out on self-supporting principles. That was why I saw with much satisfaction that, so far from fearing speculation though aided by public funds, Mr Runnalls is about to open another quarry.

The Cornishman April 28 1880

Organizing Charitable relief society, Penzance

Very great assistance was acknowledged from Mr James Runnalls, amongst others, who offered employment to any number of able body men the Society could send him.

The Cornishman May 4 1882

Stone Breaker, nearly new, latest improvements, sole reason for disposal larger one of same make required; can be seen at work on application to James Runnalls, Penzance

The Cornishman December 5 1895**Death of Mr James Runnalls, of Penzance**

Penzance heard, with regret, on Thursday of the death, after a wasting and weakening illness of some years , of Mr James Runnalls , an ex-councillor, and one who, as tenant of Penlee quarries had become a large exporter of granite and macadam. Mr Runnalls was the younger of two sons of Mr Henry Runnalls, who for many years carried on an extensive business as a provisions merchant and bacon curer at Market-jew-terrace. This business was, at one time, one of the largest in the county. Railways were not, and carriage of goods by steamer was in its infancy. The district, as now supplied excellent pork. The cure of Mr Runnalls became famous and consignments of bacon and hams were sent long distances. In this way Mr Runnalls became largely interested in local shipping. The late Mrs Henry Runnalls was an excellent woman of business. On the death of both to this industry Mr James Runnalls succeeded, and was ably assisted in it by his wife and sister in law, Miss Flynn.

Of a speculative turn of mind and shrewd, industrious, and energetic, he gave much of his attention to the Penlee quarries – granite which was to have formed the proposed breakwater for Mount's Bay. Instead of that , in the form a macadam, a huge hole at the base of the hill which leads to Paul Church-town, has gone, under his management, to make and maintain thousands of miles of roads. He leaves a widow, a son, Mr James Runnalls, who has long superintended

the business and is a lieutenant in the Marazion Artillery, two younger sons and a daughter.

Penzance loses a shrewd and pleasant townsman, for M Runnalls was never so intent on business as to disregard the vitalising values of a harmless joke and hearty laugh.

Cornishman December 5 1895

Deaths

Runnalls – Nov. 28 at Leskinnick House, Penzance, James Runnalls aged 58

The Cornishman April 1901

In evidence, defending a claim for demurrage, Mr James Runnalls stated he shipped 70,000 tons stone per year 10,000 tons of it to Cardiff

7.0 Analysis

The British Newspaper Archive produced all the records of the sailings and events affecting the *Celerity*, the Tredwen ship builders and James Rannells

The welsh newspaper on line provided no information.

A Google search provided the remaining sites.

The ship builders John Tredwen (senior), followed by John Tredwen (junior) in partnership with his brother Richard Tredwen and then on his own renting the premises sold by John Tredwen (senior) to his brother Richard Tredwen who resided in Cardiff, caused some confusion until I found the newspaper report of the brother Richard taking a legal action against his brother John Tredwen (Junior).

The *Celerity* was built by John Tredwell (senior), no doubt with his sons John (junior) and Richard working for him. He retired in 1843 so it was his sons who lengthened the ship and fitted a new deck, partly to repair the damage caused by the explosion in Cardiff in 1847 and converted the vessel to a schooner.

The yard at Padstow was enlarged by John Tredwen (senior) in 1834, as can be seen from the advertisement of 1860 it was capable of building five vessels at the same time plus repairs to other ships. The notice of John Tredwell (junior's) death mentions he employed 150 men and boys building and repairing ships.

The advertisement from 1839 shows he produced more than one vessel to the same design, appendix F, including a copy of *Celerity*. There are numerous newspaper reports of vessels being launched, often two on the same day, but not *Celerity*. The newspapers that have survived from 1839 are few in number.

John Tredwin claimed to have retired in 1860 and advertised his holdings in ship building/repairing equipment and ships by auction see appendix J but seems to have continued until his death in 1871. When the ship he was building, his stock and equipment was advertised for sale by auction, see appendix K

The practise of lengthening vessels was wide spread and approved by Lloyds as they issued a classification for *Celerity* after the process was complete. They also had a prepared stamp to amend the current year's issue of the book. The sailing rig *Celerity* used as a schooner is unknown, I have shown the likely configurations in Appendix H.

Runnalls & Co., seems to have been James Rannalls of Penzance a merchant, granite merchant and councillor on Penzance Council. The newspaper article describing his funeral describes him as a merchant with an interest in shipping, at this period this signifies a commercial interest not a hobby. He found he could produce broken stone from his Penlee quarry which was very hard and the most suitable for road stone. He was able to make an arrangement with vessels leaving Penzance in ballast, he saved them the cost of ballast and they carried his broken stone for him at no cost. A number of these were colliers carrying coal to Penzance and it enabled him to win tenders to supply road stone to South Wales Councils. He is recorded in newspaper reports as also supplying south and east coast councils with road stone. To add to the confusion his son was also called James and took over the business on his death. He was not popular with some of his neighbours who concerned about pieces of stone being thrown some distance out of the quarry when they were blasting with dynamite, the noise of his stone breaking machine and the traffic from the quarry. It seems like the 21st century.

The Celerity was built as a sloop which is a vessel with a single mast with a main sail and a foresail, and probably a gaff sail flown over the main sail. The alterations made when she was lengthened and converted to a schooner, which is vessel with two or more masts the foremast being the lower in height. Since she was only described as a schooner means she had two masts, the type of schooner is not recorded but a few variations are shown in appendix . She probably was a fore and aft schooner since she was not described as any other type which seems to be the practise at the time (i.e. top sail or staysail schooner etc.).

I found numerous advertisements for vessels for sale that had been lengthened, but not for Celerity.

Edward James the master of Celerity mentions in his will he had a long and tedious illness when William Pascoe and his wife, Ann of the Dolphin Tavern, Penzance cared for him.

8.0 Conclusions & Recommendations

I spent longer on this project because I had a number of different avenues to explore from the builders, the practise of lengthening vessels, the final owners and attempting to find the original owner/master. I must have spent over 60 hours on my research, with 95% of that time on line. The improvement in the broadband speed since the cable to the house was replaced has helped.

The location of the wreck of the Celerity is unknown, some of the cargo of oranges were washed ashore at Rhoscolyn along with the body of Captain James and some wreckage. It is likely the vessel was attempting to reach safety at Holyhead where a number of other vessels were awaiting a change in the weather when it foundered. The details of how it foundered will never be known except it was at sea in an exceptional storm, the fact the captains body was not fully dressed when found, suggests a sudden unexpected event. Only some of the vessels wreckage is recorded as being washed ashore, the wreck may be waiting to be found.

The project has answered by original questions including the date it was lost, since it was recorded as 0/0/53 or 31/12/52. There is insufficient details to find further details of the owners or previous master/owner and Edward James the master was a single man.

I found using exact matches in the search of the British Newspaper Archives reduced false matches and the need to search variations of names. I found during this research and previous ones that details were not always updated on Lloyds register or always matched my research.

