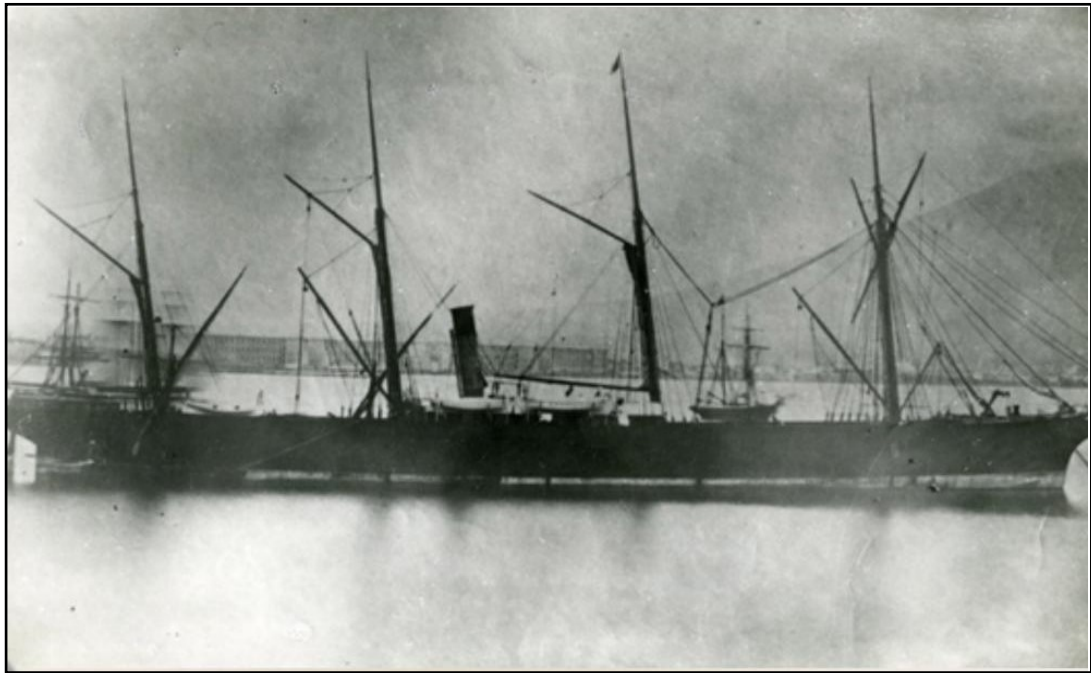


**Welsh Wreck Web Research Project
(North Cardigan Bay)**

**On-line research into the wreck of the:
Screw Steamer Dalmatian**



Screw Steamer Dalmatian

Report compiled by:

Graeme Perks

Report Title:

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

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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 Dalmatian was an iron screw steamship built by Harland and Wolfe at Belfast in 1861 for Bibby & Sons of Liverpool. Dalmatian was towed to Greenock for the engines and machinery to be fitted by M’Nab & Co. The Dalmatian’s cotton cargo caught fire in Alexandria in 1863 causing serious damage. The Dalmatian followed routes between Liverpool and the Mediterranean stopping at various ports. The Dalmatian had its engines converted to compound in 1871 by Jack Rollo & Co., at Liverpool

The Dalmatian sailed from Liverpool on November 20th 1872 for Palermo and met a storm in the Irish sea being sighted off Milford before disappearing. Wreckage was washed ashore in Hells Mouth on the edge of Cardigan Bay but none of the 35 crew were found.

