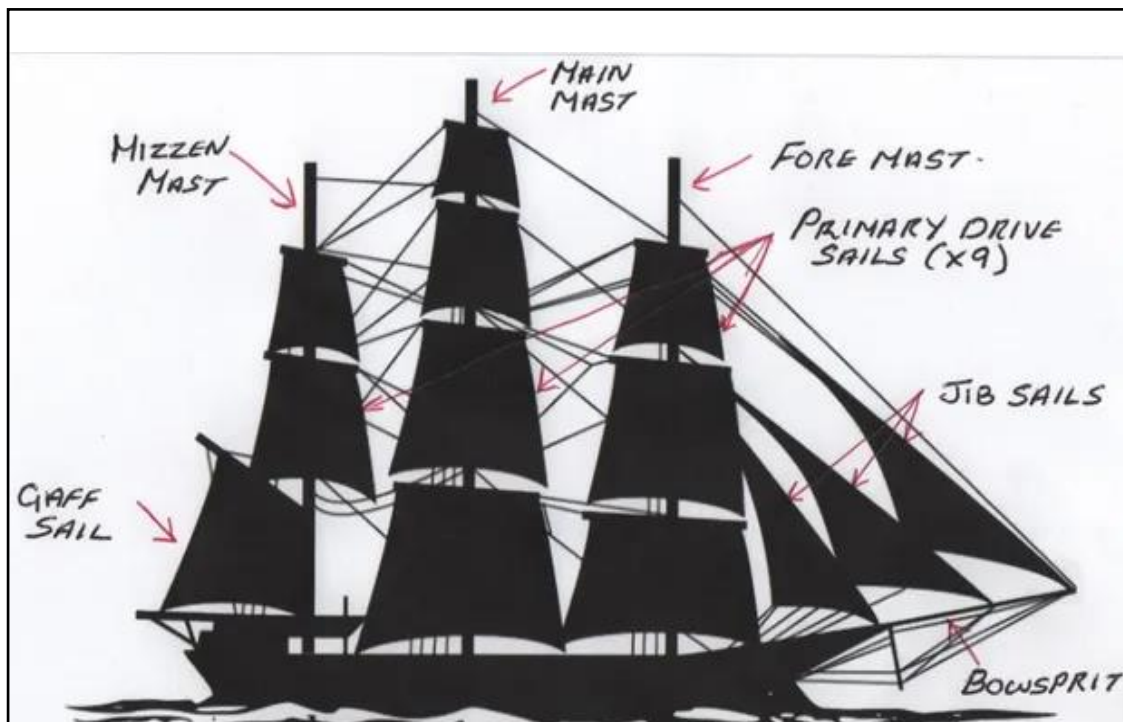


Welsh Wreck Web Research Project
(North Cardigan Bay)
On-line research into the wreck of the:
Cestrian



Fully rigged ship

Report compiled by:

Graeme Perks

Report Title:

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

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February 2021

Report Ref:

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1.0 Abstract

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

The Cestrian was built in 1833 by John Taggart & Co. at Ramsey, Isle of Man for John Bibby & Co of Liverpool and used to trade with India. Cestrian made six voyages to Bombay, India before, after the unexplained death of John Bibby in 1840 Cestrian was sold to W A & G Maxwell & Co of Liverpool. Cestrian was then used to trade with Africa in the Niger Delta returning with cargos of Palm Oil.

Cestrian made seven voyages to Africa before on her return voyage in January 1849 from Bonny she was wrecked on St Patricks Causeway in Cardigan Bay during a gale. The crew of Cestrian rowed ashore in boats and some of the cargo was salvage from the vessel and more from the shore after Cestrian was washed ashore around Criccieth.

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2.4 Contributors

MADU

2.5 Abbreviations

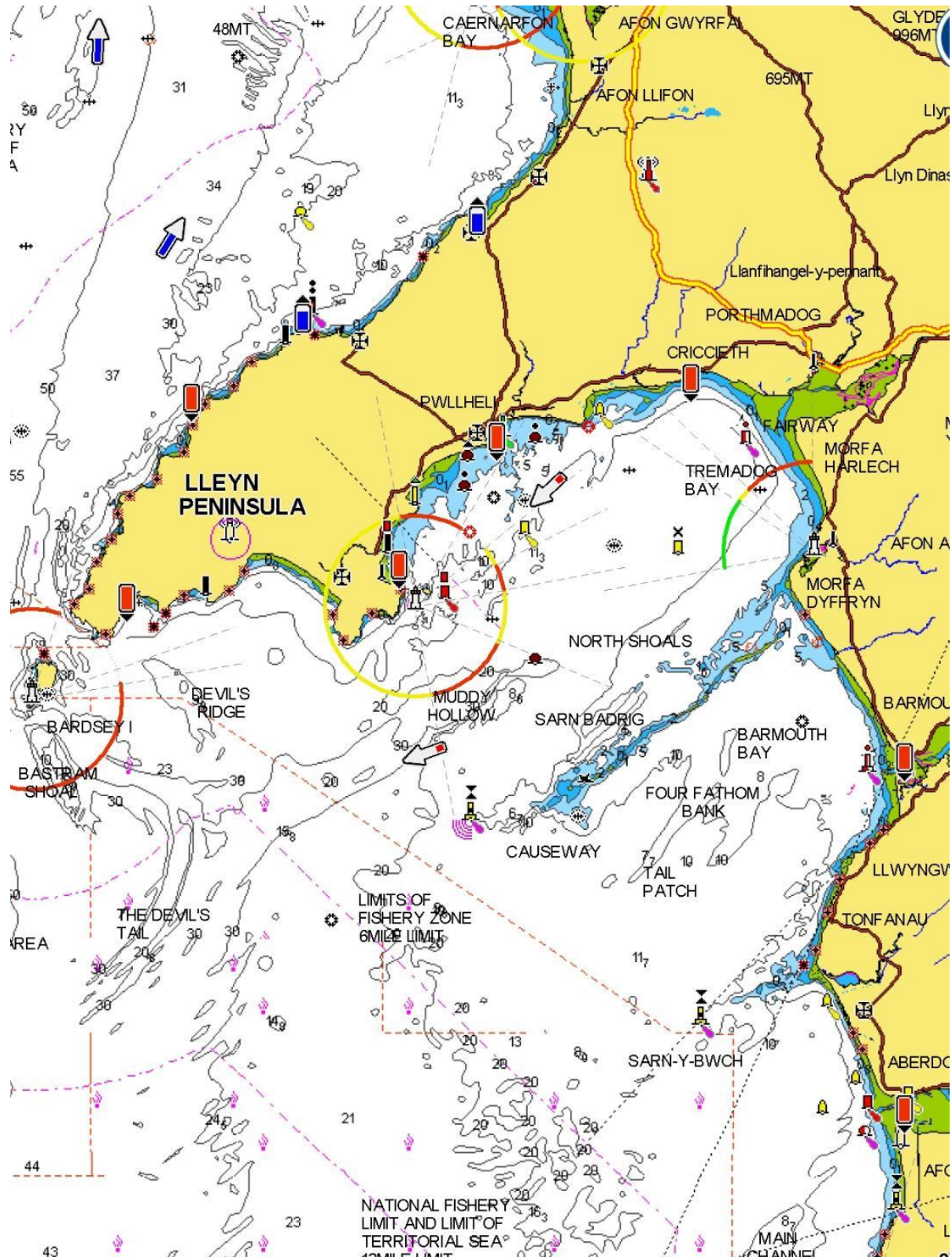
LR	Lloyds Register of shipping
BNA	British Newspaper Archives
MADU	Malvern Archaeological Diving Unit
NAS	Nautical Archaeology Society
NAW	National Archives of Wales
NPRN	National Primary Resource Number
OS	Ordnance Survey
WNL	Welsh Newspapers on Line
w/e	weekending

3.0 Introduction

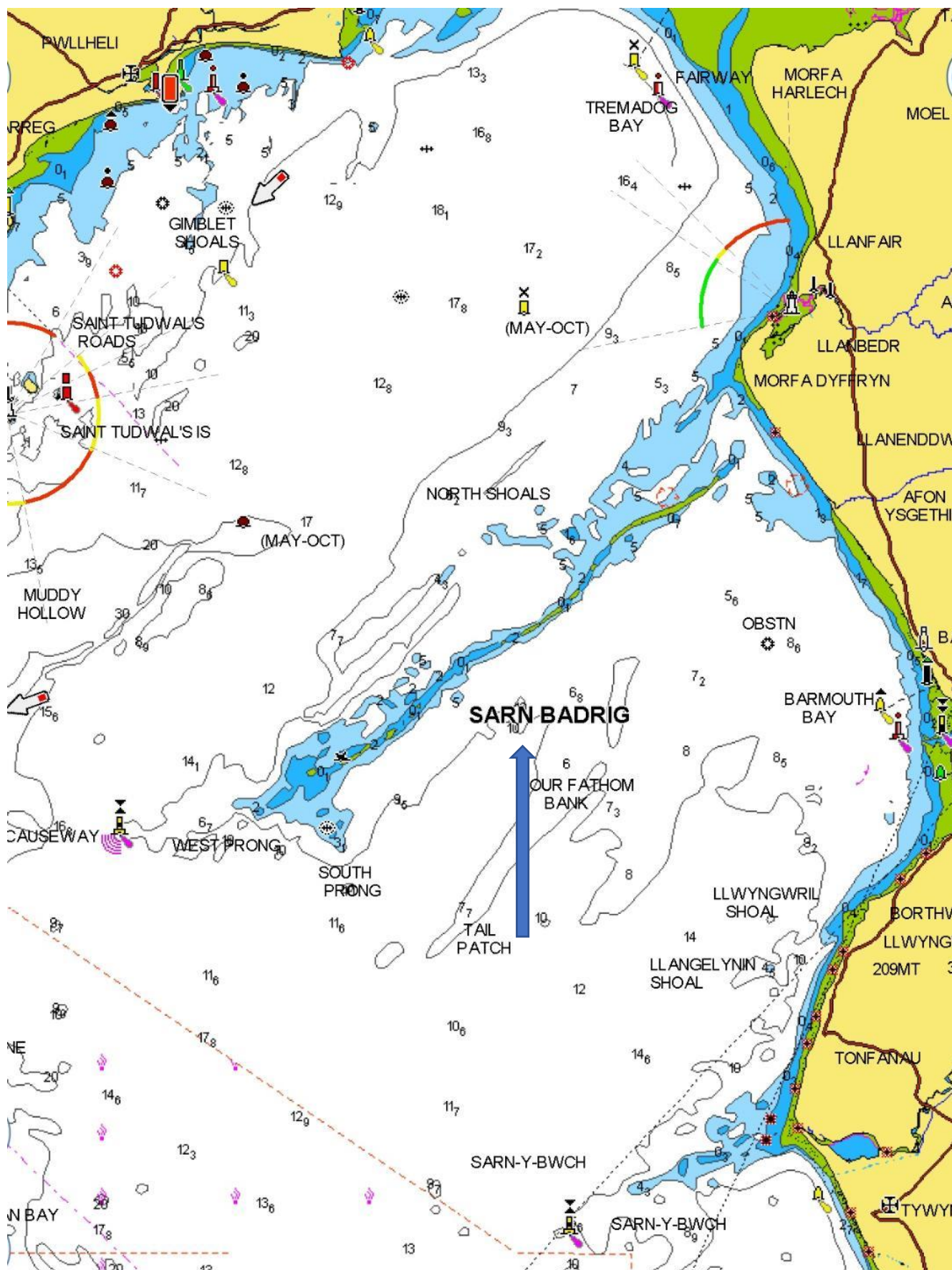
1. I selected Cestrian to research because she had struck the causeway and was reported to have drifted ashore and was reported as a barque. I wanted to discover;
2. The dimensions of the vessel, although for this period of time apart from the draught, they would have only been recorded in on line information if the Lloyd's survey was available or the vessel had been advertised for sale in a surviving newspaper. Who the builder was and when she was built and any other information available about the builder and her.
3. Information concerning the voyages, cargo's, any events affecting the vessel, details of its masters, crew and owners.
4. To find out the sequency of events leading up to the loss of the vessel, whenever that was and the event in 1849.
5. To discover the cause of the event in 1849 and if the vessel survived, the cause of its eventual loss.
6. The events that happened after the incident in 1849 and up to and after its loss if it survived.
7. If there were any previous research of the vessel for the 1849 incident and its story.
8. If there was a wreck site for Cestrian and if it had been identified, dived and recorded.
9. If any salvage of the vessel and its cargo had been carried out
10. If any previous reports had been produced for the Cestrian.

4.0 Background

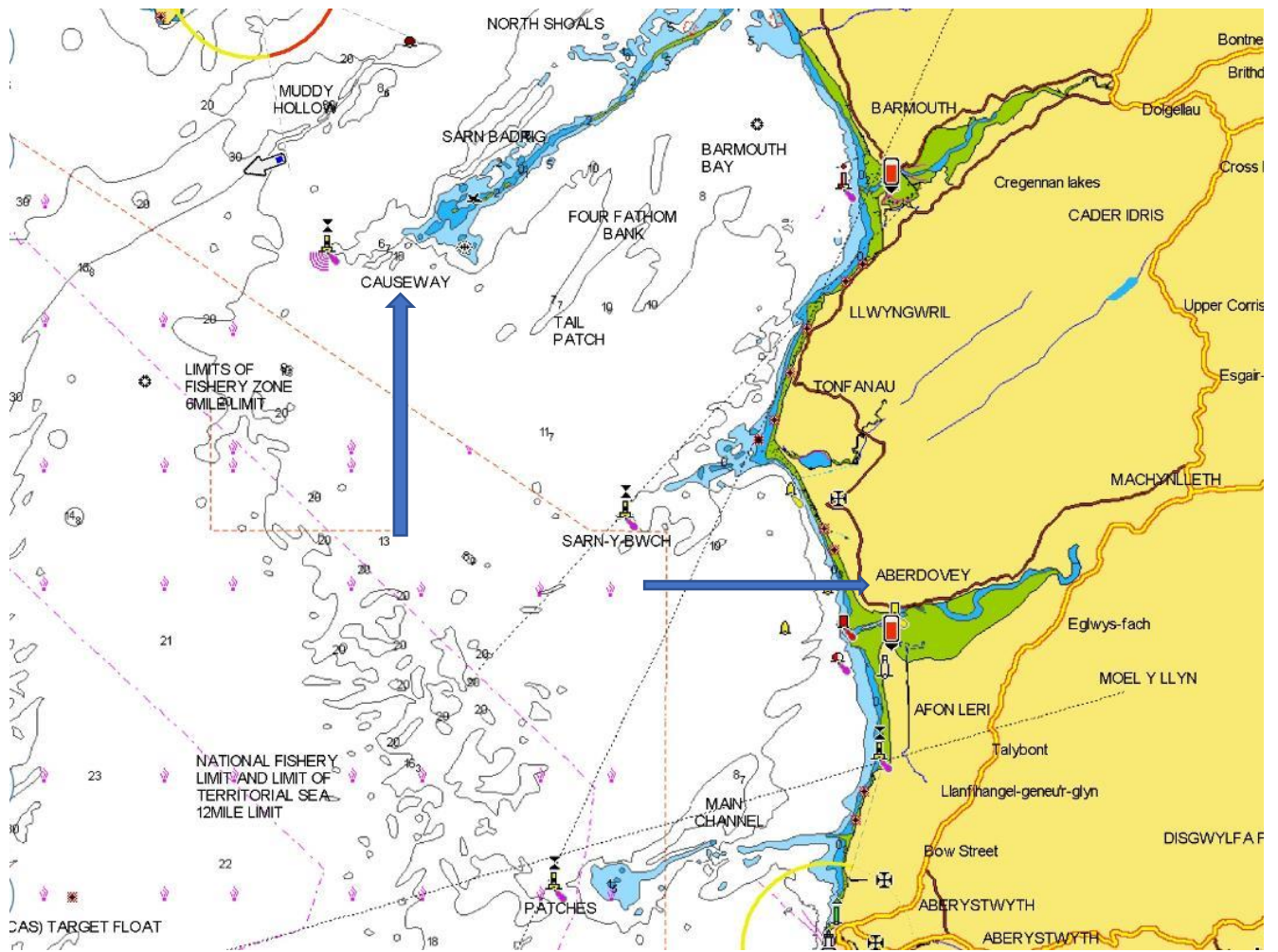
When I started the research I knew that it was reported that Cestrian was a Barque that had struck the causeway on 15th January 1849 and drifted ashore near Trefana Barmouth, becoming a total wreck



Cardigan Bay



St Patricks Causeway (Sarn Badrig)



Causeway showing position of Aberdovey

5.0 Research Methodology

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

I searched Lloyds Register of Shipping (LR) for "Cestrian" looking for details of her dimensions, master, builders and owners from 1834 until 1840 with no match. I searched again from 1841 after I found the survey report and found a match in 1842, then searched yearly until 1849.

I searched LR ships, plans and survey reports for "Cestrian" with a match.

I searched The British Newspaper Archives (BNA) for "Cestrian Easton", "Cestrian Kellock", "Cestrian Armstrong", "Cestrian Douglas", "Cestrian Williams", "Cestrian Barker", "Cestrian Armstrong", "Cestrian Dyson", "Cestrian Liverpool", "Cestrian Bombay" looking for sailings, arrivals, a launch, owners, builders, mishaps and any details of her loss and found a number of matches. I also searched "Launch Cestrian" looking for her builder with no matches.

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

I searched Coflein site for "Cestrian" looking for any details of the wreck and a chart with no match.

I searched wreckeu site for "Cestrian" looking for any details of the wreck with a matches.