Some of the reference books describe Celerity as a brig and a schooner being lost at Pwllheli and Rhoscolyn on 31/12/1852. The three different newspaper reports show she was lost off Rhoscolyn on the night of 24/25 December 1852. The date of 31/12/1852 appears to correspond with the worst of the weather affecting the inland areas of Britain and Ireland at that time.

I found the research of this vessel interesting partly because I had not heard of lengthening vessels before, but it seems it was not unusual. The story of the Builders, Tredwen's was also a little different and the business development of Mr James Runnalls also intrigued me. The import of fruit at this time seemed to be a large industry. It was another story I could not have guessed at when I started the research and helped improve by knowledge of ships and shipping in this period.

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Appendices:

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

1839

Celerity	Sp	Pentreath	64	Pdstw	1839	Capt&Co	Pnznc	Pad	.Cardiff	10	A1
-	IB		52		2 Mon						2

Celerity a Sloop with iron bolts, master Pentreath, 64 tons gross, 52 tons net, built at Padstow 2nd month 1839, owned by the master & Co., registered at Penzance, sailing between Padstow and Cardiff, classified for ten years A1 in 2/39

Unchanged until 1848

1848

Celerity	Sr	Pentreath	85	Pdstw	1839	Capt&Co	Pnznc	Pad	.Cardiff	10	A1
-YM48overpt	E. James	69	len.ND&srprs47	Runnells&c			Pnz.Ancona			10	

Celerity a schooner with iron bolts, yellow metal in 1848 over part hull, ,master changes to E. James, 85 tons gross,69 tons net, lengthened, new deck, some repairs 1847,owner Runnells & Company, sailing from Penzance to Ancona

Unchanged until 1850 when port registered and sailings are blank

1851 unchanged except port of registry Penzance and sailing Cardiff to Mediterranean, classification A1 for 3 years continuation 8/49

1852 unchanged except surveyed 1851

Appendix B – The Timeline for the *Celerity*

1839

April 4 1839 Penzance arrived *Celerity*, Pentreath from Cardiff

May 6 1839 Penzance sailed *Celerity*, Pentreath for Cork

May 11 1839 Cork arrived *Celerity*, Pentreath from Newport, coal

June 5 1839 Falmouth arrived *Celerity*, Pentreath from Cork

June 14 1839 Penzance arrived *Celerity*, Pentreath from Cork

June 28 1839 Penzance sailed *Celerity*, Pentreath for Wales

August 2 1839 Llanelly sailed *Celerity*, Pentreath for Malta & Zante

August 4 1839 Penzance sailed *Celerity*, Pentreath for Malta & Zante

August 11 1839 Spoken to *Celerity*, Pentreath Penzance to Malta, 9 days out

September 25 1839 Zante arrived *Celerity*, Pentreath from Penzance

November 11 1839 Penzance arrived *Celerity*, Pentreath from Zante

November 14 1839 St Ives arrived *Celerity*, Pentreath from Zante

November 28 1839 Penzance sailed *Celerity*, Pentreath for Mounts Bay

December 5 1839 Penzance sailed *Celerity*, Pentreath for St Michael's

December 12 1839 St Michaels arrived *Celerity*, Pentreath from Penzance

1840

January 18 1840 Liverpool arrived Celerity, Pentreath from St Michael's
January 24 1840 Liverpool cleared outwards Celerity, Pentreath for Azores
January 31 1840 Liverpool sailed Celerity, Pentreath for Azores
January 31 1840 Holyhead arrived Celerity, Pentreath fr Liverpool for St Michael's
February 4 1840 Holyhead sailed Celerity, Pentreath for St Michael's, Azores
February 8 1840 Penzance arrived Celerity, Pentreath fr Liverpool to St Michaels
February 13 1840 Penzance put back in Celerity, Pentreath
February 17 1840 Penzance sailed Celerity, Pentreath for St Michael's
March 1 1840 St Michael's arrived Celerity, Pentreath from Penzance
March 5 1840 St Michael's sailed Celerity, Pentreath
March 27 1840 Spoken to Celerity, Penzance Lat. 40 Long. 14
March 27 1840 Spoken to Celerity, Penzance Lat. 49 Long. 12
April 2 1840 Ilfracombe arrived Celerity, Pentreath from St Michael's
April 6 1840 Gloucester arrived Celerity, Pentreath from St Michael's
April 23 1840 Penzance arrived Celerity, Pentreath from Lydney
May 1 1840 Penzance sailed Celerity, Pentreath for Wales
May 8 1840 Penzance arrived Celerity, Pentreath from Neath
May 29 1840 * Penzance arrived Celerity, Pentreath from Sydney
June 13 1840 Ipswich sailed Celerity, Pentreath for Penzance, Flour
June 25 1840 Penzance arrived Celerity, Pentreath from Ipswich
July 20 1840 Penzance arrived Celerity, Pentreath from Ipswich
August 1 1840 Penzance sailed Celerity, Pentreath for Malaga
August 18 1840 Alicant arrived Celerity, Pentreath from Penzance
September 14 1840 Alicant sailed Celerity, Pentreath for Denia
September 26 1840 Spoken to Celerity, Penzance to Alicant
October 1 1840 Malaga arrived Celerity, Pentreath from Xabea
October 27 1840 St Mary's Scilly put in Celerity, Pentreath from Malaga
October 27 1840 St Mary's Scilly sailed Celerity, Pentreath for Penzance

October 29 1840 Penzance arrived Celerity, Pentreath from Malaga
November 21 1840 Penzance sailed Celerity, Pentreath for St Michael's
November 21 1840 Penzance put in Celerity, Pentreath, loss fore yard
November 24 1840 Penzance put in Celerity, Pentreath, loss fore yard ***
November 24 1840 Penzance sailed Celerity, Pentreath for St Michael's
November 25 1840 Spoken to Celerity, Penzance to St Michaels 70miles SW Scilly
December 4 1840 St Michael's arrived Celerity, Pentreath from Penzance

1841

January 3 1841 Padstow put in Celerity, Pentreath From St Michael's, out 14 days
January 9 1841 Bristol arrived Celerity, Pentreath from St Michael's
January 11 1841 *Padstow sailed Celerity, Pentreath From St Michael's for Bristol
January 12 1841 Bristol arrived Celerity, Pentreath from St Michael's
January 21 1841 Penzance arrived Celerity, Pentreath from Bristol for St Michael's
January 23 1841 Penzance sailed Celerity, Pentreath for St Michael's
February 19 1841 St Michael's arrived Celerity, Pentreath from Penzance
March 31 1841 Newport cleared for Celerity, Pentreath for Southampton
April 13 1841* Penzance arrived Celerity, Pentreath from Newport
April 14 1841 Penzance sailed Celerity, Pentreath for Southampton
April 26 1841 Newport cleared for Celerity, Pentreath for Penzance
May 14 1841 * Penzance sailed Celerity, Pentreath for Wales
July 8 1841 Penzance arrived Celerity, Pentreath from Wales
July 30 1841 Penzance sailed Celerity, Pentreath
July 31 1841 Newport arrived for Celerity, Pentreath from Malaga
August 8 1841 * Penzance arrived Celerity, Pentreath from Wales
August 9 1841 Penzance sailed Celerity, Pentreath for Malaga
August 27 1841 Malaga arrived Celerity, Pentreath from Swansea