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Madu

2.5 Abbreviations

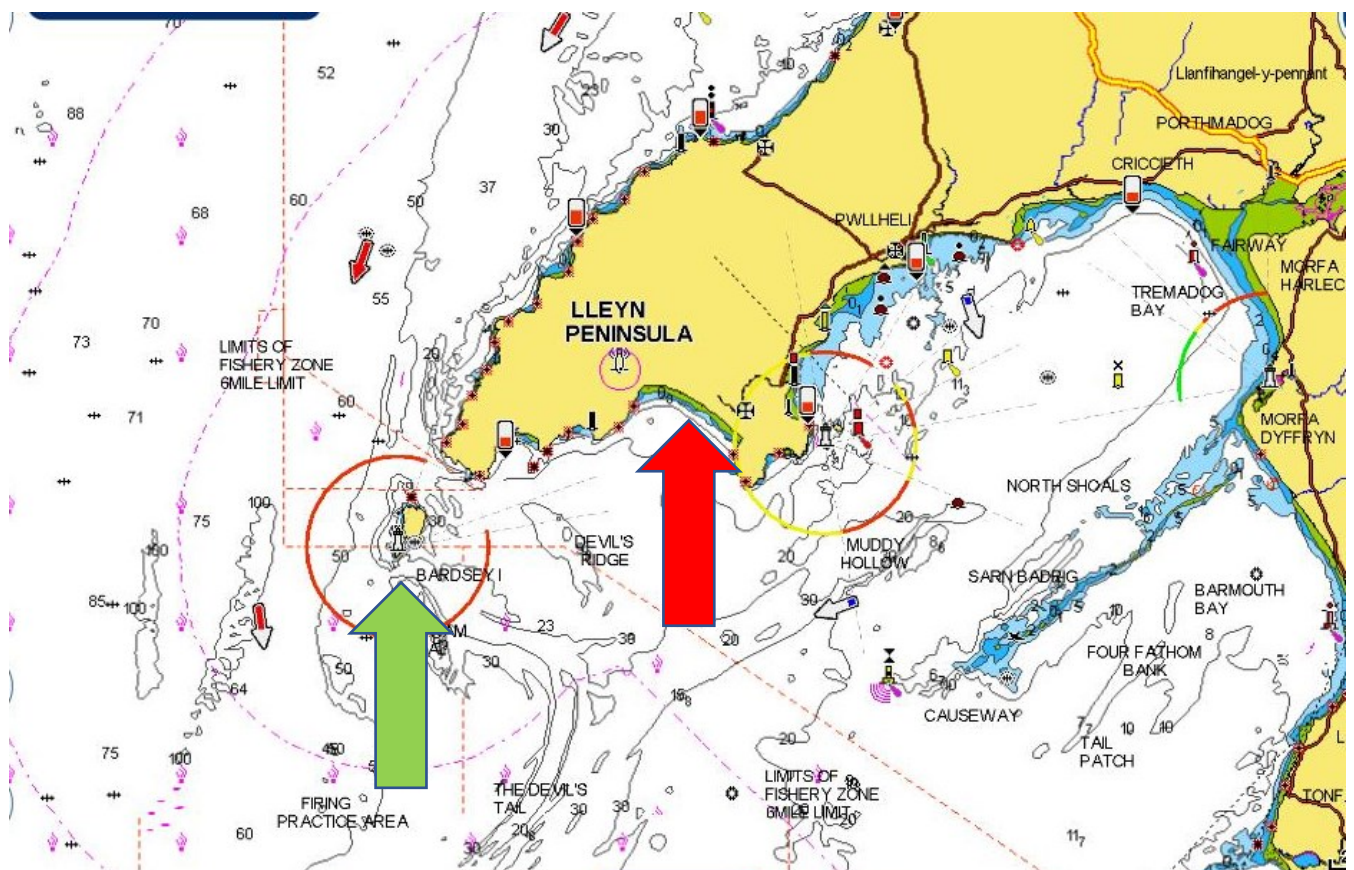
| | |
|----------|---|
| bls | Bales |
| BNA | British Newspaper Archives |
| BOT | Board of Trade |
| bxs | Boxes |
| cs | Cases |
| LL | Lloyds List |
| LR | Lloyds Register of shipping |
| MADU | Malvern Archaeological Diving Unit |
| SMG | Shipping & Mercantile Gazette |
| NAS | Nautical Archaeology Society |
| NAW | National Archives of Wales |
| NPRN | National Primary Resource Number |
| P & O | Peninsular and Oriental steamship company |
| skltn-cs | Skelton cases |
| WNL | Welsh Newspapers on Line |
| w/e | Week ending |



3.0 Introduction

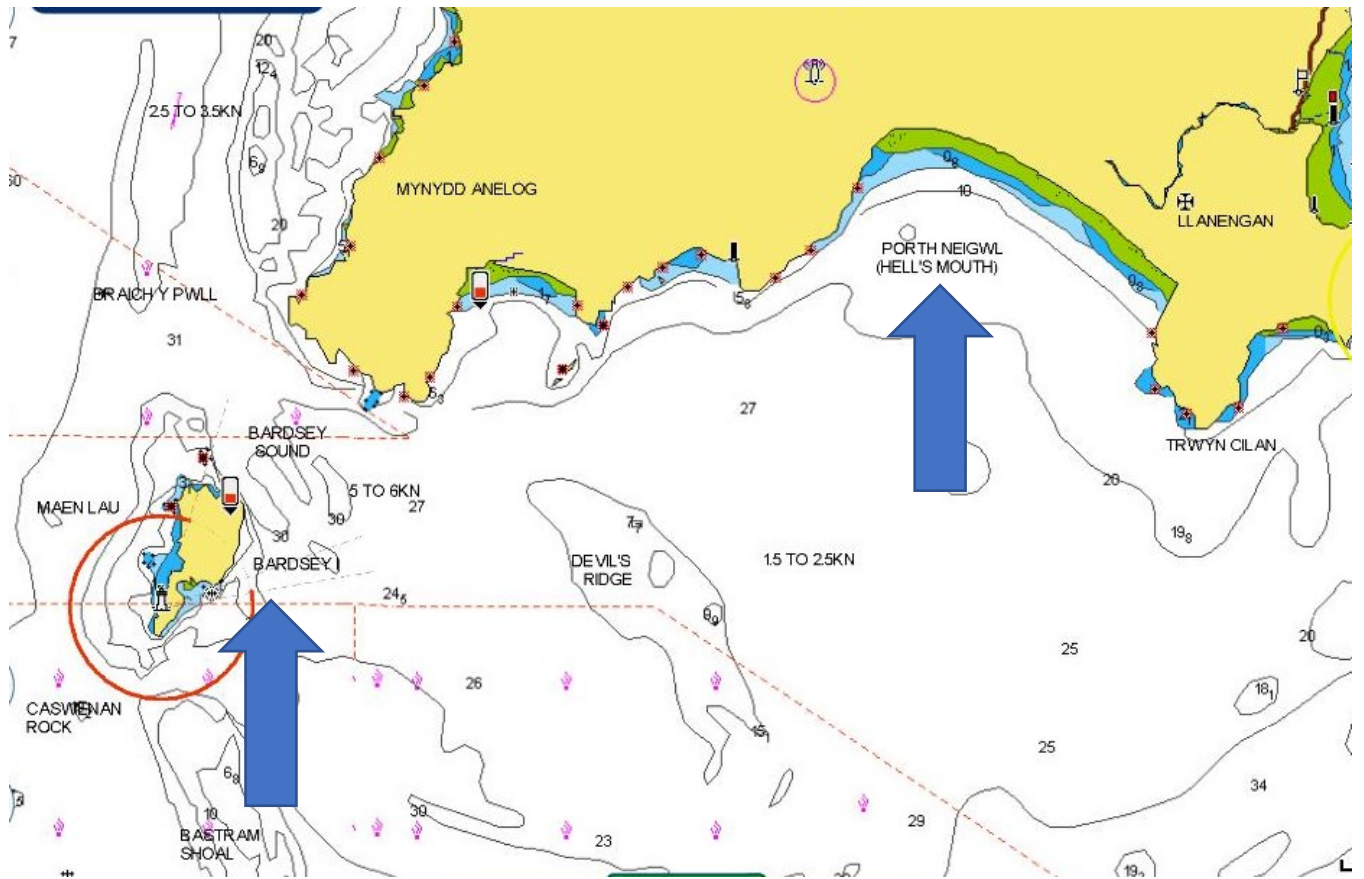
1. I selected the Dalmatian to research because she was a steamer and wished to identify her and see how much information I could find about her. I also wanted to find out what happened and to discover:
2. The dimensions of the vessel, who the builder was and when she was built and any other information available about her.
3. Information concerning the voyages, cargo's, any events affecting the vessel, details of its masters, crew and owners.
4. To find out the sequency of events leading up to the loss of the vessel, whenever that was and the event in 1872.
5. To discover the cause of the event in 1872 and if the vessel survived, the cause of its eventual loss.
6. The events that happened after the incident in 1872 and up to and after its loss if it survived.
7. If there were any previous research of the vessel for the 1872 incident and its story.
8. If there was a wreck site for Dalmatian 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 Dalmatian.