I searched The British Newspaper Archives (BNA) for "Bibby Liverpool" and in Google to find details about him or his business or family with matches and to find details about the business and the owners lives.

I searched The British Newspaper Archives (BNA) for "Maxwell Liverpool" and in Google to find details about him or his busines or family with matches and to find details about the business and the owners lives.

I searched The British Newspaper Archives (BNA) for "Adam Kellock" and in Google to find details about him or his family with matches and to find details about his business and life.

I searched The British Newspaper Archives (BNA) for "John Taggart" and in Google to find details about him or his family with matches and to find details about his business and life.

I searched The British Newspaper Archives (BNA) for each of the masters of Cestrian and in Google to find details about him or his family with no confirmed matches and to find details about his business and life. The names came up for other ships but I was unable to confirm identity. The only exception was Adam Kellock who I found matches for, with his brother in Business.

6.0 Results

:

Vessel	Name/s	Cestrian	
	Type	Fully rigged Ship converted to a Barque	
		Cargo	
Built	Date	1834	
	Builder	John Taggart & Co.	
		Ramsey, Isle of Man	
Construction	Materials	Wood	
	Decks	One	
	Bulkheads	None	
Propulsion	Type	Sail	
	Details	Square Rigged,	
Engine	Details	N/A	
	Boilers		
Drive	Type		
	Number		
Dimensions	Length	109 ft	0 ins
	Beam	27 ft	10 ins
	Draught	18 ft	10 ins
Tonnage	Gross	381 tons	
	Net		
Owner	First	Bibby & Co	
		Liverpool	
	Last	W A & G Maxwell	
		Liverpool	
	Others		
Registry	Port	Liverpool	
	Flag	British	
	Number		
History	Routes	Liverpool & London to India and Ceylon, Liverpool to Africa	
	Cargo	Beer, Cotton, medicinal plants, Palm oil, spooks	
Final Voyage	From	Bonny, Africa	
	To	Liverpool	
	Captain	Thos Armstrong	
	Crew	unknown	
	Passengers	unknown	
	Cargo	Palm Oil	
Wrecking	Date	15 th January 1849	
	Location	St Patricks Causeway near Barmouth	
	Cause	Gale force winds & poor navigation	
	Loss of life	None	
	Outcome	Total Wreck	

Bombay Gazette - Saturday 11 October 1834

Arrived - On Wednesday—the Cestrian, A Killock, from Liverpool 12th June.—
 Passengers : Mrs. Ewart and Mr. G. Penington

Bombay Gazette November 5 1834

GAZETTE OFFICE, 5th Nov., 1834.

*For Light Freight or Passage to
 Calcutta.*

THE fine new Ship **CESTRIAN**
 of 380 Tons, A. KELLOCK Com-
 mander, will sail on the 10th in-
 stant. For particulars, apply to
 Captain KELLOCK, at the Office of
 Messrs RITCHIE, STEUART and Co.
 BOMBAY, 5th Nov., 1834.

Gore's Liverpool General Advertiser - Thursday 03 September 1835

This day (Thursday) 3rd inst at 12 o'clock,
 - at No. 9 Oldhall Street
 - 2700 bags Bengal Rice,
 Landing ex Cestrian from Calcutta. -
 apply to GLADSTONE AND SERGEANTSON, Brokers

Liverpool Standard and General Commercial Advertiser - Friday 11 September 1835

On FRIDAY, the 25th instant, at Twelve o'clock, at the Public Sale-room, Exchange buildings, 120 Chests East India INDIGO, Ex Cestrian. &c., from Calcutta. BUCHANAN and BROWNE, Brokers.

Liverpool Standard and General Commercial Advertiser - Friday 25 September 1835

This (Friday.) the 25th inst , at the Public Sale-room, Exchange-buildings

- 50 Chests East India INDIGO,
- 33 Chests, LAC DYE
- 300 Bags East India RICE,
- 50 Bags ,SALTPETRE,
- Ex Cestrian, from Calcutta.

MOLYNEUX, TAYLOR, and Co., Brokers.

Liverpool Mercury - Friday 09 October 1835

FRIDAY, OCT. 2.

The Cestrian, for Bombay, in putting to sea this morning, of grounded near Spencers Gut Buoy, but was got off on the flood, and put back.

Liverpool Mail - Saturday 01 October 1836**Shipping.****EAST INDIES.***Will have early despatch.***For BOMBAY,****The first-class British-built Ship **CESTRIAN,******ADAM KELLOGG, Commanding****381 tons register, and well-known in the trade as
fast sailing vessel.—For freight or passage, apply
JOHN BIBBY & Co.***A regular Trader.**Will be despatched 15th October.***For BOMBAY,****Liverpool Standard and General Commercial Advertiser - Friday 09
September 1836**

IMPORTS

- EAST INDIES, CAPE OF GOOD HOPE,

Cestrian, (380) Kellock, from Bombay, with 794 bales cotton, 155 ps ebony, 28
 es gum copal, :10 cs gum arable, 373 bp ginger, 1290 bgs Colombo root, 370
 bales wool, J Bibby and co-75 bales cotton, 6 chests gum arabic, 21 chts
 assafoetida, Daniel and Dickinson-22 frazils coffee, 2 kgs gum galbanuin, 3 chts
 gum ammoniac, 20 bales senna, 20 chts assafoetida, 466 bales cotton, 15 chests
 Nankin raw silk, 88 bags udda, 2 work boxes, Order-14 chts Nankin raw silk,
 Fletcher, Alexander and co-10 do, Daniel and co-1 box patterns, J K Finlay-Q Dk

Liverpool Standard and General Commercial Advertiser - Tuesday 22 September 1835

Tomorrow, (Wednesday,) the 23d instant, at One o'clock,
at Currie, Huson, and Co's Office, Exchange-buildings,

- 1300 Bags East India RICE,
- 30 'Bags Ditto COFFEE,
- 420 Bags SALTPETRE,
- 118 Boxes `GAMBIER,
- 100 Boxes SAGO,
- 4 Boxes SILK, ,
- 20 Tons SAPAN WOOD,

Ex Feejee, from Singapore, and Cestrian, from Calcutta.

— Apply to CURRIE, HUSON, and Co., Brokers.

Gore's Liverpool General Advertiser - Thursday 15 September 1836

Friday, the instant, at the Public Sale-room, Exchange-buildings, Rales East India WOOL. Just landed Cestrian, from Bombay.—For particulars, apply Messrs. John Bombay and Co. Merchants, or T. and H. LITTLEDALE and Co. Brokers.

Bombay Gazette - Saturday 11 March 1837

BILLS on LONDON or LIVERPOOL at 3 days, 30 days, 3 months or 6 months sight on sale at the offices of EDMUND, BIBBY and CO.

ON SALE – A few hogsheads of Bass's Pale Ale, of the October brew arrived per "Cestrian" price Rs. 75 for cash.

EDMUND, BIBBY and CO.

Bombay Gazette - Wednesday 22 March 1837

FOR LIVERPOOL the ship CESTRIAN, Captain Kellock; has very superior accommodations, and will have prompt dispatch. For passage apply EDMUND, BIBBY and CO. Bombay
22 March 1837

Bombay Gazette - Saturday 22 April 1837

- FOR LIVERPOOL.—The CESTRIAN, Captain Kellock; will sail about 1st May. Carries a Surgeon.
For freight or passage, apply , EDMUND, BIBBY and CO.

Dublin Evening Packet and Correspondent - Tuesday 12 September 1837-
THE ARMY.

The Cestrian, Captain Kellock, arrived in Liverpool, from Bombay, on Wednesday, bringing the following passengers:— Major Jeble, 10th ; Lieutenant Kelly, 17th ; and Doctor Fraser, 7th.

Liverpool Standard and General Commercial Advertiser - Tuesday 18 September 1838-
IMPORTS

EAST INDIES, CAPE OF GOOD HOPE, &c,

Cestrian, (380) A Kellock, from Bombay, 81 cases 2 hf cases gum arabie, 3 cases gum animi, 1 case myrrh, 2013 bales cotton, 2 boxes boxes contents unknown, order-610, bogs ginger, J Bibby and co —150 bags galls, J Bibby and Sons-8 kegs mango pickles, Finlay and Alston—K D

Liverpool Standard and General Commercial Advertiser - Tuesday 09 October 1838

On WEDNESDAY, the 17th instant, at One o'clock, at Molyneux, Taylor, and Co.'s Office, Chapel-street,

- 610 Bags E. I. GINGER,
- 24 Chests GUM ARABIC
- 2 Hf. Do.

Just landed per Cestrian, from Bombay.—Apply to Messrs JOHN BIBBY and Sons, Merchants, or MOLYNEUX, TAYLOR, and Co., Brokers.

Liverpool Standard and General Commercial Advertiser - Friday 15 November 1839

Imports. EAST INDIES, CAPE OF GOOD HOPE, &c

Cestrian, (380) T Armstrong, from Bombay, 115 bales hemp, 900 bags ginger, 86 cases gum arable, 26 cases gum benjamin, J Bibby and Sons-1814 buffalo horns, 1 case contents unknown, order.— From Tuticorin, 2141 bales cotton, J Bibby and Sons—K D

Bombay Gazette - Wednesday 01 May 1839

ARRIVALS.-April 29, Cestrian, Thomas Armstrong, Master, from Liverpool 6th December.

FOR SALE, Bass's Beer of October brew now landing ex " Cestrian," Apply to GREY AND Co.—Rampart Row, 1st May, 1839

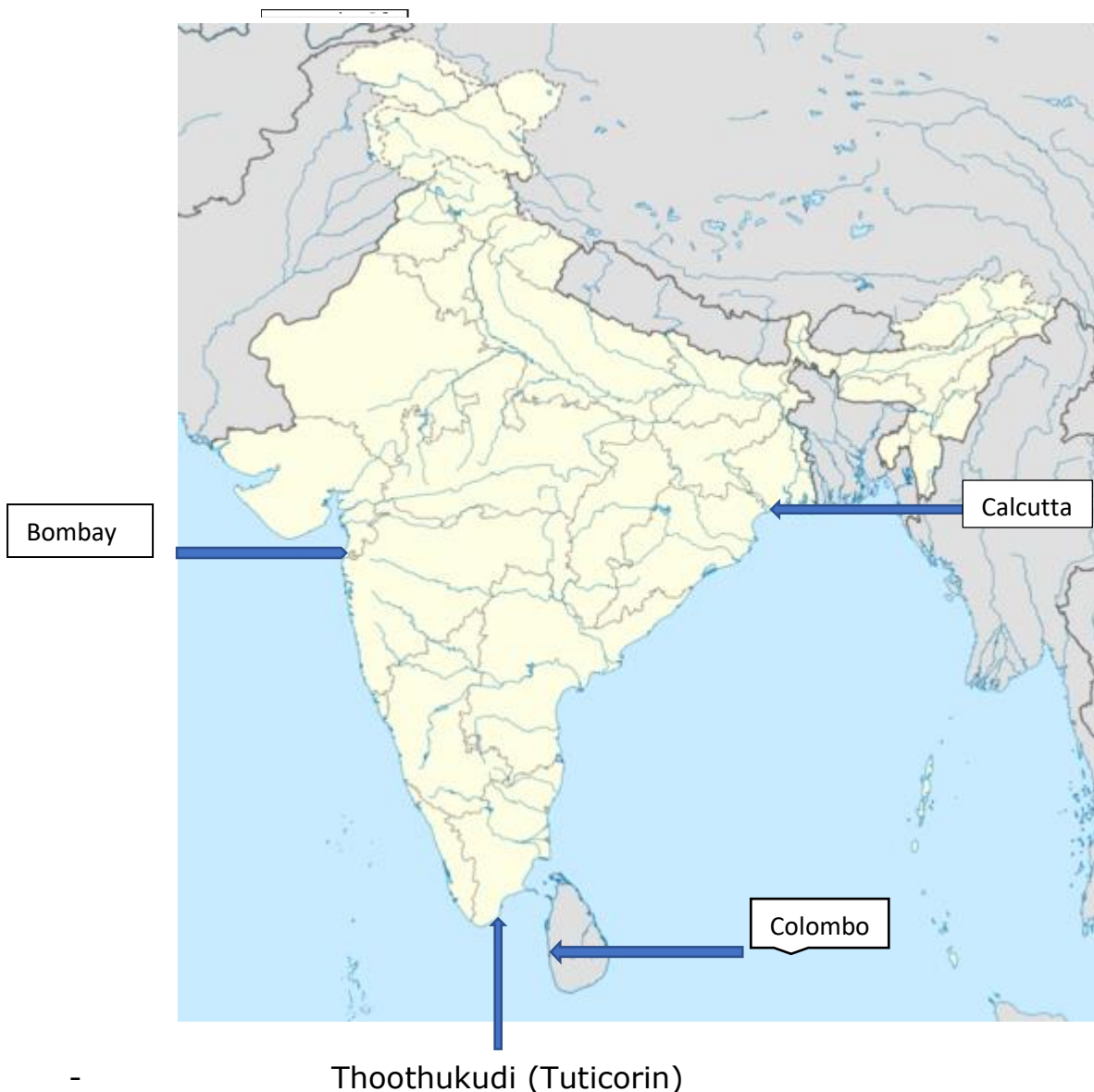


Fig.1 Indian Sub-Continent

Bombay Gazette - Wednesday 08 May 1839

" CESTRIAN" will sail Colombo, & c. about 15th Instant. For freight or passage, having excellent accomodations. Apply to EDMOND, BIBBY AND CO. 5th May, 1839

Liverpool Mail - Tuesday 14 January 1840

Tomorrow (Wednesday), the 15th instant, Twelve o'clock,
 - at William Nevett's Office, Rumford -street,
 - 100 Chests East India GUM,
 - 100 Bales Bombay HEMP,
 Per Cestrian and British Merchant, from Bombay.—Apply to Messrs. John Bibby and Sons, Merchant; WILLIAM NEVETT, Broker.

Bombay Gazette - Monday 18 May 1840

ARRIVALS – May 16, Ship Cestrian, Thomas Armstrong. Master, from Liverpool 28th Dec. 1839. Passenger, —Antonio Pascold

Sailed July 6th, Ship Cestrian, Thomas Armstrong. Master, for Liverpool Passenger, Lieut. Sorrel

Bombay Gazette - Monday 15 June 1840

FOR LIVERPOOL—The A. 1. Ship " CESTRIAN," of 381 Tons, Thomas ARMSTRONG, Commander, will sail on or before the 20th instant. For Freight or Passage apply to EDMOND, BIDDY AND Co. Rampart Row, 15th June 1840.

Liverpool Standard and General Commercial Advertiser - Tuesday 03 November 1840

TELEGRAPH OFFICE, NOVEMBER 2, 1840. Wind at Holyhead, South, light breeze in the morning; S.W. blowing fresh morning and evening. Off Point Lynas, inward bound, at 11 a.m. No. 9678, Cestrian, B.S. (by Marryat's code.)

Liverpool Standard and General Commercial Advertiser - Friday 06 November 1840

Imports. EAST INDIES, CAPE OF GOOD HOPE

Cestrian, (380) T Armstrong. from Bombay, 991 bales 10 hf bales cotton, order-290 bales 20 hf bales cotton, W and R Graham and Co-400 do, Cockerell and co-200 do, Forbes, Forbes and co— 14 cases assafoetida, S Woods, jun—11 bales sheep's wool, Dirom, Richmond and Co-115 cases gum arable, 5 cases gum olibanum, 1003 dry hides. about 4 tons buffalo horns, order—K Dk

Gore's Liverpool General Advertiser - Thursday 12 November 1840



For SALE by PRIVATE TREATY,
The following well-known Liverpool-built
VESSELS:—

The Ship **MARY BIBBY**

Burthen per register 299 89-94 tons, o. m. ; length, 104 feet ;
breadth, 25 feet 10 inches ; depth, 16 feet 10 inches : lying
in Union Dock.

The Barque **FANNY CORNELL**,

Burthen per register 171 70-94 tons, o. m. ; length, 83 feet 10
inches ; breadth, 21 feet 10 inches ; depth, 14 feet 2 inches :
lying in Union Dock.

The Brigantine **ELLEN JENKINSON**,

Burthen per register 162 tons, o. m. ; length, 79 feet 9-10ths ;
breadth, 18 feet 9-10ths ; depth, 13 feet : lying in Union
Dock.

The Brig **ANN PALEY**,

Burthen per register 166 90-94 tons, o. m. ; length, 79 feet
7-10ths ; breadth, 19 feet 3-10ths ; depth 13 feet 7-10ths :
lying in Union Dock.

The Brig **HENRY HOYLE**,

Burthen per register 207 tons, o. m. ; length, 88 feet 2 inches ;
breadth, 22 feet 10 inches ; depth, 15 feet 6 inches : lying in
Union Dock.

The Brig **HARDWARE**,

Burthen per register 152 10-94 tons, o. m. ; length, 77 feet ;
breadth, 21 feet 9 inches ; depth, 13 feet 8 inches : lying in
King's Dock.

The Brig **ELLEN GERMAN**,

Burthen per register 176 24-74 tons, o. m. ; length, 84 feet ;
breadth, 21 feet 6 inches ; depth, 14 feet ; lying in King's
Dock.

The Ship **CESTRIAN**,

Burthen per register 380 31-94 tons, o. m. ; length, 109 feet ;
breadth, 27 feet 10 inches ; depth, 18 feet 10 inches : now
discharging in King's Dock.

The above Vessels are all coppered and copper fastened ;
faithfully built of the best selected English and African oak,
in first-rate condition, and abundantly found in sails, rigging,
and stores of every useful description.—For inventories or
further particulars apply to **JOHN BIBBY and SON**,
Duke's Dock.