September 3 1841 Malaga sailed Celerity, Pentreath for Alicant
September 17 1841 Alicant arrived Celerity, Pentreath from Malaga
November 7 1841 Scilly arrived Celerity, Pentreath from Malaga
November 9 1841 Penzance arrived Celerity, Pentreath from Malaga
December 18 1841 Penzance sailed Celerity, Pentreath for St Michael's

1842

January 25 1841 Falmouth arrived Celerity, Pentreath from St Michael's
February 20 1841 St Michael's arrived Celerity, Pentreath from Falmouth
March 18 1842 Falmouth arrived Celerity, Pentreath from St Michael's
April 1 1842 Penzance arrived Celerity, Pentreath from St Michael's
April 8 1842 Penzance arrived Celerity, Pentreath from Newport
April 13 1842 Penzance arrived Celerity, Pentreath from Newlyn
May 4 1842 * Penzance arrived Celerity, Pentreath from Wales
May 5 1842 Penzance sailed Celerity, Pentreath for Maldon
June 10 1842 Penzance arrived Celerity, Pentreath from Yarmouth
June 17 1842 Penzance sailed Celerity, Pentreath for Wales
July 1 1842 Penzance arrived Celerity, Pentreath for Dover
July 21 1842 * Gt Yarmouth sailed Celerity, Pentreath for Penzance
July 29 1842 Penzance arrived Celerity, Pentreath from Yarmouth
August 12 1842 Penzance sailed Celerity, Pentreath for Wales
August 15 1842 Newport sailed for Celerity, Pentreath for Gibraltar
August 30 1842 Gibraltar arrived Celerity, Pentreath from Newport
September 11 1842 Alicant arrived Celerity, Pentreath from Gibraltar
September 11 1842 Alicant sailed Celerity, Pentreath for Denia
September 25 1842 Denia sailed Celerity, Pentreath for Penzance
October 27 1842 St Mary's Scilly arrived Celerity, Pentreath from Malaga

October 27 1842 St Mary's Scilly sailed Celerity, Pentreath for Penzance

October 28 1842 Penzance arrived Celerity, Pentreath from Malaga

November 28 1842 Newport cleared Celerity, Pentreath for Penzance

December 17 1842 Gravesend arrived Celerity, Pentreath from Seville

December 30 1842 Penzance arrived Celerity, Pentreath from Cork

1843

February 17 1843 Dartmouth arrived Celerity, Pentreath from Cork

February 17 1843 Penzance sailed Celerity, Pentreath for Portsmouth

March 4 1843 Southampton arrived Celerity, Pentreath from Cork

March 5 1843 Southampton sailed Celerity, Pentreath for Cork

April 29 1843 Bristol arrived arrived Celerity, Pentreath from Wicklow

May 1 1843 Falmouth arrived Celerity, Pentreath from Cardiff

May 4 1843 Newport sailed Celerity, Pentreath for Southampton

May 12 1843 Penzance arrived Celerity, Pentreath from Cardiff

May 30 1843 Ashore on the shingles from Southampton to Penzance

June 10 1843 Falmouth sailed Celerity, Pentreath for Penzance

June 16 1843 Falmouth arrived Celerity, Pentreath from Southampton

July 1 1843 Newport sailed Celerity, Pentreath for Penzance

July 9 1843 Penzance arrived Celerity, Pentreath from Wales

July 22 1843 Port Talbot arrived Celerity, Pentreath from Penzance

July 25 1843 Port Talbot sailed Celerity, Pentreath for Alicante

July 28 1843 Penzance sailed Celerity, Pentreath for Wales

July 29 1843 Port Talbot arrived Celerity, Pentreath from Penzance

August 4 1843 Penzance sailed Celerity, Pentreath for Alicant

August 19 1843 Alicant arrived Celerity, Pentreath from Port Talbot

September 24 1843 Dania sailed Celerity, Pentreath for Penzance

September 29 1843 Neath Giant's Graye sailed Celerity, Pentreath for Seville
October 27 1843 Penzance arrived Celerity, Pentreath fr Denia & Malaga 21 days
November 16 1843 Penzance sailed Celerity, Pentreath for Wales
November 20 1843 Newport cleared Celerity, Pentreath for Penzance
November 24 1843 Penzance sailed Celerity, Pentreath for Newport
November 28 1843 Cardiff wind-bound in Penarth Roads –
December 29 1843 Penzance sailed Celerity, Pentreath for Hayle
December 30 1843 Swansea arrived Celerity from Salcombe

1844

January 6 1844 * Gloucester arrived Celerity, Pentreath from Hayle 72 tons
- Mundie for Price & co.
January 11 1844 Gloucester sailed Celerity, Pentreath for Devon
January 17 1844 Point – Truro arrived Celerity, Pentreath from Gloucester
January 24 1844 Point – Truro arrived Celerity, Pentreath
January 25 1844 Point – Truro sailed Celerity, Pentreath for Swansea
February 9 1844 Swansea sailed Celerity, Pentreath for Rouen
February 11 1844 Penzance put in Celerity, Pentreath from Swansea for Rouen
February 13 1844 Penzance arrived Celerity, Pentreath from Cork
February 16 1844 Penzance sailed Celerity, Pentreath for Rouen
February 21 1844 Rouen arrived Celerity, Pentreath from Swansea
February 27 1844 Rouen sailed Celerity, Pentreath for Swansea

March 8 1844 * Cardiff arrived Celerity, Pentreath from Penzance
March 9 1844 Penzance arrived Celerity, Pentreath from Rouen
March 14 1844 Penzance sailed Celerity, Pentreath for Wales

April 23 1844 Newport arrived Celerity, Pentreath from Penzance
April 25 1844 Penzance arrived Celerity, Pentreath
May 14 1844 Penzance arrived Celerity, Pentreath from Wales
June 17 1844 Gt Yarmouth arrived Celerity, James from Penzance
June 28 1844 Gt Yarmouth sailed Celerity, James for Penzance
July 3 1844 Penzance arrived Celerity, James from Yarmouth
July 8 1844 Yarmouth sailed Celerity for Penzance
July 12 1844 Penzance arrived Celerity, James from Gt Yarmouth
July 24 1844 * Newport entered for loading Celerity, James for Alicante
July 26 1844 Penzance sailed Celerity, James for Barcelona
August 3 1844 Newport, Mon sailed Celerity, James for Alicante
August 7 1844 Remaining Penarth Roads Celerity, James for Alicante (W. Gale)
September 9 1844 Alicante arrived Celerity, James for Barcelona
September 9 1844 Alicante sailed Celerity, James for Barcelona
September 15 1844 Barcelona arrived Celerity, James from Newport
September 21 1844 Barcelona sailed Celerity, James for Denia
November 30 1844 Penzance arrived Celerity, James from Denia
December 6 1844 Penzance arrived Celerity from Alicante 30 days
December 18 1844 Penzance sailed Celerity, James for St Michael's
December 21 1844 Penzance sailed Celerity for St Michael's
December 27 1844 Penzance sailed Celerity for St Michael's