4.0 Background

When I started this project it was reported that Dalmatian was an iron steamship of 1989 ton gross, 1342 tons net, built by Harland and Wolfe in 1862 for Bibby Line, registered at Liverpool. On 26th November 1872 that she foundered in storm / sank near Bardsey, Tremadog Bay, Hells Mouth, Caernarfonshire



 Hells Mouth,  Bardsey Island



Bardsey Island and Hells Mouth

5.0 Research Methodology

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

I searched Lloyds Register of Shipping (LR) for " Dalmatian" looking for details of her dimensions, master, builders and owners from 1861 with a match. I then searched yearly until 1872.

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

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

I searched The British Newspaper Archives (BNA) for "Dalmatian", " steamer Dalmatian ", and "Dalmatian Liverpool " looking for sailings, arrivals, a launch, owners, builders, mishaps and any details of her loss and found a number of matches. The Dalmatian was recorded in newspapers often without the masters name. I also searched for "Diving Apparatus" and "Donaghadee Divers" after I found a newspaper report of a diver being used in 1862 to lift part of an anchor broken when Dalmatian was launched and before her sister ship was launched with a match. Also looking for the type of diving gear available in 1862 commercially.

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

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

I searched wreckeu site for "Dalmatian" looking for any details of the wreck with a match.

I searched "Bibby" "Jack Rollo" "M'Nab" and "Harland" looking for details of the companies, their owners and activities in BNA and via Google with matches.

6.0 Results

| | | | |
|--------------|---------------|--|--------|
| Vessel | Name/s | Dalmatian | |
| | Type | Steamer | |
| | | Cargo | |
| Built | Date | 1861 | |
| | Launched | 19 th November 1861 | |
| | Commissioned | February 1862 | |
| | Builder | Harland & Wolfe | |
| | | Belfast | |
| Construction | Materials | Iron | |
| | Decks | Iron | |
| | Bulkheads | Six iron | |
| Propulsion | Type | Steam | |
| | Details | Twin cylinder simple, compounded in 1871 | |
| Engine | Details | Mac Nab & Co, Greenock | |
| | | 200 h. p. 1871 225 h. p. | |
| | Compounded by | Messrs. James Jack Rollo & Co | |
| | | Liverpool | |
| | Boilers | unknown | |
| Drive | Type | Lifting Screw | |
| | Number | Single | |
| Dimensions | Length | 355 ft | 0 ins |
| | Beam | 34 ft | 1 ins |
| | Draught | 21 ft | 11 ins |
| Tonnage | Gross | 1989 tons | |
| | Net | 1342 tons | |
| Owner | First | J. Bibby & Sons | |
| | | Liverpool | |
| | Last | J. Bibby & Sons | |
| | | Liverpool | |
| | Others | | |
| Registry | Port | Liverpool | |
| | Flag | British | |
| | Number | 44198 | |
| History | Routes | From Liverpool to | |
| | | Mediterranean | |
| | Cargo | Cotton, Figs, Coal, Wool, Cotton Seeds, Raisins, Valonia, Madder roots, Gum Gedda, Pig iron, Old ropes, Skins, Wheat, Barley, Beans, Silk, Waste silk, walnuts, Turpentine, Onions, Figs, Sultanas, Opium, Wool, Linseed, Canary seed, Rags, Timber, Indian corn, Grebe skins, | |
| Final Voyage | From | Liverpool November 20 1872 | |
| | To | Palermo | |
| | Captain | Richard G Mitchell | |
| | Crew | 34 | |
| | Passengers | None | |
| | Cargo | £80,000 - Including sides of bacon, hams and tallow. | |
| Wrecking | Date | 26 th November 1872 | |
| | Location | In the area of Bardsey Island and Hells Mouth | |
| | Cause | Storm force 10 winds | |
| | Loss of life | 35 | |

| | | |
|--|---------|-----------|
| | Outcome | Foundered |
|--|---------|-----------|

Northern Whig - Wednesday 20 November 1861

IRON SHIPBUILDING AT BELFAST.