Liverpool Mail - Tuesday 24 November 1840

AFTER TUESDAY NEXT.

On Wednesday, the 2nd December next, at Twelve o'clock.

- At Wm. Nevett's Office, Rumford-street
 - 80 Chests East India GUM ARABIC,
- Per Cestrian, from Bombay.—Apply to Messrs. John Bibby and Sons, Merchants, or to , WILLIAM NEVETT. Broker.

Liverpool Mail - Tuesday 15 December 1840

On account for the underwriters

TOMORROW (Wednesday) the 16th instant at 12 o'clock at

- William Nevitt's office Rumford Street
 - 8 chests damaged East India GUM ARABIC
- Landed ex Cestrian from Bombay and may be seen in Montgomery's bonded warehouse 214 Kings Dock —Apply to Messrs John Bibby and Sons Merchants or to WILLIAM NEVITT Broker

Gore's Liverpool General Advertiser - Thursday 05 January 1843

Sales by Auction

On Wednesday next the 11th instant,

- at Gladstone and Sergeantson's office Old Hall Street

400 tons PALM OIL

The cargo of the ship Cestrian from Africa, apply to W A & G Maxwell & Co., or to Gladstone and Sergeantson Brokers

Liverpool Standard and General Commercial Advertiser - Friday 06 January 1843

IMPORTS AFRICA

AFRICA. Cestrian, (856) J Williams, from Africa, 856 casks palm oil, a qty shooks and hoops, W Rotherham and W A and G Maxwell and co —Tx D

Gore's Liverpool General Advertiser - Thursday 10 October 1844

Cestrian, (380) P Douglas, from Africa, with 1050 casks palm oil for W Rotheram and co.—Prince's Dock

Shipping and Mercantile Gazette - Wednesday 22 January 1845

MILFORD —Jan. 20: Wind N.N.W., blowing strong, clear. Put in 19 & 20 : The Cestrian, Douglas, for Bonny ;

Shipping and Mercantile Gazette - Tuesday 28 January 1845

REFACTORY Seamen.—Milford, Jan. 25.'-Magnus Thompson, Thomas Acton, and Samuel Garrard, seamen belonging to the ship Cestrian, of Liverpool, were, on the 21th inst., brought before H. Leach, Esq., one of her Majesty's justices of the peace, for refusing to proceed to sea in the said ship, and having been duly convicted, were sentenced to hard labour in the House of Correction. This is the first instance the new law has been carried into operation at this port.

Public Ledger and Daily Advertiser - Saturday 04 March 1848

FALMOUTH, March 1. Arrived, the Cestrian, Dyson, from Liverpool for Bonny, with fore-yard carried away, and loss of sails, bulwarks, stanchions, galley, &c.

Shipping and Mercantile Gazette - Tuesday 16 January 1849

BARMOUTH—Jan. 15: The barque Cestrian, Armstrong, from Bonny for Liverpool, is on shore on the Causeway, off this port, and was abandoned about four o'clock this morning. The crew put off from the vessel in two boats, and have arrived here.

Shipping and Mercantile Gazette - Thursday 18 January 1849

PWLLHELI—Jan. 17 -Four casks of palm oil have been picked up and brought in here, and two at Cricieth, supposed from the ship Cestrian, from Africa, wrecked on the east end of the Causeway. Also mahogany table, and bag with letters, have come on shore at Criccieth.—Wind N.W., fresh, and cloudy.

BARMOUTH —Jan. 17 : Wind S.W., moderate. The barque Cestrian still holds together on the Causeway; two boats have been alongside of her yesterday, and found she lies on her beam ends; part of the rigging has been brought on shore, and every preparation is making to save the cargo, providing the ship holds together, and the weather continues moderate.

Liverpool Mercury - Friday 19 January 1849

BARMOUTH January 15th. - The Cestrian, Armstrong, from Africa to Liverpool, was totally lost last night, during thick weather, on the Causeway: crew saved

Shipping and Mercantile Gazette - Friday 19 January 1849

PWLLHELI—Jan. 18: 2 30 p.m.—Wind S.S. W., fresh. Four smacks came in this morning, loaded with palm oil from the wreck of the Cestrian ; one of them has got about 15 tons; and very probably great deal of the wreck will be picked up on this side, if the wind continues southerly, it is now.

BARMOUTH-Jan. 18 : Wind N.W., light. The barque Cestrian, Armstrong, is now breaking up fast, and the cargo is scattered in all directions. Several small vessels have been picking up the casks of palm oil, the principal part of which will be saved, if the weather keeps moderate.

8 o'clock.—The wind has come to the S.W., and the sea is high on this bar. Several of the vessels that were prepared to go out for the purpose of saving the cargo of the Cestrian, cannot get out of the port. All of the cargo, except what has already been picked will now come on the beach all-round the bay. Every appearance of bad weather.

Liverpool Mail - Saturday 20 January 1849

Shipwreck. —On Monday last, the bark Cestrian, Thomas Armstrong master, on her homeward voyage from Bonny, Africa, to Liverpool, struck near Barmouth, on the Welsh coast. The place where she grounded is called the St. Patrick's Causeway, and is a long hard bank, extending out for miles into the sea. The unfortunate vessel must have struck with great force, as the captain reports that her back is broken, and upper works stove in, so that there appears no chance of her again being got afloat. The crew fortunately escaped in the boats, and landed at Barmouth. The ship was laden with a large and valuable cargo of palm oil,

which, together with the vessel, was the property of Messrs. Maxwell, of Liverpool. Both were insured. It appears that the Cestrian was beating about the whole of the previous day in Cardigan Bay, and she was observed in the afternoon from Aberdovey to be very close inland, with an ensign hoisted, but, owing to the boisterous weather, and the heavy sea on the bar, no boat could put off to her assistance.

The North Wales Chronicle and Advertiser for the Principality January 23 1849

The severe gales which we experienced in this town and neighbourhood during last week appear to have been productive also of great damage to shipping on the west coast of Wales. On Monday last, the Cestrian, from Africa to Liverpool, was totally lost on the Causeway at Barmouth, during thick weather.

BARMOUTH.-The bark Cestrian, of Liverpool, laden with palm oil, and bound from Africa to Liverpool, struck on Monday morning on the St. Patrick's Causeway, where she now lies, and will become a total wreck. The vessel and cargo are insured; they belong to Messrs. Maxwell, of Liverpool. All the crew landed safely in the boats. The captain's name is Thos. Armstrong and he says that the vessel's back is broken, and her decks stove in. It is therefore impossible for her to remain together long.

Liverpool Standard and General Commercial Advertiser - Tuesday 23 January 1849

The Cestrian is rapidly going to pieces, and her cargo is ashore.

Bradford Observer - Thursday 25 January 1849

COMMERCIAL REPORTER. MARK LANE
LIVERPOOL COLONIAL MARKETS. FRIDAY.

In Palm Oils, the loss of the " Cestrian" with upwards of 400 tons, and the detention of the cargoes expected, have caused an increased demand, and upwards of 1,000 tons have been taken at £31 to £31 10s. for present delivery, and at £29 to £31 per ton for arrival.

Arbroath Guide - Saturday 27 January 1849

FROM LLOYD'S LIST. PWLLHELI Jan.19- A large quantity of the cargo of the Cestrian, from Bonny to Liverpool, has been washed on shore along the coast; upwards of 267 casks of palm oil have been saved whole, but a great many have broken up, as the beach was strewn with palm oil ; four smacks have gone to the wreck today.

Sun (London) - Thursday 01 February 1849

PWLHELLI. JAN. 30.—The greater part of the palm oil of the Cestrian, Armstrong, from Bonny to Liverpool, which was abandoned 10th inst. on Barmouth Causeway, has come ashore between Cricieth and Port Madoc.

Shipping and Mercantile Gazette - Tuesday 13 March 1849

PWLLHELI—March 12: wind W.N.W., cloudy. An anchor and cable, belonging to the Cestrian, have been picked up and brought in here.

Dover Telegraph and Cinque Ports General Advertiser - Saturday 10 March 1849

WRECKS ON THE WELSH COAST.—On Thursday last it was discovered that a ship had got ashore at Trevanna, within a few miles of the port of Barmouth. Her name was not known, but she had apparently been abandoned by her crew. She had gone ashore very near the spot where the bark Cestrian was wrecked, about a month since.

LIVERPOOL AND AFRICA IN THE NINETEENTH CENTURY: THE CONTINUING CONNECTION - Martin Lynn

The methods of, coasting going from port to port is an immensely time-consuming, even inefficient, way of trading, while the factory trade of the Gold Coast was in decline in these years due to political unrest in the interior; moreover both these regions of the coast were areas of low quantity and poor-quality oil. Liverpool traders thus soon eschewed coasting and the factory trade and instead, by the 1820s, focused on a third technique which had been used in the slave-trade era, that of the 'river' trade. This was the technique that had been used by Liverpool slavers in the centre of slaving on the coast in the late

eighteenth century, namely the Niger delta. The reason for this was that the major region for the production of palm oil in West Africa in the early nineteenth century lay in the interior of the Niger delta. In contrast to the Gold Coast or Sierra Leone this was a major source of high-quality oil. Here Igbo and Ibibio producers rapidly developed production of palm oil in the early nineteenth century. What is remarkable is how by the 1820s this new trade was flourishing in the delta on the same techniques and practices as the slave trade. As had been the case with the 'production' of slaves, the resulting oil was traded along the rivers of the interior to the ports of the coast where Liverpool traders remained at anchor in their ships, just as they had done before 1807 while waiting for slaves. At the heart of this trading system was credit, or 'trust' as it was called, with traders giving out large quantities of goods to local brokers who would travel inland over several weeks to purchase oil while the trader waited on the coast.

By the 1820s other large-scale Liverpool firms had joined them; Wilson & Dawson, W. A. & G. Maxwell, J. J. Hamilton, H. Laffer and G. Quayle were among the more important examples of this type of Liverpool African trader. Overall, by the 1830s around a dozen large-scale Liverpool African houses had emerged, surrounded by a similar number of smaller-scale, more transient general merchants.

In truth, the African market was not one market but several, and it required intimate knowledge of the different ports, of the goods in demand in them and the different techniques required to trade, for merchants to succeed on the coast. Thus the former slavers of Liverpool had an immense advantage after 1807 over their rivals from Bristol or London. For contemporaries a more basic reason for the success of Liverpool merchants lay in the alleged willingness of these 'palm oil ruffians', as they were termed, to resort to strong-arm methods to obtain trade. 'There is no infamy or enormity that some of those Liverpool commanders of ships will stop at', complained one observer in 1832.

The palm oil trade that came to fill the vacuum left in Liverpool's economy by the abolition of the slave trade can thus be seen as being rooted deeply in the commercial structures and practices of the slaving era. Yet change was to come. Just at the moment when Liverpool's African trade was at its peak in the 1850s, developments occurred that in the long term were to alter the commerce dramatically. This came in 1852, with the start of a steam shipping service from Liverpool to West Africa by Macgregor Laird, of the Birkenhead shipbuilding family. The use of steam had a significant impact on Liverpool's trade with Africa. The steamers had several advantages over the older system of traders running their own shipping. For one thing they were faster and more regular in their voyages. Traders could thus turn round their capital more quickly and reduce

inventory costs. For another, the steamships increased carrying capacity in the African trade. Unit costs fell and the cost of freight similarly was reduced. Moreover steam meant that new ports in West Africa could be called at, and thus new areas of the African coast, where hitherto access had been restricted because of the pattern of winds, were opened up to Liverpool traders. Traders could now operate all along the coast and spread their risk. These factors significantly reduced costs and over time drove Liverpool's African merchants to ship with the steamer services; in this the African trade came into line with the broader pattern in Liverpool's commerce, of specialization of function between shipping and trading. This had a number of consequences for Liverpool's African trade. In essence the steamers ended the slave-trading structure that had survived 1807. New techniques of trade had to evolve on the African coast, as Liverpool traders using the steamer services developed land factories where shore agents could reside, in place of the sailing ship's waiting in a river, on which they had previously relied. Concurrently, commission houses emerged in Liverpool, and even more so Manchester, to provide goods and credit and to arrange the sale, on commission, of African produce. This meant that the trade opened up to newcomers (sometimes Africans themselves) who did not need a head office in Liverpool and who were no longer kept out by the capital costs of entry represented by the need to charter or purchase a sailing ship; anyone could now freight goods to West Africa. The number of Liverpool traders involved in the palm oil trade thus rose from twelve in 1850 to 135 in 1870.

A variety of manufactured products were in demand in West Africa in these years: metalware, tobacco, firearms, gunpowder and alcohol were among the major items required by West African consumers.

If Liverpool's hinterland provided key products that were needed in West Africa in these years, it also was peculiarly well placed to provide a market for West Africa's exports. A variety of items, in addition to palm oil, were exported from West Africa and found a ready market in Liverpool's industrial hinterland: ivory, dyewoods, gold dust, beeswax, gums and timber. However, the most valuable item was palm oil. Before the discovery of mineral oil in the U.S.A. in 1859, palm oil was an important industrial and railway lubricant, competing in the market against animal tallow; the sharp rise in palm oil imports into Liverpool in these years must be seen as a reflection of the growing industrialization of the British economy. Palm oil was also used in wool combing, and as a flux in the manufacture of tinfoil, being used to prevent oxidization during coating. Tinfoil production in Britain quadrupled between 1805 and 1837 and then doubled between 1837 and 1850 before doubling every decade to 1880; British output of tinfoil increased 150-fold between 1800 and 1891. Britain's major tinfoil industries lay in south Wales hence Bristol's trade in palm oil and in

Staffordshire, for which Liverpool acted as the most convenient entrepot; once again the improvement of transport links from Liverpool to the Midlands was vital in this. However, palm oil's main use in Liverpool's hinterland was its role as a fat in soap and candle manufacture. In this it was particularly well fitted for the industrial development of this region in this period.(Edited)

One of the other problems encountered was sickness and death of crews remaining in Africa while the Palm oil was collected and delivered. The companies solved this by using cheaper local crews to remain on the vessel and only used British crews to sail to and from Africa.

The Insurance costs at this period were usually about 5% of the cargo.

ADAM DICKENSON KELLOCK

Liverpool Standard and General Commercial Advertiser – Friday 26 October 1838

age view

JNO. BENNETT, Sec. pro tem.

HENRY G. KELLOCK **PROVISION** MERCHANT, and DEALER in BONDED STORES, respectfully informs his Friends and the Public that he has recently entered into Partnership with his brother ADAM KELLOCK, late Commander of the Cestrian, and that they have added to the former business that of Ship Brokers and Forwarding Agents.

From their joint, long and practical experience of all business connected with shipping, and also from the connexions they have formed for the supply of every description of stores required for ships' use, H. G. and A. **Kellock** solicit the patronage of their friends and the public, assuring them that every possible attention will be paid to the interests of those who may favour them with their orders.

N.B.—Private Families supplied.
*No. 8, Park-lane, near the Custom-house,
 Liverpool.*

MANCHESTER GEOLOGICAL SOCIETY.

Globe – Wednesday 11 September 1839

PARTNERSHIPS DISSOLVED.

Henry Gray Kellock and Adam Dickenson Kellock, ,Liverpool, provision merchants.

The Bankrupt Directory; Being a Complete Register of All the Bankrupts from December 1820 to April 1843

Henry Gray Kellock and Adam Dickenson Kellock, ,Liverpool, provision merchants. August 9th 1842

Liverpool Standard and General Commercial Advertiser - Friday 12 August 1842

WHEREAS, a fiat in bankruptcy is awarded and issued forth against HENRY GRAY KELLOCK and ADAM DICKENSON KELLOCK, both of Liverpool, in the county of Lancaster, lately trading in partnership together, at Liverpool aforesaid, as brokers and provision merchants, dealers and chapmen, and they, being declared bankrupts, are hereby required to surrender themselves to the commissioners in the said fiat named, or the major part of them, on the 26th day of August instant, and on the 20th day of September next, at Two o'clock in the Afternoon on each of the said days, at the Clarendon Rooms, in South John-street, in Liverpool, and make a full discovery and disclosure of their estate and effects ; when and where the creditors are to come prepared to prove their debts, and at the first sitting to choose assignees, and at the last sitting the said bankrupts are required to finish their examination, and the creditors are to assent to or dissent from the allowance of their certificate. All persons Indebted to the said bankrupts, or that have any of their effects, are not to pay or deliver the same but to whom the commissioners shall appoint, but give notice to Mr. EDWARD HENRY ROSCOE, Solicitor, No. 3, South-square , Gray's Inn, London; Mr. JAMES Moss, Solicitor, No. 28, South Castle-street, Liverpool; or to Messrs. FLETCHER and HULL, Solicitors, No. 24, North John-street, Liverpool.

Liverpool Standard and General Commercial Advertiser - Tuesday 27 September 1842

CERTIFICATES To be: granted, unless cause be shown to the contrary on or before October 14.—H. G. and A. D. Kellock, Liverpool, broker

John Bibby



Fig. 2 **John Bibby (1775- 1840)**

The Bibby Line was founded in 1807 by the first John Bibby (1775–1840). It has operated in most areas of shipping throughout its 200-year history, and claims to

be the oldest independently owned deep sea shipping line in the world. Along with other British ship owners, it endured hard economic conditions in the 1970s and 1980s, but survived through diversification into floating accommodation.