1845

January 6 1845 St Michael's arrived Celerity, James from Penzance
January 10 1845 St Michael's remaining Celerity of Penzance
January 27 1845 Bristol arrived Celerity, James from St Michael's
February 1 1845 Bristol arrived Celerity, James from St Michael's
February 12 1845 Newport sailed Celerity, James for Lowestoft

February 26 1845 Lowestoft arrived Celerity, James from Newport
March 8 1845 Lowestoft arrived Celerity, James from Newport with iron
March 15 1845 Lowestoft arrived Celerity, James from Newport
March 23 1845 Studland arrived Celerity, James from Penzance
April 4 1845 Penzance arrived Celerity, James from Gt Yarmouth
April 18 1845 In Penzance Roads Celerity, James for Cardiff
May 4 1845 Penzance arrived Celerity, James from Newport
May 13 1845 Newport arrived Celerity, James from Penzance
May 17 1845 Newport sailed Celerity, James for Cork
May 19 1845 Mumbles put in Celerity, James for Cork
May 23 1845 Ballinacurra arrived Celerity, James from Newport
May 31 1845 Cove of Cork sailed Celerity, James for Lisbon
June 9 1845 Lisbon arrived Celerity, James from Cork
June 25 1845 Lisbon sailed Celerity, James for Penzance
July 7 1845 Penzance arrived Celerity, James from Lisbon
July 29 1845 Penzance sailed Celerity, James for Malaga
August 7 1845 Swansea sailed Celerity, James for Malaga
September 26 1845 in Malaga loading Celerity, James
October 16 1845 * Liverpool Celerity, James finished loading.
November 15 1845 Bristol arrived Celerity, James from Malaga
November 17 1845 Pill sailed Celerity of Penzance for Gloucester
November 19 1845 Gloucester arrived Celerity, James from Bristol
November 29 1845 Newport arrived Celerity, James from Gloucester
December 12 1845 Newport sailed Celerity, James for Malaga
December 18 1845 * Newport sailed Celerity, James for Malaga 70tons steam coal
December 24 1845 put back to Cardiff sails damaged

1846

February 19 1846 Malaga arrived Celerity, James from Newport

April 3 1846 Malaga arrived Celerity, James from London

April 16 1846 Gibraltar arrived Celerity, James From Malaga for London

April 16 1846 Gibraltar sailed Celerity, James From Malaga for London

May 12 1846 Gravesend arrived Celerity, James from Malaga

May 13 1846 London entered inwards Celerity, James from Malaga

July 18 1846 Cardiff sailed Celerity, James for Cork light

August 19 1846 Portsmouth arrived Celerity, James from Waterford

August 29 1846 Penzance arrived Celerity, James from Southampton

August 30 1846 Penzance sailed Celerity, James for Gijon

September 22 Gravesend arrived Celerity, James from Gijon

September 30 1846 Penzance sailed Celerity for Gijon

October 8 1846 * Spoken to off Cape Finisterre Celerity

October 12 1846 Malaga arrived Celerity, James from Gijon

October 24 1846 Malaga sailed Celerity, James for London

November 18 1846 Tresco, Scilly put in Celerity, James from Malaga

November 26 1846 near New Grimsby, Scilly Celerity, James on rocks

December 4 1846 Scilly arrived Celerity, James for London

December 5 1846 Scilly sailed Celerity, James for London

December 13 1846 Gravesend arrived Celerity, James from Malaga

December 14 1846 London entered inwards Celerity, James fresh WF broker

- Morice

December 29 1846 Customs H., London inwards Celerity, James from Penzance

1847

January 4 1847 Falmouth arrived Celerity, James from London for Penzance

January 7 1847 Falmouth sailed Celerity, James for Penzance & Santander

January 8 1847 Penzance arrived Celerity, James from London

January 18 1847 Penzance sailed Celerity, James for Vigo

February 12 1847 London, 2 pipes lemon juice ex Celerity from Malaga for sale

March 8 1847 Falmouth sailed Celerity, James for London

March 22 1847 Crookhaven sailed schooner Celerity of Penzance, James to Cork
- for orders

March 23 1847 Cove of Cork arrived Celerity, James from Vigo, maize

April 11 1847 Gt Yarmouth in the roads Celerity, James for Wisbech

May 21 1847 Penzance arrived Celerity, James from Swansea

June 5 1847 Pentewan arrived Celerity, James from Penzance

June 28 1847 Liverpool arrived Celerity, James from Penzance

July 9 1847 Penzance arrived Celerity, James from Liverpool

July 23 1847 Poole sailed Celerity, James for Malaga

July 23 1847 Penzance sailed Celerity, James for Malaga

July 27 1847 Cardiff arrived Celerity, James from Penzance

August 1 1847 Loading Cardiff coal – explosion on board

August 4 1847 Cardiff sailed Celerity, James for Lisbon

August 19 1847 Lisbon arrived Celerity, James from Cardiff

September 9 1847 * Celerity, James at Lisbon

September 11 1847 Lisbon sailed Celerity, James for Liverpool

September 30 1847 Beaumaris arrived Celerity, James from Lisbon

October 6 1847 Liverpool arrived Celerity, James from Lisbon

October 11 1847 Cardiff sailed Celerity, James for St Michaels

October 15 1847 Liverpool sailed Celerity, James for St Michael's

October 27 1847 St Ives arrived Celerity, James from Liverpool

October 29 1847 St Ives sailed Celerity, James for Seville
November 26 1847 St Michaels sailed Celerity, James for England
December 18 1847 Waterford arrived Celerity, James from St Michael's
December 22 1847 Waterford sailed Celerity, James for Liverpool
December 25 1847 Liverpool arrived Celerity, James from St Michael's
December 30 1847 * Kings Lynn arrived Celerity from London

1848

January 12 1848 Liverpool cleared Celerity, James for Lisbon
January 18 1848 Liverpool sailed Celerity, James for Lisbon
January 29 1848 Lisbon arrived Celerity, James from Liverpool
March 15 1848 Lisbon sailed Celerity, James for Falmouth
March 24 1848 Falmouth arrived Celerity, James from Lisbon
March 24 1848 Off Mounts Bay Celerity, James from Lisbon & proceeded to Hull
March 26 1848 Off Falmouth Celerity, James from Newcastle
April 4 1848 North Shields arrived Celerity, James from Lisbon
May 3 1848 Penzance arrived Celerity, James from Newcastle
October 5 1848 Gravesend arrived Celerity, from Lisbon
October 12 1848 Penzance arrived Celerity, James from Newlyn to load
October 14 1848 Penzance sailed Celerity, James for Naples
October 18 1848 Penzance sailed Celerity, James for Naples after repairing
December 2 1848 Acona arrived Celerity, James from Penzance