LAUNCH OF THE STEAMER DALMATIAN.

The Launch of an iron screw steamer, the largest size registered in the United Kingdom, has, for several years past, been no unusual event in Belfast. In fact vessels equalling in tonnage to any of those mercantile marine of Great Britain have been constructed since 1853, more particularly since 1858 when the present firm gave new impetus the shipbuilding enterprise formerly commenced on the Queen Island.

Yesterday, the most recent the company efforts in the way of keeping pace with their rivals on the other side the Channel in shipbuilding was floated most successfully The immense ship—3,600 tons admeasurement —was steady in her "cradle." The wind blew freshly, the wind blew freshly but dead astern; the tide was a foot higher than what had expected; everything favoured the event the day; and without bustle, noise, or confusion of any sort, the daggers, fore and aft, were struck at a signal unknown except to the shipwrights. The beautiful fabric at once yielded the impulse of gravitation, she moved gracefully and easily down the ways a railway tram at starting slid into the water without inch of lurch either to starboard port, and ran out her chain cables. These, by the way, did not quite bring up the immense ship, either from the parting of the starboard chain cable or from one of the anchors having lost hold, broken, or "come home." No harm occurred, however, from this unimportant contingency, the steamer having been berthed with little trouble.

The forenoon was cold and inclement, and there were, consequently, but a few persons on the Queen's Island when the daggers were struck, and when the exciting moment arrived for Mrs. E. J. Harland, the wife of the builder, to break the baptismal bottle upon the bow, and to announce "Success to the Dalmatian"—a ceremony which was performed with a neat-handedness seldom surpassed.

The Dalmatian is, in every respect, a sister ship the Egyptian, launched by the same builder, and for the same owners, on the 23d July last. She is the second of three, a larger class of the Messrs. Bibby Co.'s steamers for the Mediterranean line, and the seventh screw steamer for Messrs. Bibby & Co.'s magnificent line of Mediterranean vessels constructed at this port. She is the second which has been launched within the present year—a fact that business in Belfast carried on. During the same period, proves the activity with which the iron shipbuilding business Mr. Harland has lengthened and almost renovated the large screw steamers Tiber and Calpe, for the owners of the splendid ship now in the water, in addition to having lately operated in a similar manner upon the Carlisle

steamer Cumbria. The principal dimensions of the Dalmatian are as follow :

Extreme length, from figure-head to traffrail 355 feet.

Burthen 3600 tons

Horse power of engines, 400 H.P.

Diameter of screw, 16 feet.

Height mainmast (tubular iron), ... 137 feet

Draught of water, loaded, 21 feet

The Dalmatian will, has been the case with all the other screw vessels built here for the Messrs. Bibby & Co., supplied with her boilers and engines by Messrs. Mac Nab & Co., of Greenock, She will have bowsprit and three perpendicular masts of iron, constructed by Mr. Harland; and after-mast of wood. Her lines, while they do not show the most approved of "clipper models," are sharp, wave-form, and graceful; she boasts a very long entrance and run, and fine floor for cargo. Little ornament is expended upon the vessel, her purpose being that of a mercantile steamer.

The slip vacated by the Dalmatian will shortly occupied by the keel of a steamer of least equal dimensions. Mr. E. J. Harland has at present on the stocks a sister ship to the Dalmatian, and two screw steamers, each of 1,000 tons, intended for the cattle trade between Liverpool and the Spanish Peninsula.

Lloyd's List - Wednesday 18 December 1861

BELFAST sailed [reed. 18th, per M.T. at 12.42]

Dalmatian (new iron str.) for Clyde in tow of Conqueror (tug)

Glasgow Morning Journal - Tuesday 18 February 1862

GREENOCK

Of iron the only shipment was 600 tons pig, per Dalmatian, for Liverpool

Belfast News-Letter - Wednesday 26 February 1862

THE BELFAST-BUILT STEAMER DALMATIAN.-We learn that this large and handsome iron screw steamer (3,400 tons admeasurement), the last launched by Mr. E. J. Harland from the Queen's Island, made, on her late run from Greenock to Liverpool, after receiving her engines from Messrs. Caird & Co., at the former

port, one of the quickest passages on record between the Clyde and Mersey. The Dalmatian is now loading at Liverpool for Mediterranean ports.

Liverpool Journal of Commerce - Friday 21 March 1862

GIBRALTAR —March 7th arrived The new screw steamship Dalmatian, Capt. Wakeham, arrived at eight o'clock last night, in 5 days 18 hours, having left Liverpool at two a m. on Sunday last, The Dalmatian is 335 feet long and 35 feet broad, registering 1,929 tons builder a measurement. She has a full cargo of Manchester and other goods for the markets of Genoa, Leghorn and Naples, and will leave for her destination in the course of the day. The Dalmatian steams from 11 to 11½ knots in fine weather, and when some alterations are made in her engine department it is expected she will go faster. Captain Wakeham reports having encountered a gale from the SW between Cape Finisterre and Cape Spartel, which accounts for the Dalmatian making a longer passage than the Morocco and Albanian.

Northern Whig – Friday 11 April 1862

DIVING IN THE OLD CHANNEL. – At the launch off the island some months ago of the splendid screw steamer Dalmatian, as usual two anchors were let go to check the way of the vessel coming off “the ways” but unfortunately one of these anchors snapped at the stock and remained embedded in the mud ever since. Yesterday Mr E J Harland employed one of the Donaghadee divers for the purpose of removing the broken piece which probably might be an obstruction to the launch of the screw steamer Arabian, which is due to take place on Tuesday next at half past ten o'clock. The diver was fortunate enough in finding the broken anchor and succeeded in having it raised.