The group diversified in the 1980s into separate divisions, including Bibby Financial Services which was formed in 1982. The parent company is now called Bibby Line Group, and is a £800 million global business, operating in 14 countries, employing 4,000 people in sectors including retail, financial services, distribution, shipping, marine and infrastructure

Liverpool Standard and General Commercial Advertiser - Tuesday 21 July 1840

MYSTERIOUS DEATH OF MR. JOHN BIBBY On Saturday afternoon Mr. John Bibby, of the firm of John Bibby and Sons, merchants, and father of the Rev. Thomas Bibby, incumbent of Trinity Church, was found dead in a pond in Stand Park, not far from Aintree Race Course. The intelligence was quickly spread, and it became the topic of general conversation, Mr. Bibby being highly esteemed in the first business circles of Liverpool. He was recently a member of the town council. _ It appears that the unfortunate gentleman spent the evening of Friday last in company with an intimate friend, from whom he parted about eleven o'clock, at the bottom of Evertors Brow, and proceeded in a car to his residence, at Linacre Marsh. It was Mr. Bibby's almost invariable custom to be set down opposite the Rimrose Hotel, whence he was in the habit of walking to his mansion. He got out at this spot on Friday night, or rather on Saturday morning, about twelve o'clock. He paid the driver and bade him good night, and the latter, as he turned the head of his horse towards Liverpool, saw the unfortunate gentleman walking at a steady pace towards his home. He was missing on Saturday morning, and his family and friends were, of course, alarmed, and anxious to know what had befallen him. Their inquiries, however, were fruitless till the melancholy intelligence was conveyed to them of his body having been found as above mentioned. The watch which Mr. Bibby usually carried was not on his person when the body was found, neither was there any money in his pockets, though it was at first conjectured that he must have had a considerable sum of money about him when he left Liverpool. Subsequent inquiries caused some alteration in the latter opinion, as it appeared that he had, immediately before he left town, sent to the bank for money, which he did not, however, take with him. Mr. Birch and Mr. Formby, magistrates of the district in which the melancholy event occurred, have been indefatigable in their endeavours to trace out all the facts. Mr. Whitty, some of his officers, and several members of the rural police in the Kirkdale division, have been using unremitting' efforts to arrive at the truth. All

the approaches to the pond where the unfortunate gentleman was found were carefully examined to ascertain if there were any traces of foot-marks, but nothing resulted from that part of the investigation. 'It was surmised that the watch might possibly be in the pond, and it was dragged, but the watch was not found. Yesterday, at one o'clock, an inquest was held upon the body before John Heyes, Esq., and a respectable jury, at the Rimrose Hotel, Bootle. There were present Mr. Birch, Mr. Formby, Mr. Penny, (son-in-law to the deceased) and many others, who took a deep interest in the proceedings. The first witness sworn was Henry Ambrose, a farmer, living near Stand-park, in the township of Sefton. On Saturday last, about half-past two in the afternoon, witness was getting sticks in a field belonging to Joseph Lettson, his brother-in-law. There was the road (an occupation path) and the park wall between him and the pond, but between the pond and the road there was nothing but a few brambles. The pond was about two feet below the surface of the road. As witness was in the act of leaving the field he observed the hat, shoulders, and part of the back of a man floating-in the water he did not go to the place, but immediately procured the assistance of Joseph Lettson and Wm. Martin. The body of deceased was then about three yards from the banks, and Martin drew it out of the water with a pitchfork. At that period none of them knew who the deceased was. His hat was fast upon his head, and over his eyes, and there was a dint just below the crown of it, which might have been caused either by the deceased falling against the brambles, or by the pitchfork. They searched his pockets. A pocket-book was in the left pocket of his coat, a bunch of keys, a single key, and a knife ; and a shilling was found in the left pocket of his trousers. No watch was found upon him. There was a silk handkerchief in his coat pocket, but it was not taken out. The papers in his pocket-book did not appear to have been a bit ruffled. There was no name on the book, but in it they found two papers for the highway rates of the township of Litherland, addressed to Mr. John Bibby. Joseph Webster, the constable of Litherland, was sent for immediately, and he conveyed the body in a car to the late residence of the unfortunate gentleman. Witness did not observe any footmarks upon the banks of the pond. By the Jury.—The soil about the pond is rather sandy, but just now it is slippery and dirty, owing to the rains. It rained hard on Friday night. No dirt or soil was observed to cling to any part of the deceased's clothes or body. The fields are pasture fields, and the road had been much trampled by cattle, and by people going to and coming from the races. Nothing was found in either of the deceased's waistcoat pockets, and his watch pocket was quite straight. -- Simpson, a hackney coach driver, was next called. He said he lived in Bute-street, Everton. On Friday night, at a quarter past ten, he was with his coach on the stand in Castle-street, when the porter at the Royal Bank in Dale street, called him, to take Mr. Bibby and Mr. Taylor home. He went and remained there till a quarter past eleven, when, he was told by the porter to take Mr. Bibby , to the Rimrosegate, Linacre Marsh, and to put Mr. Taylor down

at the foot of Everton Brow. Witness did not know Mr. Bibby. They got into the coach together. He set Mr. Taylor down at the place appointed ; then drove Mr. Bibby along Netherfield-road, through Kirkdale, and over Bootle-bridge to the Rimrose-gate. He asked Mr. Bibby to be allowed to drive him to his own door, but he replied " No, coachman, I know the road very well." He then took out some silver and gave witness is 7s 6d, and as witness was turning his horses round, he saw Mr. Bibby walking along the lane leading to his own house; he seemed to walk quite steadily, but he was a little in liquor. It was a fine night. By the FOREMAN.—Mr. Taylor paid me 2s. Mr. Bibby did not ask me what my fare was, but he gave me two sixpences, half-a-crown, and four shillings ; he took that out of his pocket and no more. He did not appear to count it. I had no lights to my car. By a Juryman.—There was no conversation that I heard between Mr. Bibby and Mr. Taylor when they parted at Everton. As I was returning I did not see any person about. I returned by Rake-lane and Great Mersey-street. By the Foreman.—I have only two horses. There was no one to receive them when I got home. My wife and six children were in bed. When I had done with the horses, and eaten some supper, I went to bed. It might be a little after one o'clock. By the CORONER.—The people at the turnpike were not up as I returned. I did not notice whether Mr. Bibby had any watch or seals. Mr. Penny here stated, that about a fortnight ago Mr. Bibby had a gold watch, which he gave to Mr. Harrison to repair ; but on this occasion he had a silver hunting watch, with a steel chain. The CORONER said it had been stated, although not given in evidence, that Mr. Bibby had strayed on his way home a week or two before ? Who had any knowledge of that ? Mr. Wolfenden, an inspector in the county constabulary, produced an extract from one of the books of the force, showing that on the 5th instant, Mr. Bibby was found by an officer and conveyed home. Thomas Abraham, an inspector in the county constabulary, for the Kirkdale division, said that on Saturday morning, between one and two o'clock, he was Walking along the turnpike road, between the Black Bull, at Walton, and the Sefton Arms. He heard some wrangling on the left, and exactly in the direction of the pond where the deceased was found. He listened at the Sefton Arms but heard nothing there. He then went down the lane but heard nothing more. In the lane he met a market cart, and two women in it, but he did not hear anything then or see any other person that night. Mr. Letson said he lived at no great distance from the pond, and he heard his dogs bark violently just at two o'clock. His wife got up to quieten them, and she said she thought she heard something, but she did not know what. The dogs often barked, and both he and his wife often had to get up in order to appease them. Henry Barker, a lad 12 years of age, servant to Mr. Lettson, was the next witness called. He said he had never been taught to read or write, but on being asked what would be the consequences if he took a false oath, he gave a satisfactory answer. His testimony was, therefore, received. He said that about eight o'clock on Friday night he went with one of his master's

horses to the pasture adjoining to the pond. He had to go through two gates for that purpose ; and, after he had left the horse, he returned and shut both the gates. On Saturday morning, about eight o'clock, he went to fetch the horse, and he found one gate partly open, and the other opened quite wide, and fastened with a piece of slate just as witness was accustomed to fasten it to prevent it going to. There were three horses in the field that night, and they were all there in the morning. Ann Owen, housemaid in Mr. Bibby's establishment, said that on Thursday morning she gave Mr. Bibby a silver hunting watch. She fetched it down stairs for him as he had left it in the bed, and gave it to him as she was brushing his coat. The watch had the initials of Mr. Bibby's son James upon the back, "J. J. B." On Friday witness did not see the watch. She could not tell how long he had been in the habit of using it ; but he had it before she came, nine months ago. There were three or four long steel links to it. Witness had never seen Mr. Bibby with any other watch. She sat up waiting for him on Friday night, and did not go to bed till five o'clock on Saturday morning. In answer to a question from the Coroner, Mr. Penny repeated that Mr. Harrison had Mr. Bibby's gold watch to repair. Mr. Bibby, on Fridays was in the habit of requesting the cashier to give him £40 or £50 for the purpose of paying his brickmakers and workmen. On this occasion, however, he did not apply for any money. Mr. Bibby was 63 years of age. Mr. Thomas Wainwright, surgeon, of Everton, said he had made a post mortem examination of the body of the late Mr. Bibby. There were several small round black spots upon the inner side of the right arm near the elbow, one upon the upper part of the fore arm, one on the back of the wrist, one on the front of each knee, and also one upon the outside of the left arm. These, when cut into, showed blood extravasated in the cellular structure, but no bruising of the muscles. The integuments of the head presented nothing unusual. The brain appeared healthy; the right and left ventricles contained a quantity of serum, as also did the base of the skull within. The stomach contained about a pint of, fluid and undigested food, but in the absence of any evidence as to what he had been drinking, the appearance of this fluid could not be put down as evidence of drowning. The mouth and nostrils were perfectly free from froth. The lungs were fully expanded, filling every part of the chest. From the whole examination he inferred that Mr. Bibby was alive when he fell into the water, and that death was instantaneous ; the instantaneous character of his death would indicate that he was in an exhausted state when he fell into the water, either from fatigue, or struggling, or in a state of deep sleep. The Foreman.—How do you account for the marks upon the arm ? Mr. Wainwright. —I feel more difficulty in accounting for them than for anything else. The Foreman.—Would not the symptoms that you have described be produced if death was caused by putting a handkerchief over the mouth and nostrils ? Mr. Wainwright replied that in such a case there would be some marks upon the lips. The witness Ambrose here suggested that the black marks on the arm might have been caused by dragging

the body out of the water, especially as the clothes were torn by the pitchfork. . Mr. Wainwright could account for the spots on the arm on no other supposition than that they had been caused by the pressure of a man's hands. He did not believe it possible to form them after death. Mr. Jones, surgeon, who assisted in the post mortem examination, concurred with Mr. Wainwright's testimony. The Cashier at Mr. Bibby's office, proved that as he was aware the unfortunate gentleman had received no money on Friday of which he was aware . This being the whole of the evidence, the CORONER addressed the jury. The only suspicious circumstances attaching to the case were the absence of the watch, and the two gates being left opened. He must, however, confess, that from the evidence of Mr. Wainwright he was not disposed to think that there had been unfair play. If there had been, it might afterwards he discovered through the means of the police. He therefore did not see any occasion to adjourn the inquest ; but he would recommend the jury to return such a verdict as would not preclude further inquiry. The Jury then returned a verdict to the effect that the deceased had been found dead in a pond, but how he came there, there was no evidence to show.

Liverpool Standard and General Commercial Advertiser - Tuesday 04 August 1840

THE LATE MR. JOHN BIBBY We copy the following from the Albion of yesterday : The relatives of this lamented gentleman here, in common with many other persons, imbibed a strong opinion that he was murdered and they have, in consequence , offered a reward of £500 to any individual, not the actual murderer, who will give such information as will lead to the conviction of any party or parties who may have been active participators in the dreadful deed. The family of the deceased have, also, obtained authority from the Secretary of State to announce, that her Majesty's free pardon will be given to any person, not the actual perpetrator of the crime, who will give such information as above mentioned. It has been broadly stated that little or no investigation has been instituted for the purpose of throwing light on this mysterious event. The fact is directly otherwise. John Formby, Esq., Charles Birch, Esq., and the Rev. Miles Formby, all magistrates of the district, have never, for an instant, relaxed in their exertions to discover the true circumstances connected with Mr. Bibby's death. They have been most anxious on the subject ; and the police, both of the county and the borough, have been actively and unremittingly employed in seconding their wishes and those of the family of the deceased. The Liverpool Mail, of Tuesday last, with an uncalled-for sneer, tells his readers, that we had expressed an opinion that Mr. Bibby had committed suicide. This is a mis-statement. We never either surmised or hinted such a thing. We find no fault with those who entertain different opinions from ourselves as to the cause of this melancholy

event; and, if our contemporary sincerely believes, that Mr. Bibby was murdered, as he says he does, we trust we have too much delicacy and good taste to enter into a controversy with him on such a subject. Meanwhile, the affair is involved in as much mystery as ever. The few available materials that offered themselves for the investigation of the police have been sifted to the uttermost. The watch which the deceased is supposed to have worn when he was last seen alive has not yet been found. The pond in which Mr. Bibby's body was discovered has been emptied, and the mud closely examined, whereby it has been ascertained, that the watch is not there. The statements of the coachman, respecting the time when he set Mr. Bibby down and his own return to Liverpool, have been fully corroborated : so that the principal circumstance which gives a colouring of suspicion to the case is the continued absence of the watch. The Journal, of Saturday last, gives the following additional evidence, some portions of which we do not clearly understand :—" A policeman, residing at Litherland, had left his coat at Aintree, returned for it at night, and swears positively that he passed through the gates in the lane between the pond where the body of the deceased was found and his residence, and closed them all himself. This confirms the evidence of the lad relative to his closing them the evening before, on which some doubt has been thrown. It therefore follows clearly that, either dead or alive, the deceased must have passed through the gates between the hours of four o'clock, when, evidence has since been adduced to show, they were open, and five, when the policeman closed them ; and the presumption is very strong that he could not have been at that time in the lane, otherwise he would have been seen by the policeman. One of the gates, as was stated, was found propped open by a slate ; and this gate, it appears, was one which would not stand open itself, and would require to be propped for anything bulky to be dragged through it. The same paper also says :— It is not correct, we understand, as inserted in a contemporary, (the Mail,) that the boots of the deceased had an appearance as if the body had been dragged with the toes depending. The only mark of dirt or clay was on the hands of the deceased, and a little on his boots, but not what might have been expected in the case of a person who had waded through such deep miry lanes. The only marks on his person, of apparent importance, were marks on each arm, as if he had been seized violently, and which, in the view of some parties who have looked carefully into the case, it is difficult to attribute to anything else.

Liverpool Echo 19 JULY 2015

The murder of the man who founded a huge Liverpool shipping line today still remains a mystery - more than 175 years later.

John Bibby, the founder of the Bibby Line Group in 1807, was killed walking home to his mansion in Linacre Marsh, north of Bootle, on the evening of July 17, 1840. A coroner eventually recorded his death as "drowning while in a deep sleep".

In early August, a line emerged that a man named James Cullen was seen by a police officer near the duck pond at 4am on the morning of Bibby's death and had walked away "rapidly" when approached. The officer had not believed anything suspicious to be going on but further enquiries established that Cullen was an employee of Bibby's, having worked for him as a brickmaker. Cullen was arrested and interrogated over the death but all the evidence against him was entirely circumstantial. He also had little motive - he was actually due to be paid for his week's work and the death of Mr Bibby ultimately led to all his brickmakers being laid off. After being held in custody for over a week and with nobody coming forward to implicate him, Cullen was discharged. Bibby's watch never materialised and, with no evidence to go on, the police investigation soon hit the buffers.



Fig. 3 Modern Logo of Bibby & Company

Bibby Line Group Our Story

In 1807 John Bibby began trading as a shipowner in Liverpool with his partner John Highfield. By 1836 the Bibby fleet consisted of 18 ships and John had moved the business forward independently of his partner. By 1840 John had become a very wealthy and influential man, owning a sizeable fleet and a thriving metals business. However, tragedy struck, when he was attacked and brutally murdered on the 19th July 1840. The case of this murder has never been closed. John's death left his sons with a prosperous business and together John and James took the helm of the Bibby Line. In 1859 Bibby Line's Venetian was the first vessel built by the Belfast shipyard Harland & Wolff. Of the first 23 ships built by the yard 18 were for the Bibby Line. Gustav Wolff stated that the business would never have gone on as it had, had it not been for the friendship and assistance of James Bibby. In total the Harland & Wolff shipyard built 37 ships for Bibby Line, the last of them in 2003. In 1891 Bibby Steam Ship Co. was established under the management of Bibby Bros & Co leading an assault upon the worlds shipping lanes. The Lancashire recorded the best time for the run to Burma in 23 days and 20 hours, gaining the reputation for reliability by never having had a voyage disrupted. In 1902 and with Arthur Wilson Bibby at the helm Bibby Line became one of the "Four Bs" and was voted by the Trade Unions as "the ideal type of employer. The other three were Birchalls, Blue Funnell and Booth Line – Bibby Line had the distinction of being the longest established of the four. At the outbreak of WWI the Bibby Line ships supported the war effort by acting as hospital ships, troop ships and armed merchant cruisers. Oxfordshire alone carried 53,000 wounded during the war. By the end of the war Bibby Line had carried over 200,000 British and 25,000 American troops. The Worcestershire became a casualty of the war. From the 1850s, the company flag was plain red which came about from the practice of signalling the arrival of a steamer off Anglesey by means of a red flag semaphore signal alerting the owners that arrival was imminent. Following confusion, and detainment in Hamburg in 1926 because the port believed the plain red Bibby flag represented a Bolshevik ship, the Bibby family crest of a yellow and black dagger was added to the flag. Now under the leadership of Sir Harold Bibby and at the outbreak of WWII, Bibby Line consisted of 11 ships, all of which were requisitioned for the war. The Yorkshire and The Shropshire were both torpedoed while on duty. On D-Day, four of the vessels operating as troopships, the Cheshire, Devonshire, Lancashire and Worcestershire carried 10,000 men. With Sir Derek Bibby now at the helm the company more than trebled its overseas earnings and the total tonnage of the Bibby Line in the 1970s exceeded one million tons. In 1970, Bibby Line was awarded the highest honour that can be bestowed on a UK company – The Queens Award to Industry and again in 1976 and 1982 with The Queens Award for Export Achievement and in 2001 for Enterprise. In September 1980

came the tragic loss of the oil-bulk-ore carrier Derbyshire (formerly known as The Liverpool Bridge) with all hands. She was overwhelmed by a typhoon in the South China Sea. This remains to this day Britain's biggest peace time loss at sea. Bibby Line became involved in 'factoring' in 1981. For the first couple of years the factoring business was run from Bibby Line's accounts department, then it migrated to its own department, and in 1985 became Bibby Financial Services Ltd. Today it operates worldwide with thousands of clients globally. In 1982, Bibby Line began to diversify its maritime business to include interests such as Coastels and jack up platforms. In 1985 Sir Derek Bibby employed non-family member Simon Sherrard as Managing Director, later becoming Chairman, of the newly established parent company Bibby Line Group. Bibby Distribution (BDL) was also formed this year, which now operates 2,300 trucks and trailers, with 90 depots around the UK, and more than two million square feet of warehousing accommodation. The company moved its head office to 105 Duke Street, a building dating from 1800. The building became Liverpool's first public library until 1860. Michael Bibby, the eldest son of five children to Sir Derek and Lady Bibby also joined the business this year as finance director for Bibby Line, before becoming Managing Director of Bibby Line Group in 2000. Bibby Line Group's continues to manage a robust and diverse portfolio of businesses in industries including financial services, retail, marine and infrastructure.