1849

January 2 1849 Acona sailed *Celerity*, James for Falmouth or Cork

February 4 1849 Malta arrived *Celerity*, James from Acona

February 6 1849 Malta sailed *Celerity*, James for Cork

March 19 1849 Cork arrived *Celerity*, James from Acona

April 19 1849 Liverpool arrived *Celerity*, James from Cork

April 30 1849 Liverpool entered for loading *Celerity*, James for Oporto

May 9 1849 Liverpool sailed *Celerity*, James for Oporto

June 6 1849 Oporto arrived *Celerity*, James from Viana

June 30 1849 Kingstown put in *Celerity*, James from Viana for Dublin

June 30 1849 Dublin arrived *Celerity*, James from Viana

July 19 1849 Newport arrived *Celerity*, James

August 4 1849 Penzance put in *Celerity*, James for Leghorn from Newport

August 8 1849 Penzance sailed *Celerity*, James for Leghorn

September 9 1849 Leghorn arrived *Celerity*, James from Newport

September 21 1849 Leghorn sailed *Celerity*, James for Zante

September 27 1849 Patras arrived *Celerity*, James from Zante

October 11 1849 Patras sailed *Celerity*, James for London

November 6 1849 Off Cape de Gatt spoken to *Celerity*, James

November 9 1849 Off Malaga spoken to *Celerity*, James

November 23 Portland Roads arrived *Celerity*, James from Malaga

December 10 1849 Penzance sailed *Celerity*, James for St Michael's

December 11 1849 Off Penzance from Portsmouth and proceeded *Celerity*, James
- for St Michael's

December 26 1849 St Michael's arrived *Celerity*, James from Penzance

1850

January 28 1850 Hull arrived Celerity, James from St Michael's

February 4 1850 Hull sailed Celerity, James for St Michael's

February 9 1850 Ramsgate arrived Celerity, James from Hull for St Michael's

February 21 1850 Ramsgate sailed Celerity, James for St Michael's

March 10 1850 St Michael's arrived Celerity, James from London

April 4 1850 Hull sailed Celerity, James for St Michael's

April 6 1850 Gravesend arrived Celerity, James from St Michael's

April 8 1850 London entered inwards Celerity, James from St Michael's

May 21 1850 Yarmouth, Norfolk arrived Celerity, James from Penzance

May 25 1850 Yarmouth, Norfolk sailed Celerity, James for Penzance

May 29 1850 Penzance arrived Celerity, James from Newcastle

May 31 1850 * Penzance arrived Celerity, James from Lynn

June 7 1850 Penzance arrived Celerity, James from Yarmouth

June 21 1850 Penzance arrived Celerity, James

June 24 1850 Cardiff arrived Celerity, James from Penzance

June 27 1850 Penzance arrived Celerity, James from Wales

July 19 1850 Penzance sailed Celerity, James for Cardiff

July 24 1850 Cardiff arrived Celerity, James from Penzance

August 2 1850 Cardiff sailed Celerity, James for Gibraltar

August 15 1850 Mumbles sailed Celerity, James for Gibraltar

August 22 1850 Gibraltar arrived Celerity, James from Cardiff

August 30 1850 Gibraltar cleared Celerity, James for Malaga

August 30 1850 Gibraltar sailed Celerity, James for Malaga

October 25 1850 Waterford arrived Celerity, James from Malaga

October 27 1850 Waterford sailed Celerity, James for Clyde

October 30 1850 Greenock arrived Celerity, James from Malaga

October 30 1850 Glasgow arrived Celerity, James from Malaga

November 18 1850 Glasgow sailed Celerity, James for St Michael's

December 13 1850 St Michael's arrived Celerity, James from Glasgow

December 21 1850 St Michael's sailed Celerity, James for Liverpool

1851

January 8 1851 Gravesend arrived Celerity, James from St Michael's

January 9 1851 London entered inwards Celerity, James from St Michael's

January 20 1851 Ramsgate put in Celerity of Penzance for Lisbon

January 31 1851 Ramsgate sailed Celerity, James for Lisbon

February 11 1851 Lisbon arrived Celerity, James from London

March 1 1851 Lisbon sailed Celerity, James for London

March 7 1851 Glasgow arrived Celerity, James from Lisbon for London

March 25 1851 Shields arrived Celerity, James from Lisbon

March 29 1851 Imports into Newcastle Celerity, James from Lisbon 709 boxes
- oranges

April 13 1851 Penzance put in Celerity, James From Newcastle for Lisbon

April 18 1851 Penzance sailed Celerity, James for Lisbon

April 30 1851 Lisbon arrived Celerity, James from Newcastle

May 23 1851 Lisbon arrived Celerity, James from London

June 16 1851 Shields arrived Celerity, James from Lisbon

June 21 1851 Imports into Newcastle Celerity, James from Lisbon 681 boxes
- oranges, 10 boxes lemons

July 11 1851 Penzance arrived Celerity, James from Newcastle

July 24 1851 Penzance arrived Celerity, James from Wales
August 28 1851 Almeria arrived Celerity, James from Cardiff
September 2 1851 Almeria sailed Celerity, James for Adra
September 18 1851 Denia arrived Celerity, James from Adra
September 21 1851 Alicante arrived Celerity, James from Adra
September 21 1851 Alicante sailed Celerity, James
September 21 1851 Carthegena arrived Celerity, James from Adra
September 21 1851 Carthegena sailed Celerity, James sailed for Denia
September 23 1851 Denia arrived Celerity, James from Adra
October 17 1851 Deal arrived Celerity, from Hull for Zante
November 24 1851 Palmbaeuf sailed Celerity for Liverpool **
December 13 1851 Plymouth arrived Celerity, James from Altea
December 19 1851 Deal arrived for the river Celerity from Terceira & sailed
December 20 1851 London entered inwards Celerity, James from Denia
December 30 1851 London sailed Celerity, James for St Michael's, Azores

1852

January 28 1852 St Michael's, Azores arrived Celerity, James from London
January 30 1852 St Michael's, Azores sailed Celerity for Liverpool
February 11 1852 Liverpool sailed Celerity, James for St Michael's
March 4 1852 St Michael's, Azores sailed Celerity, James
March 27 1852 Remain in In Port St Michael's, Azores Celerity, James
March 30 1852 Remain in Port St Michael's, Azores Celerity, James
April 4 1852 St Michael's, Azores sailed Celerity, James for Bristol

April 1852 Spoken to Celerity, James for Bristol in Lat. 50 Lon.10
April 22 1852 Bristol arrived Celerity, James from St Michael's, Azores
May 1 1852 Bristol imports from St Michaels, Azores 492 boxes oranges, Celerity
May 5 1852 London entered outwards Celerity, James
May 19 1852 Penzance arrived Celerity, James from Wales
May 26 1852 Penzance arrived Celerity, James
July 15 1852 Cardiff arrived Celerity, James from Penzance
July 8 1852 Penzance sailed Celerity, James for Wales
July 24 1852 Cardiff loading Celerity, James for Valencia
July 25 1852 Cardiff sailed Celerity, James for Valencia
August 8 1852 Valencia arrived Celerity, James from Cardiff
August 21 1852 Valencia sailed Celerity, James for Denia
August 24 1852 Denia arrived Celerity, James from Valencia
September 3 1852 Denia sailed Celerity, James for Penzance
September 5 1852 Alicante arrived Celerity, James from Denia
September 6 1852 Alicante sailed Celerity, James for Malaga
September 18 1852 Malaga arrived Celerity, James from Alicante
September 19 1852 Malaga sailed Celerity, James for London
September 28 1847 Falmouth arrived Celerity, James from Cardiff
October 7 1852 Penzance arrived Celerity, James from Denia
October 13 1852 Penzance arrived Celerity, James from Alicante
November 3 1852 Penzance sailed Celerity, James for St Michael's
November 5 1852 Penzance put back Celerity, James for St Michael's
November 10 1852 Penzance sailed Celerity, James for St Michael's
December 2 1852 In Port St Michael's, Azores Celerity, James
December 8 1852 St Michael's, Azores sailed Celerity, James for Liverpool