London Evening Standard - Saturday 19 April 1862

The movements at Malta between the 9th and 10th of April, of merchant steamers landing part of cargo thereat, and proceeding with the remainder to ulterior ports, consist of the Morocco, from Alexandria;- with cotton, wheat,- &c, for Gibraltar and Liverpool;- the Dalmatian, for the same destination, likewise from Alexandria, with wheat, beans, and cotton.

. 21 Cases FLAKE GUM TRAGACANTH.

. WM. PORTER and CO., Brokers

Lloyd's List - Thursday 09 October 1862

LIVERPOOL [9,SE] arrived [recd. 9th, per M.T. at 10.30]

Tandragee, -- from Fort William with loss bowsprit from collision with the Dalmatian (s. s), for Trieste, which latter proceeded with trifling injury to poop

Liverpool Mail - Saturday 11 October 1862

The Dalmatian (s-s), Glover, for Trieste, &c, was in contact, on leaving the dock, with the Tandergee, from Port William, carrying away bowsprit, &c, but proceeded.

Irish Times - Tuesday 04 November 1862

NEW MALAGA FRUIT.

M 'MASTER and Co., beg to inform the Trade that they are this day landing ex Dolores from Malaga. 3525 packages Layer and Bunch Muscatel Raisins, amongst which are some double and single Crown Layers, specially selected by J. Clemens for them.

64 Packages Jordan Almonds.

67 cases

14 mats {coco shell

They dally expect the Steamer William and the steamer William Connel and schooner Black Cut, from Alicante, with

3100 Packages Valentia Raisins.

25 do. Do Almonds.

And have recently landed

. ex Cairo Dalmatian and Italian

5238 boxes extra Elme and Pulled Figs

CAPEL-STREET. 1st November, 1862,

Shipping and Mercantile Gazette – Saturday 07 February 1863

Dalmatian (ss). – On Jan. 17 a lighter, with 70 bales of cotton, for the Dalmatian (ss) at Alexandria for Liverpool was found to be on fire. 42 bales were saved without damage, 20 were landed more or less damaged by fire and water, together with a quantity of loose cotton.

Gore's Liverpool General Advertiser - Thursday 19 February 1863

SALES BY AUCTION

On account of whom it may concern

Tomorrow. (Friday) the 20th instant at two o'clock, at the Brokers office. 36. Dale street.

. 28 Bales Turkey WOOL, (all faults) {ex Dalmatian.
 . 3 Bales Russian DITTO, (all faults.) {ex Dalmatian.
 . 101 Bales -
 Apply MALCOME GREAME AND BILBROTCH,
 . Wool Brokers. 36, Dale street.

Liverpool Daily Post – Monday 04 May 1863

COMMERCIAL SALES

THIS DAY

This Day (Monday), the 4th inst., One o'clock, at the Brokers' Office. 13. Manchester-buildings,

. 70 Tons VALONIA, ,
 Just arrived per Dalmatian, from Smyrna, in Huskisson Dock.—
 Apply to WELSBY and ROWE. Brokers.

This Day (Monday), the 4th instant, at One o'clock, at the Brokers' Office, 11. Orange-court. Castle-street,

. 50 Tons VALONIA,
 Just arrived, per Dalmatian (ss), from Smyrna; discharging in Huskisson Dock.—
 Apply to JAMES GORDON and CO., Brokers.

This Day (Monday), the 4th instant, at Twelve o'clock,

. 104 Tons Smyrna VALONIA.
 Now landing ex Dalmatian. Huskisson Dock.—

Apply to
Brokers.

STRAFFORD BROTHERS and CO.,

Liverpool Daily Post - Tuesday 05 May 1863

Tomorrow (Wednesday), the 6th instant, Half-past Twelve o'clock at the Brokers' Office. Apsley-buildings. Oldhall-street. ;

. 515 Bags Smyrna COTTON SEED, Dalmatian, from Smyrna. ,

Apply to EDWARD COX and SONS. Brokers

Tomorrow (Wednesday), the 6th Twelve o'clock, the Brokers Office. Victoria-buildings. Hackin's-hey,

. About 6 Tons OLD ROPES.

Now landing ex Dalmatian, from Constantinople. Huskisson Dock.—

Apply to T. W. and J. C. HARROP and CO. Brokers.

Liverpool Daily Post - Thursday 07 May 1863

Arrival of Cotton.—During the past week have had report the arrival of from Constantinople the Dalmatian brought 518 bales, and from Smyrna 1,427 bales.

Liverpool Albion - Monday 11 May 1863

On THURSDAY next, the 14th instant, at three o'clock,

. 200 Bales MOHAIR, Ex Milan, Dalmatian, Italian, and Grecian.

Apply to JOHN L. BOWES and BROTHER,

. Wool-brokers.

Liverpool Daily Post - Wednesday 20 May 1863

COMMERCIAL SALES. THIS DAY.

This Day (Wednesday), the Instant, at Twelve o'clock, at Exchange Saleroom,

. 34 Bags Persian BERRIES, ex Dalmatian.

. 113 Bags BLUE GALLS.
. 31 Serous Fine GUM GEDDA,
. 45 Serons GUM ARABIC SORTS.
. 13 Bags GUM TRAGACANTH

Apply to

WILLIAM PORTER and CO.. Brokers.