Historic Liverpool

The John Bibby Sons and Co. copper rolling mills located in Window Lane, Garston, was one of the first industries in what was then a small village, which was then separate from Liverpool. Previously, it had been located across the water, near Wallasey.

Bibby had founded the famous Liverpool shipping line, and in 1836 went into business with Richard Nevill, the manager of the famous Llanelly Copper Works in south Wales, to build and run new copper rolling mills at Poulton-cum-Seacombe on the bank of the Wallasey Pool. There, copper ingots smelted in St. Helens and Swansea were reheated and rolled into sheathing for the then wooden hulls of Bibby's ships. Many of the 80 or so workers at Seacombe were recruited from copper workers in Swansea.

Gore's Liverpool General Advertiser – Thursday 23 May 1839

NEW COPPER WORKS, SEACOMBE, NEAR LIVERPOOL. JOHN BIBBY and Co. respectfully inform their Friends and the Public that the SEACOMBE COPPER MILL

being now at work, they are regularly supplied with SHEATHING, BRAZIERY, BOLT, and COPPER, of all sizes and the best quality. The proximity of the works Liverpool and the Docks enables them to execute orders for the home trade and exportation with promptitude, the want which hitherto has always been felt at this port. In soliciting orders, which they are prepared to execute favourable at terms as any other house, they trust that the powerful and effective machinery employed, together with the advantages and facilities afforded, especially to Braziers, Shipowners, Merchants. Engineers, &c. will secure a share of public support. Dike's Dock, Liverpool

The Allen Collection

The Bibby Line was started John Bibby who was born at Ecclestone in Lancashire in 1775. He moved to Liverpool to work for a ship's iron merchant who also produced anchors and chains. In 1801 he set up a shipbuilding company Bibby & Hall. By 1805 he had set up John Bibby & Co. with John Highfield and they invested in sailing ships. By 1807 John was running a packet service between Parkgate on The Wirral to Dublin. He was no longer associated with Hall and had shares in 7 vessels. The ships were small but had a reputation of good seaworthiness and above-average passenger accommodation.

Bibby's company started services to the Baltic in 1814 and to Livorno in 1817. The partnership with John Highfield was dissolved in 1821. The business expanded gradually and by 1836 the company owned 18 ships and was trading to Lisbon, the Mediterranean, South America and Bombay with the occasional voyage to Canton, the only Chinese port open to them, during the tea season.

John Bibby died in unexplained circumstances in 1840 and his sons took over the business which was renamed John Bibby & Sons. The fleet continued to expand and the company 'dipped their toe in the water' of steam propulsion by investing in their first steamship Rattler in 1850. In 1854 a joint service to the Levant, Constantinople and Beirut was started in association with James Moss for which the Levant Screw Steam Shipping Company was formed. Bibby's Albanian and Corinthian, with their then yellow funnels, were deployed alongside the steamships of James Moss on the route.

Bibby's steamers and some sailing ships were requisitioned by the Government for use in the Crimean War - mainly operating between Liverpool and Varna. Business in the East was adversely affected by the opening of the Suez Canal in 1859.

After passing control of the Bibby Line to F.R. Leyland for a period, the Bibby family returned to the shipping business in 1889 when they started Bibby Bros. Ltd. which later changed its name to the Bibby Steamship Company. It worked in partnership with Paddy Henderson's British & Burmese S N Co providing passenger services to Burma and ran cruises in the Mediterranean. They also provided services transporting troops. The name changed again to the Bibby Line Ltd in 1931.

Despite being in the troopship business, Bibby Line appears to have lost only one ship in WW1 and two in WW2 - an astonishingly low number. After WW2 services to India and Burma declined - partly due to Burmese independence with the Suez crisis being the final straw. The company went into bulk carriers and LPG transport. Troop transportation services finished in 1962 and passenger services in 1965. The company joined Seabridge and took over the Bristol City Line in 1971.

Bibby Line Ltd are still in business and operating from the Isle of Man and own chemical and gas carriers and accommodation vessels.

W. A. and G. MAXWELL & Company

Hyslop Maxwell Family tree, Dumfries & Galloway Council

Liverpool

In the early years of the 19th Century - probably in 1805 - Wellwood Maxwell, second son of Wellwood Maxwell of Barncleuch, went from Dumfries to Liverpool to join the merchant firm of Maury Latham & Co. The firm's co-founder, James Maury, had in 1790 been appointed by George Washington as America's first consul in Liverpool; and the firm was engaged in the American trade, especially in cotton. Shortly afterwards Alexander, Maxwell of Barncleuch's third son, also joined the same firm,

The two brothers' apprenticeship did not last long, however, and it seems that about 1808 they left to form their own partnership in a merchant house under the name of W. & A. Maxwell, backed by loan capital of 1,000 each provided by their father.

The growth of Liverpool trade during the 18th century had been extraordinary; and after 1790, when James Maury was appointed consul, the city's trade with America increased hugely in volume. After the brief setback of the war with

America of 1812, it made even greater progress. Between 1810 and 1850, annual imports of raw cotton into the port increased from 40,000 tons to almost 360,000 tons; imports of American wheat from 8,000 to nearly 75,000 tons; and of flour, from 900 tons to 103,000 tons. Already at the start of the 19th Century, 40% of the world's trade was passing through Liverpool. There had never been a better time to embark on a career as a merchant there.

Little is known of the early years of the Maxwell firm. Though the War of 1812 was a disaster for Liverpool in general and for merchants specialising in trade with America in particular, the Maxwell's share of trade may have been boosted by their connection with their Hyslop brothers-in-law in Jamaica (Mary Maxwell had married Maxwell Hyslop, merchant in Kingston, in 1810). From this connection, some correspondence survives. In 1811 the Liverpool firm was apparently exporting cargoes of butter, soap, earthenware, hams and cheese to Jamaica; and receiving in return cargoes of rum, logwood, coffee, cocoa, pimento, indigo, ginger and cotton. In November 1812 the Hyslops were writing to the Maxwells about the prospects of trade with the emergent independent states of South America, and this theme developed in the next few years as the Hyslops became involved with Simon Bolivar and the independence movements, to which they provided both finance and armaments. Initially it appears that the Hyslops' business was in part underwritten by the Maxwells, but by 1818 their commercial relations with the Liverpool firm had begun to cool; and the Hyslops became involved with Simon Bolivar and the independence movements, to which they provided both finance and armaments. Initially it appears that the Hyslops' business was in part underwritten by the Maxwells, but by 1818 their commercial relations with the Liverpool firm had begun to cool; and in 1820-21 there were disagreements over terms of credit.

In 1811 the youngest of Barncleuch's five sons, George Maxwell, had joined the firm as an apprentice; and in 1820 he became a third partner, again with a starting loan of £1,000 from his father. The firm now became W. A. & G. Maxwell. It seems that Alexander Maxwell became the firm's travelling partner, spending a considerable portion of his time in the United States and Canada, promoting the firm's interests in these countries. There is some evidence that in the 1820's the firm had expanded its activities into merchant banking, acting as an acceptance house to provide export finance for other firms of commission agents (while continuing, of course, to trade on its own account.)

About 1830, the firm appears to have entered the West African palm-oil trade, in partnership with a firm of insurance brokers, W. Rotherham & Co.; and the Maxwells' accounts of voyages in this trade, to Bonny and Old Calabar, are to be found in the Sydney Jones Library at the University of Liverpool. The costs and risks of these voyages were great, but the profits could be large. On one voyage,

by the ship Boddingtons, in 1835-6, the profit on an initial investment of £4,000 was around £9,000; and its next two voyages, in 1837-8 and 1838-9, were equally successful. By 1840, W. A. & G. Maxwell were ranked amongst the ten largest palm-oil firms, and in 1845 in the top half- dozen. Their ships still appear in the Customs records as late as 1850, but had ceased to do so by 1855, by which time a major restructuring of the palm-oil trade had taken place - the move in shipping from sail to steam, and the arrival of regular steamship services, meant that cargo space on steamers could be hired relatively cheaply; and while the sailing fleets of the older firms became redundant, there was an influx of new traders.

On 22 April 1833, Maxwell Hyslop, son of the Jamaican merchant of the same name, joined the Maxwell firm as an apprentice, becoming a partner about 1840 and later, when it became a limited company, a director.

In 1846, Wellwood and Alexander Maxwell retired from the firm, having made their personal fortunes. George Maxwell wrote

My dear Brothers,

A dissolution of our business connection having taken place, I think it would ill become me, as continuing the concern, not to express my feelings on the occasion and to avail of the opportunity of assuring you that the confidence you have reposed in me during a period of thirty-five years as your apprentice (in 1811) and partner, shall never be misplaced. Your individual interests left shall continue to receive my best care, and it shall be my study, in my connexion with Maxwell Hyslop, so to conduct the concern as to maintain the high character and reputation through which it has flourished and in which you have left it.

The fortunes of Wellwood and Maxwell were largely invested in railway shares - Wellwood Maxwell had been in at the start of the railway boom when the Liverpool and Manchester Railway, the first passenger line, was first projected in 1824. The two brothers, both bachelors, lived out the rest of their lives as country gentlemen at The Grove, Wellwood's small estate near Dumfries. Though they no longer played a direct part in the management of the firm, they maintained an interest and were kept informed of progress; and from time to time provided substantial amounts of loan capital.

The firm now continued as a partnership between George Maxwell and Maxwell Hyslop - George with a five-eighths share, Maxwell with three-eighths. In January 1858 George Maxwell took ill, and Maxwell Hyslop wrote to his uncles at The Grove, describing "a sharpish inflammatory attack of the right lung to reduce which he has had 14 leeches on". On 2 February, however, he died at his home in Liverpool.

William Maxwell, fourth son of Barncleuch, had many years before gone to Bordeaux, and with the usual £1,000 loan established himself as a merchant there. Now his second son, William, born about 1832 in Bordeaux, was invited to join the Liverpool firm, with a one-fifth share; and in mid-April 1858 the articles of partnership were signed. At the same time, Wellwood and Alexander at The Grove wrote to offer injections of capital of c.£10,000 to £15,000 each; and this offer was accepted by Maxwell Hyslop at 5% interest.

At this point, the firm remained as general merchants, and an inventory of stock in 1858 includes cotton, tobacco, flour, wheat, beef, wool and lard; a cheese consignment is mentioned in a letter of April 1858. During the rest of the 19th century the focus of the firm's activities altered until by 1900 it dealt very largely in tobacco. On 11 July 1900, a new firm, Maxwell's Tobacco Importing Co., was registered to acquire portions of the business of W. A. & G. Maxwell, and to carry on the business of tobacco merchants.

In 1860, Maxwell Hyslop had married Phoebe Lyon, and on inheriting the estates of his uncles Wellwood and Alexander in 1867 he assumed the surname of Maxwell; by 1878 he and Phoebe had six sons and two daughters. The eldest son, Maxwell Hyslop Maxwell, joined the firm about 1883 and became a director when it became a limited company. In 1905 Robert A. Hough, a well-known figure in the tobacco trade, joined the firm and became a director in 1922. The third son, Alexander, became a barrister; but his first son, Alexander Hyslop Maxwell, joined the firm in 1919 and became a director in 1927. The sixth son, Lyon, became a civil engineer; but his second son, Lyon Hyslop Maxwell, joined the firm in 1924. The sixth son, Walter Hyslop Maxwell, joined the firm in 1913.

In 1930 Alexander Hyslop Maxwell, junior, joined the board of J. M. Macmillan, London. The company was renamed Macmillan, Maxwell & Co. Ltd., with J. M. Macmillan as chairman and Alexander Hyslop Maxwell as managing director; and the firm of W. A. & G. Maxwell ceased operating. Lyon Hyslop Maxwell, junior, became a director of Macmillan, Maxwell in 1934, and went to Rhodesia as managing director of African Tobaccos Ltd., their Rhodesian subsidiary. He retired in 1971. His son, Richard Lyon Maxwell, joined the Tobacco Export Corporation of Africa (Pvt.) Ltd. in 1960, and left the tobacco industry in 1981.

In 1946 Alexander Hyslop Maxwell, junior, became chairman of Macmillan, Maxwell & Co.Ltd., and remained so until his death in 1972. During World War II he was Tobacco Controller for the Board of Trade, and later chairman of the Tobacco Advisory Committee. He was knighted for his services and later received the KCMG. His son, Hamish Maxwell, became chief executive officer of Philip Morris in 1981, and retired in 1991.

The palm-oil was produced by village women who skimmed it from the surface of boiling palm-nut pulp into gourds for transport by canoe to the trading vessel. There the thick oil was heated in a copper vat located on deck to enable it to gravitate to the oil-casks stowed in the hold. These casks were carried on board in 'kit' form called 'shooks' to be re-assembled by the ship's carpenter, who was a time served cooper and paid 16/- (80p) a month for this extra work.

A full-rigged ship or fully rigged ship is a sailing vessel's sail plan with three or more masts, all of them square-rigged.

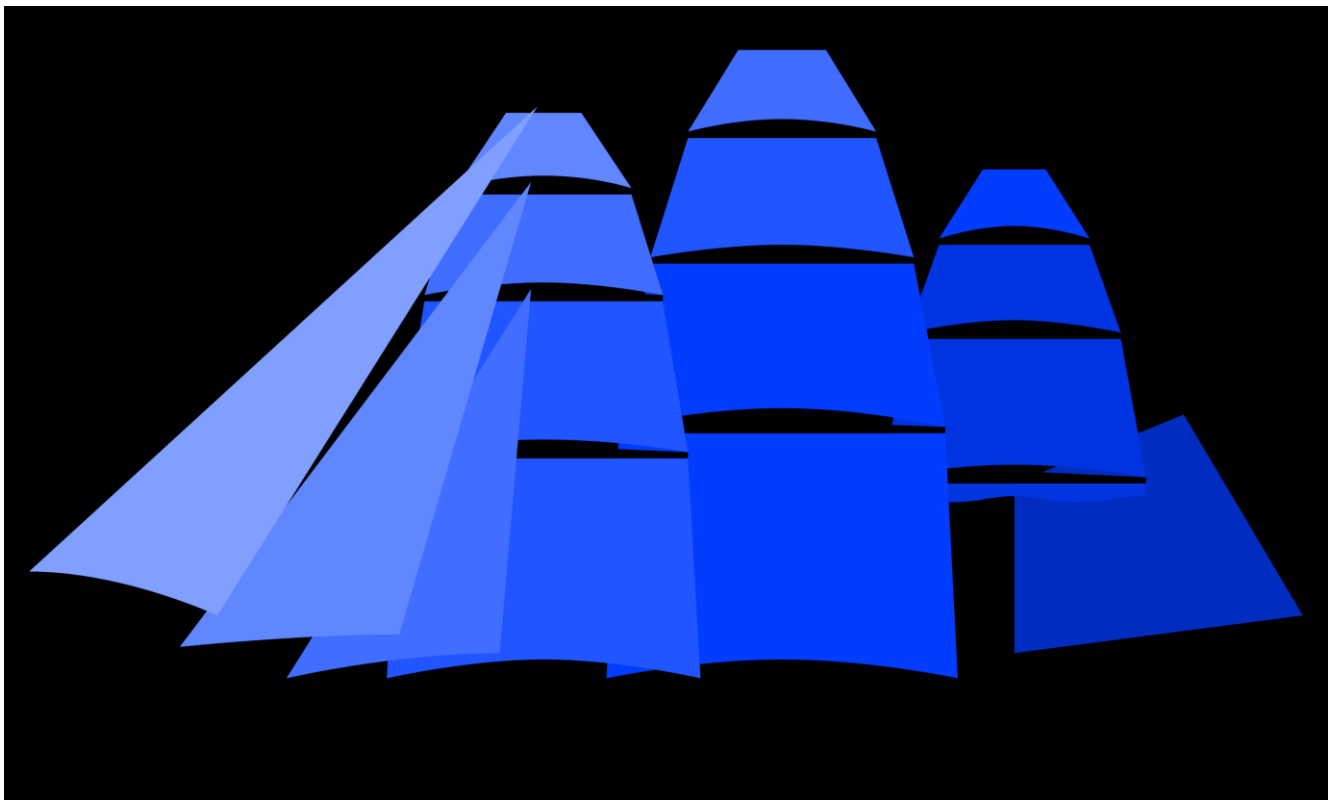


Fig . 4 Fully rigged Ship sail plan

A barque, or bark is a type of sailing vessel with three or more masts having the fore and mainmasts rigged square and only the mizzen (the aftmost mast) rigged fore and aft.