December 14 1852 St Michael's, Azores Celerity damaged

December 15 1852 St Michael's, Azores sailed Celerity, James for Liverpool
- having been temporarily repaired

December 22 Spoken to Celerity, St Michael's to Liverpool in Lat.48N. long. 13 W

Appendix C

The Will of Edward James, dated 22 July 1847

This is the last Will and Testament of me Edward James of Newlyn in Paul in the County of Cornwall Mariner I give and devise unto my sister Mary James all that my freehold dwelling house part of Fish Cellar and premises situate in Newlyn aforesaid now in the occupation of William Boase Fisherman To hold the same unto the said Mary James her heirs and assigns for ever I give devise and bequeath all that my freehold dwelling house part of Fish Cellar and premises situate in Newlyn aforesaid in the occupation of Mr Philip Tonkin Roper Also my one undivided moiety of and in the double dwelling house situate in Newlyn aforesaid in the occupation of Richard James Fisherman and Alexander Polglaze Steward to the Ship Triton and also all those my sixteen sixty fourth shares of and in the Schooner Celerity of Penzance of which I am Master unto my good Friends Mr William Pasco of the Dolphin Tavern Penzance and to Ann Pasco his Wife for the kindness I have received from them during my long and tedious illness and who shall be entitled to receive the rents and annual proceeds and profits thereof for and during the respective terms of their natural lives and from and after the death of the survivor of them the said William Pasco and Ann his Wife I give devise and bequeath all that the aforesaid dwelling house Cellar and premises occupied by Philip Tonkin my said undivided moiety of the double dwelling house occupied by Richard James and Alexander Polglaze and also my sixteen sixty fourths in the Schooner Celerity unto my said Sister Mary James and to her heirs executors administrators and assigns for ever I hereby nominate and appoint my said good friend William Pasco whole and sole Executor in Trust of this my Will hereby revoking all former Wills by me made and ratifying and confirming this to be my only true last Will and Testament In Witness whereof I have hereunto set my hand this and affixed my seal this twenty second day of July one thousand eight hundred and forty seven (1847)_Edward James

(Attestation Clause)

J P Percy _ J B Merigeld both of Penzance
Proved at London 10 February 1853

Appendix D

Dolphin Quay (This is a C17th. building where Hawkins made his headquarters while he trained the Cornish volunteers for battle against the Spanish. Courts were held here until the C19th. There is a smuggler's secret room in roof of this inn. In 1802 it was one of the first houses to have a billiard table). Kept for many years until Feb. 1814 by William Treluddra who was succeeded by William Holmes, a shipwright. 1823 Rd. Holmes. *Quay Street*. 1830 Richard Holmes. *Quay*. 1844 & 1856 William Pascoe. *Old Quay* 1873 Edward Chirgwin. **Dolphin Tavern** 14 *Quay Street*. 1883 John Thomas Bray. **Dolphin Inn** 1891 & 1893 James Tyacke. **Dolphin Hotel** 1919 Ethan Ball. **Dolphin Tavern/Inn** 1978. 1999–2000.

Appendix E

ge view

ity and suitable for steam navigation.

JAMES C. MELVILL, Secretary.


PADSTOW.

MR. TREDWENS begs to call the attention of shipowners to his extensive premises and the facilities which they possess for effecting repairs on vessels—having in 1834 erected a dock 400 feet long, 160 wide, and gates 32 feet wide, and 17 feet water at moderate spring tides, and a haul-up slip for vessels of a small class; the whole of the interior being perfectly straight for laden vessels, and is free from any charge. By permission of the Admiralty in July last, Mr. T. has made a very extensive addition to his other premises, by the erection of a sea wall or wharf, 500 feet long, south of the former dock, for the purpose of facilitating the building and repairing ships. This, with a vast outlay judiciously expended, and by unwearied exertions and keeping only well-disciplined men, charging 3s. 6d. per day, together with the timber and iron trade, also sail making, block making, smithery, and cooperage, on the premises, render it altogether a most eligible and complete establishment.

NEW WEEKLY FAMILY AND POLITICAL JOURNAL

Appendix F

PADSTOW.

 **JOHN TREDWEN** has in a forward state a vessel 60 feet keel, 20 feet wide, and 10 feet 3 inches deep, same moulds as the schooner Briton's Queen, Captain Burke ; will carry a large cargo in an easy draft of water, hatchway 26 feet, intended to be dandy rigged. J. T. will part with one-half to any deserving person as master of her.

Also, a vessel in course of framing, of 52 feet keel, 17 feet 2 inches wide, and 9 feet deep. The moulds of the Celerity, of Penzance, Capt. Pentreath, and blocks laid for a vessel, say 46½ feet aloft, 14 feet 10 inches wide, and 7 feet 3 inches deep, model as Lord Porchester.

Smack Lord Porchester, has been to sea about 12 months, a handsome model, sails fast, and carries about 50 tons.

Also schooner Rebecca, in good order, and well found, carries about 80 tons, will be sold on reasonable terms ; the last two are at sea. All letters to be post-paid.

Dock-yard, Padstow, June 24, 1839.

Appendix G

a form of lease may be seen.

Dated July 10th, 1849.

PADSTOW.

TWO SCHOONERS FOR SALE.



A Handsome-modelled **SCHOONER**, about 62 feet long, breadth 19 feet, depth 10 feet 3 inches, admeasures about 97 tons, O.M. She will be fitted ready for sea, and stand A 1. twelve years at Lloyds.

Also, a **VESSEL** in course of being framed, about 77 feet long, 21 feet wide, 13½ feet deep, and will admeasure about 150 tons, O.M.

Apply to **R. and J. TREDWEN**, Builders, Padstow. Padstow, July 4, 1849.

TO BE LET

RY TENDER, at a yearly rent, but with a fair pros-

Appendix H

top view | Full page view | 15 feet 6 inches; depth, 17 feet 6 inches; height between decks, 6 feet 6 inches. Now lying in the East India Docks.
 For inventories and further particulars apply to
FRY and DAVISON, 113, Fenchurch-street; or to
BAYLEY and RIDLEY, 2, Cowper's-court, Cornhill.



THE Barque MARGARITA, recently lengthened 25 feet by the bow, of the following dimensions:—Length, 106 feet; breadth, 23 feet; depth, 15 feet; admeasures 262 tons O.M., 280 tons N.M.; and will class A 1 for seven years at Lloyd's. The vessel is now on the blocks, is metal sheathed, and greatly admired, and will be fitted out complete for sea immediately.

Apply to
JOHN TREDWEN, jun., Merchant and Shipbuilder, Padstow; or to
GEO. BAYLEY and WM. RIDLEY, 2, Cowper's-court, Cornhill.