Liverpool Albion - Monday 01 June 1863

EMBEZZLEMENT BY A MERCHANT'S CLERK.--On Thursday ROBERT TAYLOR, a respectable-looking man, was, by Mr. RAFFLES, committed for trial on a charge of having embezzled money belonging to Messrs. MENASCE BROTHERS and CO., merchants, Fenwick-court. The prisoner was in the service of the prosecutors as custom-house and shipping clerk, and his duty was to pay freight, as well as dock and town dues. He was in the habit of drawing a round sum from the cashier, and then tendering an account in writing of the manner in which it had been disposed of, at the same time handing over any balance that remained. On the 3d of March last, Mr. FERRIER, a partner in the firm, gave him £10. 4s. 7d., telling him to pay that amount to Messrs. BIBBY and SONS for freight. On the 8th of April gave him £137. 10s. to pay dock and town dues and import duty upon 3,000 quarters of cotton seed, he (Mr. FERRIER) expecting that the dock and town dues would amount to the sum he gave to TAYLOR, not being then aware that there had been a reduction in the dock dues. The prisoner did not return any part of the £137 10s., as he should have done. Witness expected that he had paid the two accounts referred to. and did not find out that he had not done so until after he had left their service. Mr. FERRIER produced a document which TAYLOR handed to him on the 3d of March, acknowledging having received the £10. 4s. 7d., and accounting for it by stating that he had paid it as freight per the ship DALMATIAN. Mr. ADOLPHUS MEISS, cashier to the prosecutors, between the 20th and 30th of March paid to the prisoner several sums of money, amounting together to £30. 1s. 2d., to pay dock and town dues, import duty, and freight on goods per the ship CRIMEA. TAYLOR subsequently handed to him an account, representing that he had expended £28. 2s. 3d., and acknowledging a balance of £1. 18s. in his hands. Mr. JOHN EVANS, receiver of dock and town dues, on the 10th of April received from the prisoner £58. 6s. 8d. on behalf of Messrs. MENASCE BROTHERS and CO., for dues upon 2,000 quarters of cotton seed, and on the same day he received from that firm, per the prisoner, £29. 3s. 4d. for dock and town dues on 1,000 quarters of cotton seed. Further evidence was taken showing that the £10. 4s. 7d. for freight by the DALMATIAN had not been paid by the prisoner as represented by him, and that he had appropriated to his own use the additional amounts of £15. 4s. 2d. and £37. 10s. TAYLOR declined to say anything in defence.

Gore's Liverpool General Advertiser - Thursday 23 July 1863***CARGO'S REPORTED******MEDITERRANEAN & c.***

Dalmatian. 1692, of Liverpool (J Bibby, Sons & Co.) J Bates, from Constantinople and Alexandria, with (from Constantinople) 1678 qrs barley for Wilde and Parkinson. 8 cs contents unknown Enead Androkian, 1962 qrs Indian corn Tamvaco and co. 1 cs oil of geranium (in transit) Stolterfoht, Sons and co. 995 qrs Indian corn 1 cs grebe skins 43 bls goats and 1 bl sheep's wool 17 skins 190 bgs nuts 7019 pcs boxwood 2 cs provisions 4 bls waste silk 33 bgs walnuts order- (from Alexandria) 146 bales cotton 690 qrs beans 54 pkgs gum for Ralli and Pzicha, 40 bls cotton S Kennard and co. 193 do C Joyce and co. 56 do Novelli and co. 18 do C E Dixon. 33 do C Lumboso, 13 do Pinto. Hakim and co. 29 do Schemeil Brothers and co. 22 do Taylor and co. 20 do Menasce Brothers, 8 do Schemeil Brothers and co, 44 do Mons and co. 45 do Raili Benachi and co. 1564 qrs wheat Georgala and co. 663 do Geralopulo and co. 720 do 18 bls sheeps wool Cavafy and co. 726 qrs beans G Eustratiadi. 195 bls cotton 615 qts beans 59 bls sheep's wool 200 bags flour 14bls flax 3 pkgs machinery order - Huskisson Dock

Liverpool Daily Post - Saturday 25 July 1863

On Monday next, the 27th instant, Twelve o'clock, at the Brokers' Office.
11. Oldhall-street,

. A Quantity BOXWOOD, 1,723 pieces.

Ex Dalmatian, from Constantinople.

73705

FERGUSON, HORBLEY, and CO., Brokers.

Glasgow Morning Journal - Saturday 26 December 1863

The Venetian broke down two days after leaving Alexandria, and was towed into Malta by the Crimean of the same line, from which place she was brought in tow of the Dalmatian to Gibraltar.

Shipping and Mercantile Gazette - Monday 21 December 1863

GIBRALTAR—Dec. (By Magnetic Telegraph from SAN ROQUE): The Venetian (s), with machinery deranged (? damaged), left this day in tow of the Dalmatian (s) for Liverpool

Morning Herald (London) - Thursday 24 December 1863

The movements in the ports of Malta of merchant vessels and mail steamers, landing part cargo thereat, and proceeding with the remainder to ulterior ports of destination, between the 9th and 17th of December, consist of the Italian and Dalmatian from Alexandria with grain and cotton, for Gibraltar and Liverpool; the latter took in tow the Venetian for the same destination, with a like cargo also from Alexandria, having her intermediate shaft broken

Gore's Liverpool General Advertiser - Thursday 07 January 1864***GOODS REPORTED***