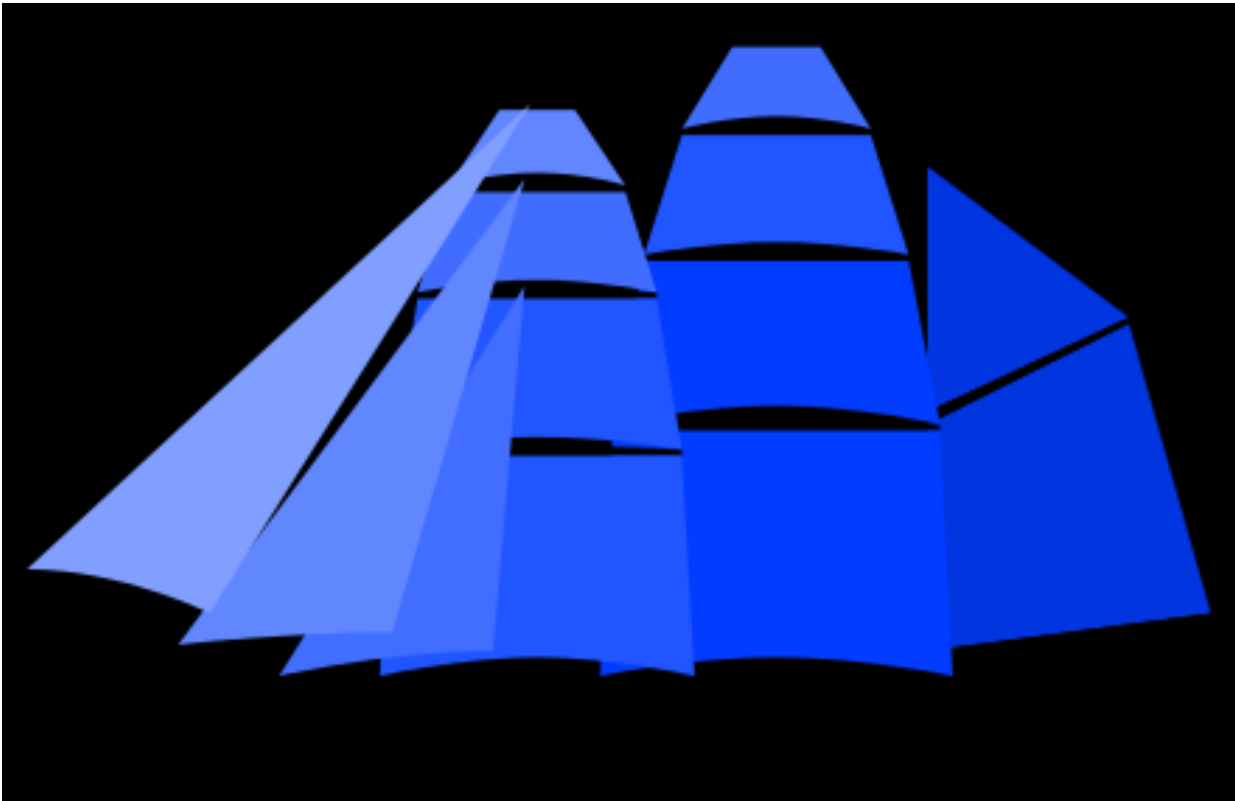


Fig. 5 Sail plan for a 3 masted Barque

The advantage of a barque over a fully rigged ship was in operating costs since it was nearly as efficient as a fully rigged ship sailing over oceans but required fewer crew. The changes required to convert to a barque are mainly rigging and sails, so not difficult to achieve.

The problem both type of sailing vessel had in common was their poor efficiency in sailing to windward, that is making progress towards the direction the wind is blowing from. To overcome the problem of vessels at the end of a long voyage to Liverpool from America, India or Africa being blown into Cardigan Bay and lost, owners later started sending steam tugs to meet vessels in the western approaches and towing them to Liverpool. The advent of steam vessels overcame this problem and few steamers were lost in Cardigan Bay.

JOHN TAGGART

Gore's Liverpool General Advertiser - Thursday 08 May 1828

Novel Launch.— A beautiful yacht, 35 tons register burthen, has been built the yard of Messrs. Taggart & Co. in Robert-street North, near to the Prince's Dock. Thursday night, after dark, she was placed upon the ways, which had been laid the street, and the workmen began , the arduous task conveying her to the river. On Friday morning they recommenced their labour, and late in afternoon, they had reached the margin the princes basin which is about 300 yards from the building-yard. Next day, the ways having been completed, and extended over the quay several yards, everything was ready for the launch, the hatches and companion having caulked down, to prevent the water getting into the hold. Three men volunteered to go on deck, and the workmen began to propel her along the way, an immense crowd of spectators watching the novel operation. As soon as the vessel in proceeding along the way, had lost the centre of gravity, she was precipitated stern first, from height ten feet, into the water of the basin, nearly the whole of the hull going under water, and the men on board receiving a complete ducking. The spectacle was highly interesting, and gratified multitude of spectators who lined the quays of the basin. The vessel named the Willing Maid, and is intended for the Yacht Club, now forming on the Mersey.

In 1831 John Taggart of Liverpool bought land in Ramsey, Isle of Man and opened a shipyard. It was operated until the around the end of the century." It was the shipbuilding yard that really converted the town [Ramsey] into a busy and thriving centre." By the early 1850's it was employing hundreds of men in the town. In 1863 the shipyard built 'Euterpe', now known as 'Star of India' a full-rigged iron windjammer ship. This ship is now a seaworthy museum ship home-ported at the Maritime Museum of San Diego, in California. She is the oldest ship still sailing regularly and also the oldest iron-hulled merchant ship still floating.

Gore's Liverpool General Advertiser - Thursday 28 July 1831

Liverpool July 18, 1831. The partnership heretofore subsisting and between John Taggart and William Ginn, shipwrights and boatbuilders blacksmiths, and cart and horse owners at Liverpool, under the firm of John Taggart and John Taggart and Co, is this day dissolved by mutual consent.—All accounts and debts will be received and paid at their counting house Robert street North, by John Taggart As witnessed by our hands JOHN TAGGART. WILLIAM GINN.

The London Gazette Page 78

Notice is hear by given, that the Co-partnership heretofore subsisting between the undersigned, John Taggart, Charles Humberston, and Samuel Frodsham, carrying on business at Liverpool, in the county of Lancashire, and at Ramsey in the Isle of Man, as shipwrights, ship-owners, Boat-builders, Timber dealers and Teamsters, under the firm of John Taggart and Company, was this day dissolved by mutual consent, so far as concerns the undersigned John Taggart, who retires from the Partnership. – dated 31st day of December 1836.

Charles Humberston,
Samuel Frodsham,
John Taggart,

Gore's Liverpool General Advertiser - Thursday 07 September 1837

The Creditors who have proved their debts under a fiat in bankruptcy, awarded and issued forth against Charles Humberston and Samuel Frodsham, Liverpool, in the county Lancaster, commission merchants, dealers, and chapmen, and carrying on business at Ramsey, in the Isle Man, ship-builders, under the firm Charles Humberston and Company, are requested meet the assignees of the said bankrupts estate and effects, on Wednesday, the 13th day of September instant, eleven o'clock in the forenoon, at the office of Mr. Robert Frodsham, solicitor, in King-street, in Liverpool aforesaid, to assent to, or dissent from, the said assignees selling and disposing of, either by public auction or private treaty, valuation or valuations, or otherwise and either for ready money, credit, and with or without security, certain land, with the house, sheds, and other buildings thereon erected, with the stock in trade, implements, unfinished vessels, and frames or models of vessels, now being on the premises, Ramsey foresaid which the said bankrupts carried on their said business as ship-builders aforesaid, or the said assignees carrying on and conducting the same business, and completing the vessels now unfinished on the said premises, for the benefit the said bankrupts estate, and competent persons for working the same, and for the period may be agreed upon at the said meeting; and also to assent to or dissent from the said assignees taking proceedings at law, or in equity, to recover possession of estate and effects of the said bankrupts in the Isle Man aforesaid; or the said assignees submitting to arbitration, or otherwise settling, compounding or adjusting any dispute which may arise between the said assignees and the creditors of the said bankrupts, resident in the Isle Man, or elsewhere, who may have taken proceedings to attach the estate and effects of the said bankrupts in the Isle of Man aforesaid ; and also to assent to dissent

from the said assignees proceeding in law or in equity, either in England or elsewhere, against John Taggart, late partner the said bankrupts, for the recovery of property now or late in his possession, belonging to or alleged to be belonging to, the said bankrupts estate, to recover damages from the said John Taggart for the breach certain covenants contained in certain indenture deed dissolution, dated the 31st day of December last, and made between the said John Taggart of the one part, and the said bankrupts of the other part; and also assent to or dissent from the said assignees paying in full, compounding with, or otherwise resisting the claims of certain persons in the Isle Man, alleging themselves to creditors of the said bankrupts, who have taken proceedings in the said island against, and who have attached therein, the property of the said bankrupts; and also to assent to or dissent from the said assignees taking proceedings in law or in equity against Edmund Molyneux, Esquire, to recover certain freights received by him, and also certain goods shipped on board vessels belonging to the said bankrupts, or to recover compensation in damages for the obstruction offered by the said Edmund Molyneux, Esquire, his partners, servants or agents. In respect of the said freight, and for the detention of the said vessel in consequence thereof, or otherwise compounding, submitting to arbitration, or otherwise agreeing anything in relation thereto; also to assent to or dissent from the said assignees selling and disposing to the said bankrupts, or either of them, or any other persons whomever, either by public auction or private contract, at valuation or valuations, either for ready money, or credit, all or any part or parts of the ships vessels, merchandise, household furniture, debts, and personal estate and effects whatsoever of them, said bankrupts, any estate, right, or interest, which they, or either them, may have and to any personal estate and effects, at such time or times and when or where, and in such other manner they shall think expedient; also to assent to or dissent from the said assignees employing the said bankrupts, either them, appointing any person or persons they may think proper, to collect the debts, and arrange and settle any other estate or affairs of the said bankrupts, and allowing the person or persons so to be employed appointed such compensation for the they shall think reasonable; also assent to dissent from the said assignees commencing, or defending any action or actions, suit or suits, at law or in equity, in relation to the several matters aforesaid, and for the recovery and protection of all or any part the estate and effects of the said bankrupts; and also to assent to or dissent from the said assignees compounding, compromising, submitting arbitration otherwise arranging and settling any matter, cause, thing before settled, or in anywise relation to the separate effects of the said bankrupts; and particularly to their paying in full the salaries if clerks, servants, foremen, workmen, apprentices, and others, in employ or otherwise; and also to ratify, confirm, approve, allow the acts, proceedings, and payments which have already been adjourned and made by the provisional assignee and the said assignees further as to the payment and

further employment of an accountant, in investigating and collecting, and getting in the estate and effects of the said bankrupts, and of the winding up of same, on any other special affairs.

JOHN PEACOCK, Assignees.

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ROBT. FRODSHAW

Gore's Liverpool General Advertiser - Thursday 23 March 1848

TO SHIPBUILDERS AND OTHERS.

IMPORTANT SALE OF VALUABLE FREEHOLD PROPERTY THE ISLE OF MAN.

Wednesday next, the instant, at one o'clock, at the office of Messrs. Tonge, Curry and Co. if not previously disposed of by Private Contract, of which due notice will, given:

SHIPBUILDING YARD. Ramsey. Isle of Man, the property of Mr. John Taggart, Shipbuilder, containing about 8000 square yards of Land. Together with the BRIG, now on the stocks in said yard, nearly in frame. Length of keel 82 feet, breadth of beam 22 feet moulded, with lower masts, tops, bowsprit, topmasts and lower yards; with a quantity TIMBER said premises. This Property, which lies north of the shipbuilding yard of T. C Gibson. Esq. could, at trifling expense, be converted into a steam boiler yard or is suitable for the erection of a gentleman's house as immediately in front large lake of water in which a yacht may be kept. Also, that Parcel of LAND, of about 3000 square yards, lying west of T. C. Gibson, Esq.'s Ship Yard, and adjoining Ramsey river, being very valuable for building purposes, and for which a clear title can be given.—For further particulars apply to Messrs. Christian and Wilkinson, 11, King-street, or to TONGE, CURRY and Co. Brokers. Derby-buildings.

SEAMEN AND THE LAW: AN EXAMINATION OF THE IMPACT OF LEGISLATION ON THE BRITISH MERCHANT SEAMAN'S LOT, 1588-1918 Conrad Hepworth Dixon

The legal provision in respect of seamen was of three types Admiralty-inspired, trade-enhancing and reformist – with the first two categories predominating. The Admiralty consistently attempted to treat merchant seamen as a secondary source of manpower down to the end of the nineteenth-century, while trade interests sought to have the men subject to strict disciplinary requirements and subscribe to a state-supervised contract of employment that stabilised variable costs. Unions were unable to influence the legislative process to any great extent because they had little real power until the large steam vessel provided a

background to employment similar to that in large units of enterprise ashore, while the Board of Trade was dominated by anti-interventionists until 1890 and only slowly moved in support of the reformers.

Conditions for seamen were primitive, and W.S. Lindsay, who was at sea in a 420-ton timber and sugar carrier in 1834, has left the following pen-picture of his life on board. It is a long quotation, but valuable for its completeness. The cook, ten seamen and three apprentices had their abode in the forecastle. This place, which was in the 'tween decks at the extremity of the bow, may have been about twenty-one feet in width at the after or widest part, tapering gradually away to a narrow point at the stem. The length in midships was somewhere about twenty feet, but much less as the sides of the vessel were approached. The height was five feet from deck to beam, or about five feet nine inches from deck to deck; the only approach to it being through a scuttle or hole in the main deck, about two and a half feet square. Beyond this hole there was no means of obtaining either ventilation or light, and in bad weather, when the sea washed over the deck, the crew had to do as best they could without either, or receive the air mixed with spray, and sometimes accompanied by the almost unbroken crest of a wave, which in defiance to all tarpaulin guards, too frequently found its way through the scuttle. Here fourteen persons slept in hammocks suspended from the beams and had their daily food. There was no room for tables, chairs or stools so the tops of their sea chests in which they kept their clothes and all their worldly possessions were substituted for those useful and necessary household articles. ... At all times it was a foul some and suffocating abode, and in bad weather the water and filth which washed about the desk and among the chests and casks created the most intolerable and loathsome stench. Here, however, these fourteen sailors and apprentices slept, washed, dressed and had their food, except in fine weather, when they took their meals on deck, their food consisting almost entirely of inferior salted pork or beef, which was sometimes as hard and unpalatable as the kids in which it was served, and brown biscuits, too often mouldy and full of maggots. There were no sanitary arrangements for seamen in this period, and the 'heads' in the bows of vessels were a sea-washed area beneath the bowsprit without privacy or comfort.

In general, the provision of protective clothing, bedding and food was not regulated in any way by government, although there was a single exception in the case of lascars - Indian seamen recruited initially for local service in what were termed 'country ships'.

In general, as late as 1838, the powers of a ships' master were held to be akin to those of a despot, while the right to administer corporal punishment to maintain discipline was upheld in *Lamb v. Burnett* in 1831. However, some limit on arbitrary power over subordinates must always be desirable, and in *Aitken v Bedwell* in

1827 a master and mate who ill-treated a sick seamen and hastened his death were convicted of manslaughter. The bare recital of the facts conceals rather than reveals the true import of these cases, for while they may seem to contradict each other a closer scrutiny removes doubt. In *Lamb v. Burnett*, a seaman who interfered when a shipmate was being flogged was himself beaten, and his suit for assault was dismissed because discipline had been threatened by reason of his interference. In the case of *Aitken v. Bedwell* discipline was not a strong factor because the sick man could not, rather than would not, obey and the action of the officers was mere brutality. Disciplinary requirements were paramount, but the Courts rejected tyranny

Sustained public and Board of Trade interest in the lot of merchant seamen can be dated from 1832 when *The Nautical Magazine* began to reproduce data on the number and frequency of shipwrecks. This publication was not presenting new information but information in a new form, for the distinctive feature was that the wreck list that appeared monthly between March and December 1832 gave a consecutive number to each loss. When the December issue showed that 404 British ships had been lost in ten months it became apparent to the reading public that losses were disproportionately heavy - particularly as *The Nautical Magazine* followed the practice of printing the table of wrecks adjacent to a table of new constructions, and the latter was always smaller than the former.