THE celebrated fast-sailing Cutter Yacht CORSAIR, 87 tons O.M., as she now lies, ready for immediate service, in Cowes harbour. This vessel has recently undergone a thorough repair, been re-coppered, had new mast, topmast, standing rigging, &c.; has from 40 to 50 tons of iron ballast, all necessary anchors, chains, sails, boats, &c., in excellent order. Her

Appendix I

TO BE LET

**EXTENSIVE
SHIP BUILDING PREMISES TO LET,
AT PADSTOW, CORNWALL.**

TO BE LET for a term of years, from Christmas next, all those very extensive SHIPBUILDING YARDS, GRAVING DOCK, TIMBER PONDS, and PREMISES, situate at Padstow, erected and occupied by the late Mr. Tredwen and now in the occupation of Mr. John Tredwen.

The Premises are Five Acres in extent, with a river frontage of upwards of one thousand feet, and comprise three Building Yards capable of building Five Vessels, a Wet and Dry Dock, of over three hundred feet by 120 feet for repairing vessels, and two extensive Timber Ponds, the whole bounded by massive stone walls with thirty feet entrance gates.

The Premises are replete with every convenience for continuing the Ship Building and Repairing, Boat Building, Sailmaking, Blockmaking, Smithery, Cooperage, and Timber, Coal, and Iron Trades.

There are large Sheds for the protection of Workmen in inclement weather, Boat Loft, Sail Loft, Rigging Loft, and Storeroom, Cooper's Shop, Block Shop, four-forge Smith's Shop, large Iron Cellar, Nail Cellar, Paint Cellar, Tar Cellar, and Pitch House. A roomy office overlooking the Premises. A commodious Dwelling-house, of nine rooms, besides scullery, Pantry, and Dairy. A Stable, Gighouse, Barn, Strawhouse, Laundry, Washhouse, Pump, Water Tanks, Greenhouse, Flower Garden, two walled Gardens, and about one acre of the very best Meadow Land.

A very extensive and lucrative business has been carried on for the last seventy years on these premises, and they offer a rare opportunity for a spirited Builder.

Apply to Geo. Bayley and Wm. Ridley, 2, Cowper's Court, Cornhill, London; to Mr. Richard Tredwen, the Proprietor, Trevone, Padstow; or to Mr. Alexander Bevan, Crockherbtown, Cardiff.

TO BE LET,

A SITTING ROOM and BEDROOM for a Single Gentleman, No. 2, Longcross Villas, Roath.

Appendix J

The Western Moring News December 1 1860

top view Full page view

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PADSTOW.
IMPORTANT SALE OF VESSELS AND SHIPBUILDING STOCK.

Mr. John Tredwen, having relinquished his holding in his upper Yard, offers the following Ships, &c., for Sale.

TO BE SOLD BY AUCTION, BY
MR. W. A. RAWLINGS, on TUESDAY, 18th
of December, at Two o'clock, the following
VESSELS AND STOCK,

VIZ:—
64-64ths Brig **AURORA**, of Padstow, carrying tonnage 450 tons, A 1 at Lloyds. She is now under charter for a voyage to Trieste, &c., and back to England, and may be sold under her present engagement, or return and discharge in England.

64-64ths Schooner **EMMA JANE**, of Padstow, about 120 tons dead weight, has a long hatchway, built at Plymouth in 1857, and is calculated for any Trade. She has just delivered a cargo of grain at Llanelly.

64-64ths Brigantine **ALMA**, of Padstow, about 260 tons dead weight, has recently undergone extensive repairs and outfit at a considerable expense, and is now delivering a cargo of coal at Southampton.

64-64ths Schooner **LETTIA**, of Padstow, about 170 tons dead weight, with a long hatchway for machinery. She was lengthened the latter part of 1859, and is now on a voyage from Llanelly to Devonport, with a cargo of Timber, &c.

64-64ths Smack **CHARLOTTE**, of Padstow, dead weight about 60 tons. She is now at Padstow, is well suited for the coasting trade, with light draught of water.

64-64ths Smack **AID**, of Padstow, dead weight about 45 tons, has been recently rebuilt, is now lying at Padstow, is a very desirable craft.

64-64ths Schooner **JANE**, of Padstow, now being lengthened by the stern at Padstow, and will be sold in her present state, or completed for sea.

64-64ths Polacca **CLERES**, of Padstow, about 65 tons dead weight, now on a voyage to Plymouth.

22-64ths Smack **St. STEPHENS**, of Padstow, about 50 tons dead weight, now on a voyage from Newport to Padstow.

16-64ths Schooner **NADIR**, of Padstow, about 85 tons dead weight, trading from Port Talbot to Plymouth.

The above are all fully employed and seagoing Vessels, abundantly found in Stores, are well calculated for general purposes, and can be inspected at any of the Ports where lying, on application to the Captains on board.

Also, Five **RIVER BARGES**, with Masts, Sails, Oars, Chains, Grapnels, &c. No. 1 rented by Mr. Jordan, Wadebridge; No. 2 rented by Mr. John Williams, Wadebridge; No. 3 rented by Mr. Cann, Rock; No. 4, **SAL**, in hand; No. 5, **JAMES AND ELIZABETH**, in hand; a **GIG BOAT**, **STORM**, with Mast, Sails, Oars, and Gear; one ditto, **PETREL**; a large **TOWING GALLEY**; and a **SAILING BOAT**, **FAWN**, together with a powerful Crab Winch, calculated to heave 85 tons; a Steaming Apparatus and Kiln for steaming plank; Bar and other iron; Steel, Chains, Anchors, Timber Waggon, Rope; some useful lots of Timber; Brewing Kieve; Casks; and a variety of other useful and valuable articles.

For further particulars application must be made to
Mr. JOHN TREDWEN,
Shipbuilder, Padstow.
Padstow, November 27th, 1860.

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Appendix K

Royal Cornwall Gazette September 23 1871

convenient DWELLING HOUSE, and PREMISES, situate in Princess-street, now in the names Middleton, and comprising the Stores and Offices adjoining; , kitchens, and four bedrooms. For the remainder of a term of 99 years, the deaths of three healthy lives, 26 years respectively, subject to the death of each life and to the amount of £2.

ASSURANCE for £300, effected with the Mutual Assurance Company, at the rate of 11 4s. 3d. payable when the said insured shall have attained the age of 60 or upwards.

Large sums of money having been advanced in each of the above lots are being the last few years in making arrangements for carrying on the respective

arrangements made for immediate possession of Lot 2 can be obtained (if required) next.

Application should be made to the undersigned, or

HOCKIN, AND MARRACK,
Solicitors, Truro.
September 20, 1871.

Edgumbe-terrace, Stoke.

September 25th, 1871.