Dalmatian, 1692, of Liverpool (J Bibby Sons and co.) Wardell, from Naples and Alexandria, with (from Naples) 12 bls cotton for Ferguson, Horsley and co. 2 bls flax K Ker and CO. 1 hhd 6 qr cks wine 1 pkg woollens 545 bls madder roots 1 cs macaroni order—(from Alexandria) 477 qrs beans B Georgala and co. 336 qrs wheat Cavafy and co. 40 bags pum Taylor and co. 24 bls cotton P A Ralli, 57 do C Joyce and co 15 do Schemeil Brothers, 32 do Tod Rathbone & co. 49 do B Qubini and co. 100 do Rodoconachi, 17 do Pinto Hakim Brothers and co. 98 do Geralopulo and Empedocles, 15 do Abet Brothers. 70 do Maximo and Damiano, 61 bls flax 78 bls sheep's wool 1825 bls cotton order – Huskisson Dock

Liverpool Daily Post - Monday 11 January 1864**COMMERCIAL SALES.**

WEDNESDAY. next, the 13th instant, at Twelve o'clock, at the Public Saleroom. Exchange-building

. 100 Bales Naples MADDER ROOTS. ex Dalmatian.

Apply to

ROUKE and SPENCE. Brokers.

On Wednesday next, 13th instant, at Twelve o'clock, at the Public saleroom.
Exchange buildings,

. 78 Bales MADDER ROOTS, ex Dalmatian.

Apply to HARPIN and BOWER. Brokers.

Lloyd's List - Wednesday 09 March 1864

LIVERPOOL 8th Mar. A telegram from Alexandria dated 2nd Mar., states Fire on DALMATIAN extinguished timber; three compartments and engine room flooded: remainder all right. _ About "400 bales cotton destroyed." [See Alexandria paragraph in List of yesterday.]

Lloyd's List - Thursday 10 March 1864

LIVERPOOL, 10th Mar. The DALMATIAN (s.s) was discharging damaged cotton at Alexandria 6th Mar., and would be despatched with remaining cargo as necessary.

The Illustrated Usk Observer and Raglan Herald 19th March 1864

A Mediterranean Screw Steamer on Fire. A private telegram from Alexandria, just received in Liverpool, brings intelligence of a disaster by fire to the splendid screw steamer Dalmatian, one of the Liverpool and Mediterranean steam fleet. The telegram merely states that the Dalmatian took fire at Alexandria on the 1st of March, and that the hull and fittings of the ship had sustained a considerable amount of damage. When the vessel caught fire two-thirds of her homeward cargo, consisting principally of cotton, wheat, and beans, had been Shipped on board. It was generally understood in Liverpool that the damage to the vessel is such as will not necessitate any long delay at Alexandria. A further telegram says that of the cargo 2,000 bales of cotton had been destroyed.

Liverpool Journal of Commerce - Tuesday 15 March 1864

THE FIRE ON BOARD THE SCREW.

STEAMER DALMATIAN.

The following is a copy of a letter from Captain Wardall, of Dalmatian (s), dated Alexandria, March 5 : -

Messrs. JOHN SONS . AND SONS & CO.

Gentlemen – I have to address you again from this port, and I am sorry to say, under most painful circumstances, a very serious fire having broken out on board the Dalmatian Tuesday morning the 1st instant, at one a. m. in number 3 lower hold, under the cabin in which and 'tween decks there was 400 bales of cotton and some other cargo received in Leghorn for Alexandria, the whole of which is entirely destroyed. It was first discovered by the watch on deck. All hands were called and immediately commenced with fire hose and buckets to pour water into hold and so rapidly did the fire extend that it was only by great perseverance that it was confined below deck. I received very great assistance from Captain Glover and crew from the Florida who were first on board, bringing their force pump and hose which was the greatest service in checking the fire until more assistance arrived. Also received great assistance from the crews of the Claire, Italian and the Danube who were quickly on board. At 3.0 a. m. the fire still ranging furiously below and the deck becoming so hot as to set fire to the cabin destroying the greater proportion of the contents, and having a large number of bales of cotton deck, some of which were becoming ignited, considered it most prudent to discharge them as quickly as possible putting as many as possible into lighters and throwing the remainder overboard. At this time received assistance from the French and Turkish men-of-war, and from the authorities on shore, bringing several fire engines with them. I cannot speak too highly of the French , as they rendered the most excellent service and their engine being of much greater force than any of the others. At 5 a. m., the fire still burning furiously, the 'tween decks, under the cabin being in a perfect blaze, got steam up and put the ship on a mud bank and flooded the engine room and number 3 lower hold. At noon the fire was sufficiently reduced to allow going below. The pumping into the hold continued until the following morning, when I commenced discharging loose cotton and pumping water out of the engine room and number 3 hold. Portions of the cotton still on fire and one engine constantly employed in checking it. I have a quantity of damaged cotton on board but hope to have it all out by tomorrow. I had on board at the time of the occurrences 1560 bales; the remainder of the holds are in good condition, no water having reached any, with the exception of number 2 in which I placed a hose to keep the bulkhead cool, as I was fearful that the cotton in that hold might become ignited. I have not yet been able to ascertain the damage in that hold, but it cannot be much. I shall reship and stow all the cotton discharged from the ship not damaged, and by Mr. Bulkeley's advice will receive freight sufficient to fill the vacant space at a reduction of the rates now being paid, should any party's feel disposed to do so; if not I shall leave at the earliest moment with what I have on board. I have examined with Captain Wakeham the outside of the ship; on the port side, abreast the cabin, 20 feet in length, where the greatest heat was, one of the bend plates has bulged slightly from that cause and several butts show a little.