An article in the *Edinburgh Review* gave further publicity to the problem, and when marine losses showed no sign of falling there was a call for a Select Committee enquiry on the subject. The evidence given before the Committee was, to say the least, sensational, and the ensuing report extremely comprehensive. Henry Woodruffe, secretary of the South Shields branch of the Seamen's Loyal Standard Association, said that one in four of all Tyne colliers had been lost in the preceding four years, and he blamed poor construction, overloading, the ineptitude of the numerous part-owners of vessels and the inexperience of some masters for these losses. He cited the case of a butcher's assistant sent as master of an Archangel bound ship, and the case of the *Nathaniel Graham* which was so poorly constructed that her cargo had to be jettisoned on the maiden voyage. This ship could not be caulked, and it later foundered with the loss of forty-one lives. George Coleman, a teacher of navigation, gave evidence that the 279-ton ship *Headleys* on the Belfast-Quebec run had been commanded by a fourteen-year old boy, while another witness testified that a warehouse porter had been selected by owners to command a sea-going ship. A naval officer, Captain Edward Brenton, quoted an instance of a ship's master who asked for a man to be sent aboard to take an observation of the sun, there being no competent navigator in the crew. Captain Brenton asked why this was so, and received the brusque reply 'you can have no profit if you do

not run risks'. The Select Committee's principal conclusion was that although the number of person drowned at sea was about the same in 1833-35 as in 1816-18, the number of shipwrecks in which all hands had been drowned had risen from forty-nine to eighty-one. Marine disasters, it seemed, were more complete in the 1830s, and the cost to the nation was estimated to be 1,000 lives and £3m a year.

Captain Edward Brenton thought that 95% of all punishments awarded at sea arose from drunkenness, and believed that a third of all merchant ship crews were 'disabled' by drink. The docking master at Liverpool had formed the opinion that nine tenths of all shipping losses were due directly or indirectly to intemperance while John Pym, a shipping agent, testified that many seamen were brought to their ships in carts on sailing day, being too drunk to walk. Frequently, so many outward-bound seamen were paralytic through drink that it was a common practice for a scratch crew of riggers to take a ship out and anchor her while the crew sobered up.

The case against the insurance of unsurveyed ships had been put convincingly by James Ballingall, a surveyor, to the Select Committee, and in 1837 he made his points again in a contribution printed in *The Nautical Magazine*. They were three in number, First, that although 100,000 tons of shipping had been lost in the last quarter of 1833 neither the underwriters nor the owners were out of pocket because the loss was passed on to the public. Second, that in many cases merchant ships were built so that they might speedily be lost and provide a quick profit. Third, that abuse of the marine insurance classification system accounted for three-quarters of all shipwrecks.

The 1836 Report of the Select Committee on Shipwrecks did not give rise to legislation immediately: in this chapter the point that first requires emphasis is that the instant reaction of Parliament and public to the recommendations made in the Report of the Select Committee on Shipwrecks of Timber Ships in 1839 has a one-word explanation - cannibalism.. That a thousand men should drown was not particularly remarkable, but that one of God's creations should be so reduced by hunger as to eat another stirred the early Victorians to swift action.

The background information that led to both the 1836 Select Committee on Shipwrecks and the 1839 Select Committee on Shipwrecks of Timber Ships was of the same type: the results were markedly different. Alexander Becher, the energetic editor of *The Nautical Magazine*, had continued to give publicity to losses at sea in the late 1830s, and in 1838 published an account of the wreck of the timber ship *Caledonia* the previous year. Ships in the North and Central American timber trade tended to sail in waters not used by other vessels, and one result was that if they became waterlogged so that the crew had to take shelter in the rigging it might be weeks or months before help came, and much

suffering ensued. Becher gave the story of cannibalism in the Caledonia restrained treatment, but the eyewitness account of the wreck of the Whitby ship Earl of Moira printed in the Commercial Gazette for January 1839, and later reproduced in the 1839 Report, was most explicit. The relevant extract reads:

I am sorry to have to report a most melancholy spectacle I witnessed on board the Earl Moira of Whitby, timber laden; we fell in with this vessel in lat. 45 deg. north, and longitude 21 deg. 54 mins west on the 19th of this month, water-logged and with only one mast standing; although there was a considerable sea at the time, we managed to get a boat alongside of her, and ongoing on board of her, found four men quite dead in a sail which they had hung up under the maintop to shelter themselves from the weather, Besides these, there was part of another cut up in pieces, and hung up just like meat in a butcher's stall. No doubt these poor fellows must have undergone the extremity of hunger before they were reduced to a necessity so revolting as to devour a fellow creature The story was later confirmed by the master of the Sarah who told George Charles Smith, the secretary of the British and Foreign Seamen and Soldier's Friend Society, that he had sighted the Earl of Moira on the 30 November 1838 when there were eight persons alive in the maintop; but the most horrible sight was one swinging and hung by the neck evidently as food for the rest. He had black whiskers, and his intestines had been taken out, and a piece of the shoulder was cut off. The crew of the Sarah had been unable to get alongside to rescue these survivors, and two of the eight had been drowned before their horrified gaze as they tried to swim to safety.

The first regulation in respect of drinking water dates from 1844 when, consequent on the cholera scare of the previous year, a hasty addition to the 1844 Act gave crew members the right to ask for a survey of drinking water, food or medicine. This right was exercised by complaint to a Consul or a Controller of Customs, but there had to be at least three complainants in the crew. This problem for ship owners was solved by an act a short time later giving the power to fine seamen a weeks wages for frivolous complaints.

7.0 Analysis

The Cestrian was described as a ship until in 1847, the Cestrian then starts being described as a barque, instead of a ship by observers sighting her. This change was confirmed when she was wrecked by all the reports describing her as a barque. This change appears to be the new owners updating her and reducing their operating costs as a barque requires a smaller crew.

In March 1848 Cestrian left Liverpool for Africa with Dyson as the master and was damaged, putting into Falmouth for repairs. When she sailed again the master was Armstrong, the reason for the change of master is not apparent, except the owners may have been unhappy with the circumstances leading to the damage.

The vessels put up for sale in November 1840, including the Cestrian, after the death of John Bibby earlier that year appear to be his sons updating the company and the ships it owned.

The newspaper report in the Liverpool Mail of 20th January 1849 describes the Cestrian beating about in Cardigan Bay the day previous to her grounding on the causeway displaying a distress flag but due to the weather no help could be sent. She was seen near Aberdovey which is south of the causeway and near a shorter reef extending from the coast called Sarn Bwch. This is describing a sailing vessel blown into the bay in the gale but unable to make progress to escape the bay towards the wind. The description of the damage to Cestrian indicates she was sailing, not hove too when she struck and the captain either was unable to avoid or mistook his position before the vessel ran aground. St Patricks causeway (Sarn Badrig) extends south-westwards under the sea from Mochras Point, near Harlech, parallel to the Llŷn Peninsula for a length of about 12 miles, and dries out at low tide. It is now protected by a buoy at its western end which is 13 nautical miles from the coast, indicating the safe area of water beyond the end of the causeway.

I had not previously considered the role poor navigation played in ship wrecks unless it was specifically mentioned in reports. The Cestrian was certainly blown by a gale into Cardigan Bay and prevented by the gale from leaving before she was wrecked but the real reason for her being in that position may have been the failure of the master to act early enough to prevent her entering the bay due to poor navigation. It would have been difficult to fix her position because of the weather preventing the use of the sextant but the use of a lead line to test the depth and the type of seabed would have indicated when the vessel started to

enter the bay. The proper action at that stage may have prevented her loss, whereas waiting until land was sighted in the bay was too late.

The increase in the price of palm oil in Liverpool after news of her loss reached there illustrates the effect information had on the buyers of palm oil who must have been expecting her arrival with 400 tons of oil and planning purchases to avoid paying a higher price.

W. A. and G. Maxwell were one of the large companies importing palm oil from Africa after the abolition of slavery but they were founded in 1808 and there is no evidence of their involvement in slavery, although they had some involvement in the tobacco trade which was produced by slaves in the USA. Some of their papers from about 1811 survive and are in the Liverpool archives, a voyage by one of their vessels to Africa is quoted as costing £4000 and producing £9000 after the sale of cargo. An illustration of how profitable this trade was to the few owners involved before the advent of steam ships. Bibby and company are similar in being founded in 1807 with documents from that date surviving in the Liverpool archives.

The death of John Bibby in 1840 is variously described as murder, suspicious or unexplained, the evidence that survives via newspaper reports focus on his missing watch as evidence that it was murder in the course of robbing him. The post mortem at the time provided little evidence to support this with only some minor bruising being unexplained. He was certainly under the influence of alcohol and had previously been found wandering by the Police and helped home. It is impossible to come to a conclusion after all these years of the reason for his death but murder looks a less likely explanation.

The British Newspaper Archives produced almost all the reports of the voyages Cestrian undertook, the details of its mishaps and final loss. The Welsh newspapers on line produced a report concerning its loss, but since it only sailed past Wales until its loss that is to be expected. Google searches provided the information concerning her owners. The Cestrian was listed in LR for a short time without details so it appears she was not subject to survey. She was surveyed when W A & G Maxwell purchased her and appeared for a short time until she is marked refused survey and the classification deleted.

The imprisonment of three members of the crew in the house of correction with hard labour was described as the first time the act had been used at Milford in the newspaper report. This is probably because it was used by the coasting trade and long distance vessels rarely put in there. The three must by the time it reached Milford from Liverpool have decided a period of imprisonment was preferable to being on the Cestrian with the master and mate. The captain had

complete authority for the discipline on the vessel including flogging and other forms of corporal punishment. The part of the thesis by Conrad Dixon I have included show the conditions of seamen were not a consideration to owners. It was 1845 until examinations for masters were held, and they were voluntary and when this did not work they became compulsory, but existing masters were not required to pass the examination. The overloading of vessels was not addressed except for timber carrying vessels until much later in the century. The various acts of parliament passed were generally ineffective even the ones increasing the penalties for desertion to 12 weeks imprisonment. The laissez faire doctrine prevailed and the ship owners interests prevailed. The provision of a medical chest with suitable medicine was only compulsory from March 1865 when the provisions of the 1850 act were implemented. The real problem of desertion did not occur with the voyages of the Cestrian because desertion in Africa or India had no advantage. The higher wages were available in North America where it was a serious problem for ship owners and masters. The conditions of seamen were improved for a temporary period when Parliament started looking at slavery before abolition and discovered seamen lost their accommodation on the crossing to the Americas, it being filled with slaves, and died in large numbers due to malnutrition and disease.

The health of the crew was also neglected in supply of drinking water which after the cholera scare of 1844, the crew were given the right to have it inspected by a consul or Controller of customs if three of them complained. It was common to fill water casks from the river next to the vessel before a voyage and then store them on deck being washed over by seawater. The problems of storing food caused salt beef, pork, dried peas, biscuits and bread to be the stable diet, but there are accounts of the salt pork consisting of pigs heads with the iron rings still in place and the remainder made up of feet and tails with hair still on. Scurvy had been eliminated in the Royal navy by 1795 but the merchant navy still lost men to its ravages until 1867 when lime juice had to be lime juice not something made from tartaric acid or citric acid in Britain and the addition of 15% alcohol to preserve it, provided the seamen with an incentive to drink it.

The voyages of Cestrian to India and Africa would have involved seamen suffering from scurvy without lime juice as the voyages were over 100 days. No records of health or death survive and the only records on line I have seen are the family messages in the newspaper announcing the death but only for a mate and a doctor on an African voyage.

The Cestrian did not have a LR certification during her ownership by Bibby & Co and was shown in LR when she was first in use in Britain without any details. She was surveyed in 1840, Appendix , and included in the register from 1841, the survey surviving from her purchase by W A & G Maxwell in 1840. The entries end

in 1844 when the entry is marked survey refused. The Cestrian was still insured as the newspaper reports of her loss state both the vessel and the cargo were insured, so lack of certification was not a problem in obtaining insurance.

The delays in communication can be seen in 1837 when the Cestrian was reported in Liverpool on 13th July to have arrived in Bombay but actual already left on her return journey on May 6th. These reports must have relied on other ships arriving in Liverpool from Bombay to bring news, but still gave useful information to owners in Liverpool.

John Taggart left the partnership that built Cestrian soon after her launch but when they became bankrupt within a year the creditors were chasing him for money. The sale of the shipyard also describes ship yards next to it so the shipyard that is now in use again may not be on exactly the same site.

8.0 Conclusions & Recommendations

I have spent about 50 hours on this project with about 95% of that time on line.

There is no wreck site for the Cestrian she stayed on the Causeway for a short time before the action of the sea broke her up and washed her ashore with the cargo. An anchor and warp were reported as found in March the same year. Most of her cargo was recovered but some barrels broke open and the Palm oil was lost.

The way Cestrian only appeared in LR for a few years in the middle of her lifetime caused me to miss the entries that appeared until I found the survey report. I need to check every time a vessel changes ownership for entries in the future to avoid this.

The project has answered most of my questions, the crews are not recorded except the names of the three seamen sentenced to hard labour for refusing sail on the vessel from Milford in January 1845. There is appears to be insufficient details to trace the masters or the three seamen even with a subscription to a genealogy site.

The story of the Cestrian is short and lacking personal details from the online research, if the papers in the Liverpool archive's and Liverpool University have surviving details of the masters and crew and the voyages, it would become more interesting. The navigation must have been a factor in the loss of the vessel since it had been sailing off Aberdovey the day before it was in collision with the causeway. The Government had been pressed to improve the charts showing the location of St Patricks causeway in the 1830's after a number of vessels had been lost colliding with it.

There is no previous research of the Cestrian on line.

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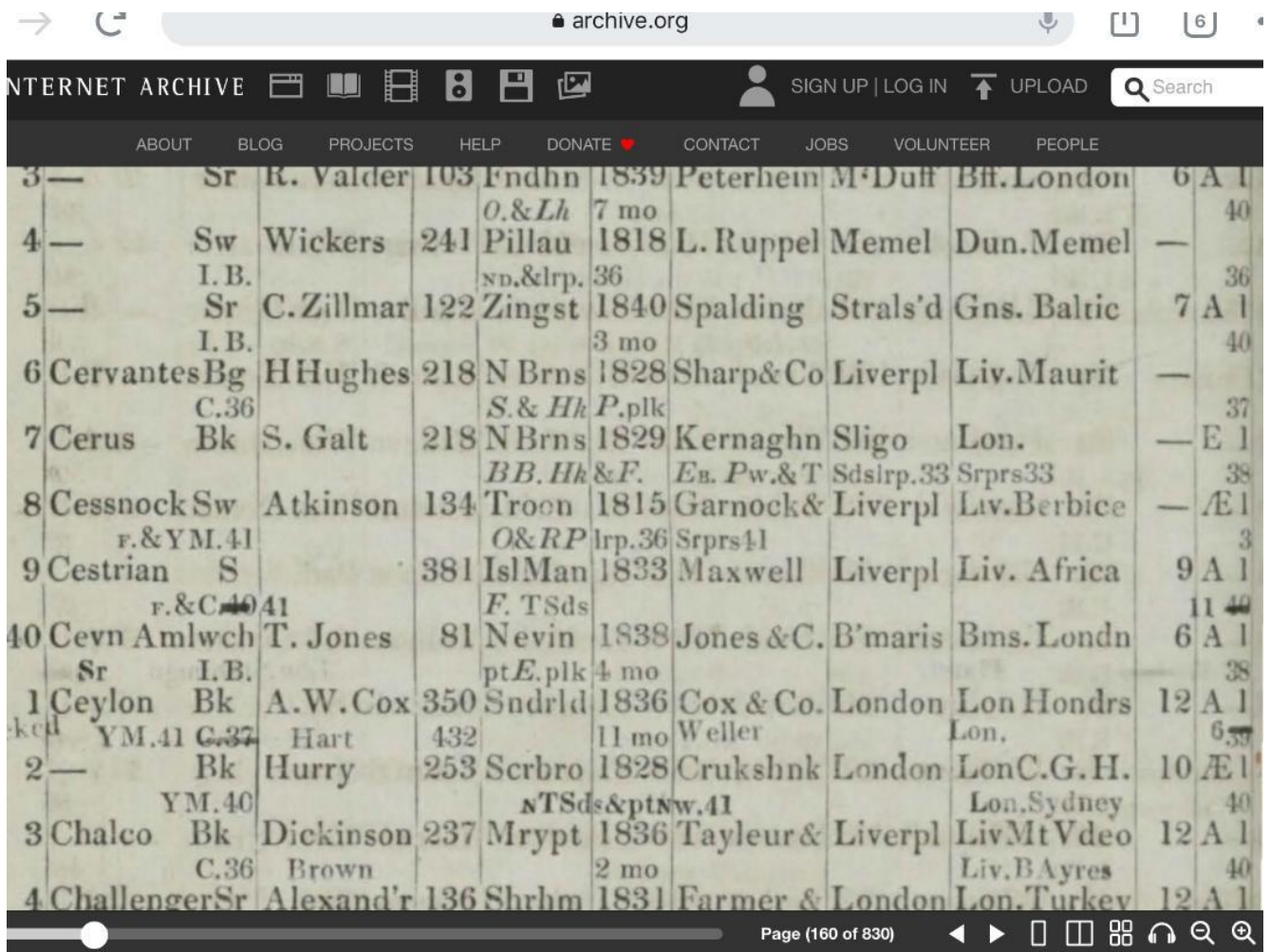
Appendices:

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

1834 LR *Cestrian* , master R Easton, 380 tons, registered at Liverpool no other - details

1835- 1837 no change

1838 no entry



1841 No.9 *Cestrian*, Ship, 381 tons, built in the Isle of Man in 1833, owner Maxwell, registered in Liverpool sailing Liverpool to Africa, surveyed in 1840 and November 1841, classified A1 for 9 years, felt & copper sheathed in 1841, Fir topsides, no master shown.

1842 no change

1843 new survey in December classification now AE1

1844 master now Douglas, marked refused survey and classification deleted.