TO BE SOLD BY AUCTION, on Monday, the 25th of September, 1871, at No. 4, Mount Edgumbe-terrace, an excellent modern HOUSEHOLD FURNITURE, comprising costly walnut tables covered with green velvet; set of dining tables; handsome cheffonier, elegantly carved frame chimney and vases, set of mahogany telescopic extra leaves; mahogany pedestal glass back; set of book shelves; writing table, kneehole writing table, set of chairs, two easy chairs, handsomely upholstered bedsteads, with costly hangings; sofas, superior feather beds, blankets, dressing tables, dressing glasses, commode, china toilet sets, bedsteads, arm lounge, towel airers, mahogany plate glass front; fourteen-day alarm clock cases; valuable breech-loading revolver, excellent velocipede, Sheffield plated tea and coffee service, crystal set, salters, richly-gilt services, elegantly cut decantrammers, water caraffes, trifle coated water colour drawings, a ball clock, excellent carpets, drawing, dining, bedroom, and roller blinds through the window and rep curtains, superior sewing machine, fine-toned piccolo pianoforte (ment), set of presses and shelves, a pair of boots, two valuable bull terrier

Elven precisely. On view the desirable Residence to be Let, lately after the sale.

PADSTOW, CORNWALL.

TO SHIPOWNERS, SAIL MAKERS, FARMERS, BLACKSMITHS, AND CARPENTERS.

MR. TREMAINE is favoured with instructions to SELL BY PUBLIC AUCTION, on FRIDAY, the 29th of September instant, at Twelve o'clock at noon precisely, the whole of the

STOCK-IN-TRADE AND MATERIALS in the Ship-building Yard of the late John Tredwen Esq., deceased, viz. :—

A splendid new BEIG (unless previously disposed of by private contract), now just launched, of the following dimensions :— Length of keel and forerake, 107 1-10th feet; breadth extreme, 24 2-10ths feet; depth of hold, 12 2-10ths feet; tonnage, N.N., 185 39-100th, B.M. 287 72-94th tons. This vessel's frame, beams, and paint streaks, are of well-seasoned English oak; planking of hachmatao and pitch pine. She is felted and metalled, and will class 10 years A 1 at Lloyd's.

A large stock of CANVAS, quite new, comprising about 3,000 yards of double and single No. 1.

- 6 BOATS, one quite new.
- 1 large and powerful CRANE.
- 3 crab winches with chains attached.
- 2,000 tree nails.
- 2 galleries for steaming planks.
- 5 jack screws.
- 1 ship's bed screw.
- Sundry boat planks.
- 2 mast pieces.
- A large quantity of mast sheeps and banks.
- Iron cogs and screws.
- Tackle-falls.
- Several sets of scales and weights.
- A large number of pit and other saws.
- 2 office desks.
- A great number of carpenter's tools.
- A large quantity of galvanized and other nails.
- Several oil casks.
- 3 ship's stoves.
- 2 house grates. 1 chimney top.
- 2 copper tank taps.
- 6 pairs of blacksmith's bellows.
- 6 anvils. Several screw plates.
- Sundry blacksmith's tools.
- A large quantity of galvanized and other iron.
- 24 ship's stanchions.
- A large quantity of blocks.
- 1 carpenter's bench.
- 5 chair screws.
- Several new oars.
- A number of iron blocks.
- A quantity of ship wedges.
- 3 iron wheels for carrying timber.
- 1 large flag pole.
- A very good boring machine.
- 3 blacksmith's vices.
- Several anchors.
- Some ladders. New barrels.
- 5 new Sails, some old Sails, a large quantity of useful TIMBER for different purposes, and sundry other articles too numerous to mention.

For viewing the above apply to Mr. HENRY HARDING, Padstow, of whom, or of the AUCTIONEER at Saint Columb, all further particulars may be known.
Dated Fair-street, St. Columb, 11th September, 1871

three persons now aged respectively. The Lease of two additional lives may two of the present lives rent is £3 0s. 6d. only.

Upwards of £1,600 have been three or four years on and

The above Mansion was of the late Major Bickford distance of the towns of centre of one of the most p

The terms upon which may be obtained from Mr Fengegon House, Camborne Solicitor, Camborne, or at S. T. G. DO

Dated Redruth, August

To

Desirable Resi

TO BE LET, from Michas may be agreed on,

B O S A H A with the Stables, Gardens, ing, situate in the parish of Cornwall.

Bosahan is situate at the river, and commands a beautiful view of the entrance to Falmouth miles distant from Falmouth Helston.

The harbour of Helford yachts of any size, the depth of the tide.

The taker could be accommodated with any less quantity of land

For further particulars may be made to

S. T. G. DO
Dated August 23rd, 1871

TO BE LET

FOR a term of fourteen years **B L O W I** and a part

B I C K H A L in the parish of Buckland of Devon, comprising together Meadow, Pasture, Orchard and a dwelling house and to

To view the same apply on Tuesdays, Thursdays at 4 p.m.

Also the STADDON, & HOUNDSHILL TENEMENTS hampton, comprising about 100 Acres of Pasture and Arable Land, two cottages adjoining and in the occupation of Messrs

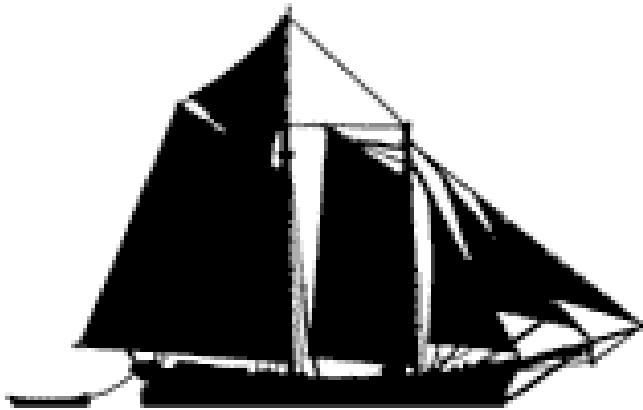
These very desirable Farms containing manures and attended by Tavistock Markets.

The highest or any Tenement accepted.

Tenders to be sent on or 1871, to

Solicitor,

Appendix L

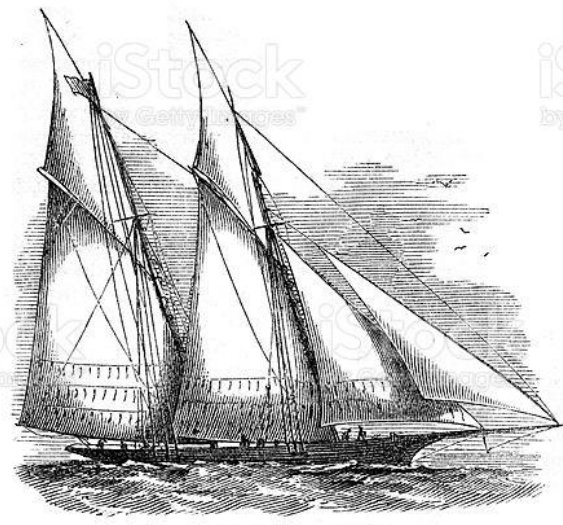


Coastal Schooner

Coastal Schooner, the work horse of our coastal trade. She was probably not much more than a hundred tons, and carried everything from timber and coal to bricks, and general cargo. Our schooner is shown with only a main topmast, but many also carried a fore topmast. Note the yawl boat towing astern.



Topsail Schooner.



Fore-and-aft Rigged Schooner.



Fig 1 Painting of a sloop at sea