1845- 49 no entry

Appendix B – The Timeline for the *Cestrian*

1834

May 23 1834 Liverpool entered for loading *Cestrian* for Bombay, J Bibby & Co

June 10 1834 Liverpool sailed *Cestrian* Kellock for Bombay

October 8 1834 Bombay arrived *Cestrian* Kellock from Liverpool

November 14 1834 Bombay sailed *Cestrian* Kellock for Calcutta

December 27 1834 Calcutta arrived *Cestrian*, Kellock from Bombay

1835

March 14 1835 Calcutta sailed *Cestrian* for Liverpool

June 12 1835 St Helena arrived *Cestrian* Kellock from Calcutta

June 14 1835 St Helena sailed *Cestrian* Kellock for Liverpool

August 12 1835 Spoken to *Cestrian* Kellock for Liverpool at Lat 50 50 Long 7.0

August 16 1835 Liverpool arrived *Cestrian* from Calcutta, Bengal

September 28 1835 Liverpool cleared outwards *Cestrian* Kellock for Bombay

October 2 1835 Liverpool sailed *Cestrian* Kellock for Bombay went aground and
- put back

October 3 1835 Liverpool sailed *Cestrian* Kellock for Bombay

1836

February 14 1836 Bombay arrived *Cestrian* Kellock from Liverpool

March 29 1836 Bombay loading *Cestrian*, Kellock

April 8 1836 Bombay sailed *Cestrian* Kellock for Liverpool

September 4 1836 Liverpool arrived *Cestrian* from Bombay

October 30 1836 Liverpool sailed *Cestrian* Kellock for Bombay

November 16 1836 Spoken to *Cestrian* for Bombay at Lat 45 Long 11

December 10 1836 Spoken to Cestrian for Bombay at Lat 27 Long 25

1837

March 4 1837 Bombay vessels in the Harbour Cestrian

March 18 1837 Bombay vessels in the Harbour Cestrian

April 5 1837 Bombay loading Cestrian, Kellock for Liverpool

April 15 1837 Bombay expected to sail May 1st for Liverpool via St Helena -
- Cestrian, Killock

May 1 1837 Bombay expected to sail & loading Cestrian for Liverpool

May 6 1837 Bombay sailed Cestrian for Liverpool

May 21 1837 Spoken to Cestrian for Liverpool at Lat 3.30S Long 83.30E

July 13 1837 Reported at Bombay Cestrian, Killock from Liverpool

July 19 1837 St Helena arrived Cestrian, Kellock from Bombay

July 31 1837 Spoken to Cestrian for Liverpool at Lat 5N Long 23W

September 6 1837 Liverpool arrived Cestrian, Kellock from Bombay

September 23 1837 Liverpool entered for loading Cestrian Kellock for Bombay

November 9 1837 Liverpool sailed Cestrian Kellock for Bombay

1838

March 22 1838 Bombay arrived Cestrian Kellock from Liverpool

March 29 1838 Bombay loading Cestrian, Kellock for Liverpool

May 19 1838 Bombay sailed Cestrian Kellock for Liverpool

July 24 1838 St Helena arrived Cestrian, Kellock from Bombay for Liverpool

July 26 1838 St Helena sailed Cestrian, Kellock from Bombay for Liverpool

September 13 1838 Liverpool arrived Cestrian, Kellock from Bombay

October 9 1838 Liverpool entered for loading Cestrian 381 Armstrong for
- Bombay J. Bibby

December 5 1838 Liverpool cleared Cestrian, Armstrong for Bombay

December 6 1838 Liverpool sailed Cestrian, Armstrong for Bombay

1839

January 23 1839 Spoken to Cestrian for Bombay at Lat 20S Long 26W

April 29 1839 Bombay arrived Cestrian, Armstrong from Liverpool

June 2 1839 Bombay sailed Cestrian, Armstrong for Ceylon

June 12 1839 Ceylon arrived Cestrian, Armstrong from Bombay

June 17 1839 Ceylon sailed Cestrian, Armstrong for Tutorcorin

July 19 1839 Ceylon arrived Cestrian, Armstrong from Tutorcorin

July 22 1839 Columbo, Ceylon sailed Cestrian, Armstrong for Liverpool

September 14 1839 St Helena arrived Cestrian, Armstrong from Ceylon

September 14 1839 St Helena sailed Cestrian, Armstrong for Liverpool

November 11 1839 Liverpool arrived Cestrian, Armstrong from Bombay

w/e November 29 1839 Liverpool entered for loading Cestrian 331, T Armstrong
- for Bombay, R Ashton

December 28 1839 Liverpool sailed Cestrian , Armstrong for Bombay

1840

January 10 1840 Spoken to Cestrian for Bombay at Lat 41 30 Long 14 30

May 15 1840 Bombay arrived Cestrian, Armstrong from Liverpool

July 6 1840 Bombay sailed Cestrian, Armstrong for Liverpool

November 3 1840 Liverpool arrived Cestrian, Armstrong from Bombay

December 14 1840 Liverpool entered for loading Cestrian 331, T Armstrong
- for Africa W A & G Maxwell

1841

January 21 1841 Liverpool entered for loading Cestrian, Barker for Africa

January 25 1841 Liverpool sailed Cestrian, Barker for Africa

June 14 1841 Reported Bonny arrived Cestrian, Barker from Liverpool

October 13 1841 Liverpool arrived Cestrian, Clegg from Africa

November 26 1841 Liverpool entered for loading Cestrian for Africa

-

W A & G Maxwell

1842

January 14 1842 Liverpool sailed Cestrian, Williams for Africa

January 20 1842 Spoken to Cestrian off Cape Clear

June 28 1842 Reported at Bonny Cestrian, Williams from Liverpool

October 5 1842 Bonny sailed Cestrian, Williams for Fernando Po

October 13 1842 Fernando Po sailed Cestrian, Williams for Liverpool

December 30 1842 Liverpool arrived Cestrian, Williams from Africa

1843

February 2 1843 Liverpool entered for loading Cestrian for Africa

April 30 1843 Cleared outwards Bonny Cestrian, Douglas for Africa

March 1 1843 Liverpool sailed Cestrian, Douglas for Africa

July 25 1843 Reported at Bonny Cestrian, Douglas from Liverpool

August 13 1843 Bonny sailed Cestrian, Douglas for Liverpool

October 7 1843 Spoken to Cestrian at Lat 24 Long 35

November 8 1843 Off Liverpool arrived Cestrian, Douglas from Africa

December 6 1843 Liverpool entered for loading Cestrian for Africa

1844

January 11 1844 Liverpool sailed Cestrian, Douglas for Africa

June 10 1844 reported at Bonny Cestrian, Douglas from Liverpool

July 1 1844 Bonny sailed Cestrian, Douglas for Liverpool

August 10 1844 Spoken to Cestrian at Lat 13 Long 25 Bonny for Liverpool

August 25 1844 Spoken to Cestrian at Lat 28 Long 36 Bonny for Liverpool

October 1 1844 Liverpool arrived Cestrian, Douglas from Africa – palm oil

October 25 1844 Liverpool entered for loading Cestrian 380 for Africa

-

W A & G Maxwell & Co

1845

January 2 1845 Liverpool cleared Cestrian, Douglas for Africa

January 12 1845 Liverpool sailed Cestrian, Douglas for Africa

January 20 1845 Milford put in Cestrian, Douglas for Africa - windbound

January 29 1845 Milford sailed Cestrian, Douglas for Africa from Liverpool

May 9 1845 arrived by, at Bonny Cestrian, Douglas from Liverpool

July 20 1845 Spoken to Cestrian at Lat 1N Long 21W for Liverpool

September 24 1845 Off Liverpool Cestrian ship from Africa

September 25 1845 Liverpool arrived Cestrian, Douglas from Bonny

October 15 1845 Liverpool entered for loading Cestrian 380 for Africa

-

W A & G Maxwell & Co

November 7 1845 Liverpool cleared Cestrian for Africa

November 11 1845 Liverpool sailed Cestrian, Williams for Africa

1846

March 31 1846 Reported off Grand Sestros, Liberia

May 20 1846 Reported at Old Calibar arrived Cestrian, Williams from Liverpool

October 1846 At Fernando Po Cestrian, Williams from Liverpool

1847

January 20 1847 Off Liverpool a barque supposed to be the Cestrian from Africa

January 22 1847 Liverpool arrived Cestrian, Williams from Old Calibar – Palm Oil

w/e February 27 1847 Liverpool entered for loading Cestrian 380 for Africa

- W A & G Maxwell & Co

February 25 1847 Liverpool cleared outwards Cestrian for Africa

March 27 1847 Liverpool sailed Cestrian, Dyson for Africa

May 5 1847 Off Cape Palmas Cestrian from Liverpool

August 28 1847 Reported at Bonny Cestrian from Liverpool

October 20 1847 Spoken to Barque Cestrian at Lat 21 47N Long 30 10W

October 30 1847 Spoken to Cestrian at Lat 22N Long 30W Bonny to Liverpool

November 8 1847 Spoken to Cestrian at Lat 28 Long 33

November 28 1847 Liverpool arrived Cestrian, Dyson from Bonny

1848

January 20 1848 Liverpool entered for loading Cestrian for Africa

February 10 1848 Liverpool cleared outwards Cestrian for Africa

February 17 1848 Liverpool sailed Cestrian, Dyson for Africa

March 1 1848 Falmouth arrived Cestrian, Dyson from Liverpool for Bonny

- damaged

March 24 1848 Falmouth sailed Cestrian, Armstrong for Bonny

April 2 1848 Spoken to Cestrian at Lat 41N Long 15W

April 20 1848 Spoken to Cestrian at Lat 6N Long 14W

August 23 1848 Reported at Bonny Cestrian, Dyson from Liverpool

1849

January 10 1849 St Patricks causeway wrecked Cestrian, Armstrong from Bonny

- for Liverpool

Appendix C Explanation of Cargo's carried

Asafoetida is a gum from a variety of giant fennel, which naturally has a strong and pungent smell, rather like rotting garlic (as in foetid). It's a very useful spice for those who can't or won't eat onion or garlic, as it adds a similar depth and savouriness to food.

Tincture of **Colombo** – this medicine comes from an East African plant *Coccolus palmatus* (also known as *Jateorhiza palmatus*) and was used as a tonic medicine for those who were run-down.

Frael = 20lbs(pounds) 6ozs(ounces) 6 drams or 9.3 Kilograms

Gambier gum, The extracts are used alone to confer rather soft leathers, with a fine touch and a reddish brown colour. These extracts are used for chrome re-tanning of cow hides and calf skins. They are also used as dispersants in dye.

Ammoniacum, or **gum ammoniac**, is a gum-resin exuded from the stem of the perennial herb *Dorema ammoniacum* of the umbel family used as a medicine.

Gum benjamin, a generic term for frankincense-type incense.

Gum copal is a resin produced by the sap of forest tree in the genus *Daniellia*. Due to common impurities and differences in regions, gum copal ranges in colour from black to yellow to white. Gum copal, along with ivory and slaves, was a significant export from East Africa in the nineteenth century. By the 18th century, Europeans found it to be a valuable ingredient in making a good wood varnish. It became widely used in the manufacture of furniture and carriages.

Galbanum is an aromatic gum resin and a product of certain umbelliferous Persian plant species used in medicines

Lac Dye, Natural red dye from Lac Insect Dye yield is similar to Cochineal - reds, burgundys, deep purples, scarlets and crimsons.

Myrrh is a natural gum or resin extracted from a number of small, thorny tree species of the genus *Commiphora*. Myrrh resin has been used throughout history as a perfume, incense and medicine.

Saltpetre, the uses of potassium nitrate are in fertilizers, rocket propellants and fireworks. It is one of the major constituents of gunpowder, in preserving meats,

Sapan Wood has many uses. It has antibacterial and anticoagulant properties. It also produces a valuable reddish dye called brazilin, used for dyeing fabric as well as making red paints and inks

Shooks – casks carried in parts for assembly by a cooper and filled with palm oil.

Thoothukudi also known as **Tuticorin**, is a port city in Indian state of Tamil Nadu.



Fig. 6 The Niger delta



Fig. 7 Location in Africa of the Niger Delta

Appendix D Lloyds Survey report 1840

No. 3118 Survey held at Liverpool Date 14 Dec 1840
 on the Ship Cast. Iron Cast. Iron Master not appointed
 Tonnage 301 Built at Sale of Man When built 1833
 By whom built Jaggut Owners W. A. & G. Macaulay & Co
 Port belonging to Liverpool Destined Voyage Spain
 If Surveyed Afloat or in Dry Dock

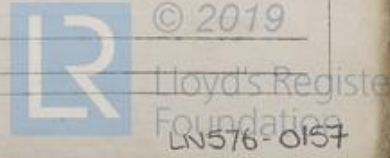
Length aloft	101	Extreme Breadth	27	Depth of Hold	17
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Scantlings of Timber.			Thickness of Plank.			
Timber and Space	Feet	Inches	Outside.	Inches	Inside.	Inches
Floors	1	Moulded	Keel to Bilge	3	Foot Waling	4
1 st Foothooks	11	"	Bilge Planks	4	Bilge Planks	4
2 ^d Ditto	"	"	Bilge to Wales	3	Ceiling in Flat	3
3 ^d Ditto	"	"	Wales	4	Ditto Bilge to Clamp	3
Top Timbers	8	"	Topsides	2	Hold Beam Clamps	2
Deck Beams	8	"	Sheer Strakes	3	Deck Beam Ditto	2
Hold Beams	11	"	Plank Sheers	2	Ceiling 'twixt Decks	2
Keel	15	"	Water-Ways	4	Hold Beam Shells	11
Kelsons	15	"	Upper Deck	3	Deck Beam Ditto	11

Copper.		Size of Bolts in Fastenings.		Iron.	
Heel-Knee, and Dead Wood	Feet	Copper.	Feet	Hold Beam	Inches
Scarps of Keel	1	Bolts thro' the Bilge and Foot Waling	1	Deck Beam	1
Floor Timber Bolts	1	Butt End Bolts	1	same in Iron above the Copper	1
Kelson ditto	1	Lower Pintle of the Rudder	1		
Transoms and threads of Hanks	1				
Arms of Hook	1				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 Inches. The Space between the Top-timbers is 4 1/2 Inches. The Stem, Stern Post, are composed of Whisper Oak the Transoms, Aprons, Knight Heads, Haws Timbers, of Whisper Oak and are free from all defects. The Floors and first Foothooks are composed of Whisper Oak Timber. The other Foothooks and Top Timbers of English & Spanish Oak. The Shifts of the first and second Foothooks are not less than 1 N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are 1. The Frame is well squared from the first Foothook Heads upwards, and free from sap, and from thence downwards, the frame is well squared. The alternate Frames are not bolted together. N. B. If not, state how bolted. all frames. The Butts of the Timbers are close together; their thickness not less than 1/2 of the entire-moulding at that place. The Frame is not chocked with Batt at each end of the chock. The Main Kelson is composed of Whisper Oak and the False Kelson of none. The Scarps of the Kelsons are not less than 1 foot 6 inches. The Deck and Hold Beams are composed of Whisper Oak. **Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of French or Spanish Oak. From the first Foothook Heads to the Light Water Mark of Whisper Oak. From the Light Water Mark to the Wales of Whisper Oak. The Wales and Black-strakes are of Whisper Oak. The Topsides of Baltic red pine. The Sheer-strakes and Plank-sheers of Whisper Oak. The Water-ways of 2 1/2. The Decks of Whisper Oak. State of good. The Shifts of the Planking are not less than 5 Foot 6 Inches. N. B. If less than prescribed by the Rule, state whether general or partial, and if partial, in what part of the Ship. The Planking is wrought thru between Whisper Oak. **Planking Inside.**—The Limber-strakes are composed of Baltic Oak the Bilge Planks of Baltic Oak. The Ceiling, Lower Hold, of Whisper Oak. Between Decks of Whisper Oak. Shelf Pieces of Whisper Oak. Clamps of Whisper Oak. **Fastenings.**—To Hold Beams Shrove & Green Lash & Brass. Deck Beams one batt or more to be run vertical from the cross beam. Number of Breasthooks five. Pointers none. Crutches one in each. Butts End Bolts are of Copper in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Footwaling one bolted through and clenched. General Quality of Workmanship good. We certify that the preceding is a correct description of the above-named Vessel.

Builder's Name _____
 Surveyor's Name _____



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

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N ^o .	Fathoms.		Fathoms.	N ^o .	
2	240	Chain	170	2	Bower, 2
2	90	Hempen Stream Cable	11	1	Stream,
2	90	Hawser	14	1	Kedge,
2	90	Towlines	15		
2	190	Warp			
and <u>5 well found.</u>		All of <u>good</u> quality.			

Her Standing and Running Rigging is Hemp sufficient in size and good in quality.

She has one Long Boat and two others

The present state of the Windlass is good Capstan good and Rudder good

General Remarks—Statement and Date of Repairs.

*This vessel has been at the present time purchased by
 has been placed in Graving Dock. A slight damage
 at the bow end of the keel repaired. The vessel thoroughly caulked
 by sheathed with copper on both at the tops of the masts. —
 Is in a good & efficient state of repair. fit for the Company
 of day & perishable cargo with safety. and it appears to us
 she comes within the description of vessels classed GA*

If Sheathed, Doubled, Felted, or Coppered Coppered to top masts When last done December 1840

I am of opinion this Vessel should be Classed GA J Bayley

The Amount of the Fee.....£ 2: - - is received by me,
 Special£ 1: 1: -

Committee's Minute 18th Dec 1840

Character assigned GA 1st 9th Dec 1840

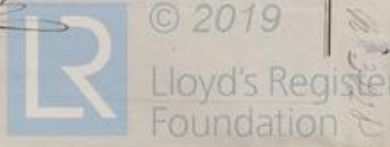




Fig. 8

A Barque