All the rivets appear sound and good, and the engineer can do all that is requisite with the butts; in the between decks several of the beams are much bent. I cannot observe any damage to the side plates or rivets from the inside, although no doubt the action of the heat and water must have seriously affected them. It is impossible to say what was the origin of the fire. The labourers had left at their usual hour – 4.30 pm ; the chief and third officers had been in the hold; no lights were used at 11 o'clock. I was on deck with Captain Bonfellow; and not the slightest appearance of any fire at that time; and , it was observed not five minutes had elapsed before it was in a perfect blaze. I am inclined to think by the suddenness and the rapidity of the flames that interior of a bale must have been on fire for some time and that when the fire burnt through and came in contact with the air it blazed immediately. Mr Bulkeley tells me several cases have been found here where bales have been found on fire sometime after being pressed. No precautions are taken on shore while pressing, as smoking is freely allowed. Had the ship had a wooden instead of an iron deck, nothing could have possible saved her from total destruction. My efforts were first directed to keeping the fire confined below deck, if possible and in one hold, which we fortunately succeeded in doing, and I hope you will believe that all was done under the circumstances to lessen the catastrophe. I remained on the bank only one night, the ship floated off the following morning without assistance , when I commenced discharging cargo. —I remain, &c, (Signed) " JAMES G . WARDELL"

Gore's Liverpool General Advertiser - Thursday 07 April 1864

GOODS REPORTED

Dalmatian. 1602. of Liverpool (J Bibby. Sons and co.) J G Wardell, from Genoa & c. with (from Genoa) 1 cs mushrooms for P Boggiano 1 cs vermicelli W Hayes and Son 1 pkg bndls iron B Paraviso 1 bndl do Biddulph Wood and co. 938 bags copper ore 12 cs paste 1 cs returned goods 4 cs olive oil 2 cs cheese order – (from Leghorn) 1 pkg straw hats Paris and co. 196 brls copper ore J Bibby Son and co. 8 bales cotton A P Law and co 25 bndls iron B Paraviso – (From Naples) 1 box coral ornaments and tortoise shell Brown, Shipley and co. 1 cs woodwork 1 cs terra cotta J Ireland 2 cs essence – order (from Alexandria) 160 bls cotton C Joyce and co 31 do Abet Brothers 5 do Hakim and Brothers 31 do S Kennard and co 39 do Menasce Brothers 19 do Leigh Claire and co 79 do Lemonius and co 49 do G Empedocles 40 do J L Cardia, 123 do G Lumbrusio and co. 20 do Ralli and Psicha, 46 do B Georgala and co, 914 do order – (from Malta) 1 hhd 3 qr cks 1 octv wine Woodhouse and co. 1 parcel contents unknown – order
— Huskisson Dock

Liverpool Journal of Commerce - Monday 17 April 1865

The following are the particulars of the arrivals of cotton at this port since Saturday :—Alexandria : Dalmatian (ss), with 1,856 bales

Liverpool Journal of Commerce - Monday 25 April 1864

LIVERPOOL GRAVING DOCKS.

SANDON

1692 ss Dalmatian. Wardell

J Bibby Son and co.

Liverpool Daily Post - Wednesday 11 May 1864

COMMERCIAL SALES.

LIVERPOOL

THIS DAY

On account of whom it may concern.

This Day 11th instant, at One o'clock. the Public Saleroom. Exchange-building'.

. 117 Bags and 1 Bale COTTON, damaged,

Being part the cargo saved from the Dalmatian, which steamer was on fire at Alexandria now lying on the Quay, North side Huskisson Branch Dock.-

For further particulars apply to John Bibby, Sons and Co., or to

. J. PICTCAIRN CAMPBELL,

Broker to the Liverpool Underwriters' Protection of Wrecked Property Associations

Liverpool Daily Post - Wednesday 01 June 1864

COMMERCIAL SALES.

This Day (Wednesday), the 1st instant, at One o'clock, at the Brokers Office, 17, Exchange-buildings,

. 14 Bales Egyptian COTTON, Sea-damaged.

Ex Dalmatian, from Alexandria— For particulars apply to

88331

DUCKWORTH and RATHBONE. Brokers.

Liverpool Mail - Saturday 03 September 1864

Monday next, the 5th instant, at Eleven o'clock, at the Commercial Sale-room,
Temple-court,

30 Half-chests Lisbon LEMONS, ex Dalmatian.

599 Half-boxes Do. GRAPES, "

10 " Do. TOMATOES, "

20 " Do. QUINCES, "

456 Malta MELONS, "

Apply to JAMES ADAM, SON, & CO., Brokers, 37, North John-street, Liverpool.

Gore's Liverpool General Advertiser - Thursday 24 November 1864**GOODS REPORTED**

Dalmatian. 1602. of Liverpool (J Bibby. Sons and co.) J G Wardell, from Syra & c.. with (from Syra) 198 brls turpentine order —(from Constantinople) 316 bls goats wool 114 bls sheep skins Agelosto and co. 21 bls goats wool Stolterfoht, Sons and co. 8 bls sheep's wool 1 cs eatables Argenti and co. 1 cs eatables J Bibby, Sons and co. 317 bsks raisin* Oriental Commercial Co. 14 bls rags T Sellar and co. 216 bls goats' wool 489 bls sheep's wool 1164 qrs Indian corn 388 tons chrome iron 19600 pcs boxwood 13 bls cotton 4 bls silk 10 bls silk waste order—(from Alexandria) 13 bls cotton B Anhoury, 378 do Ralli and Psicha, 40 do C Thurburn. 59 do. S Kennard. 66 do C Joyce and co. 25 do E Dixon. 45 do Geralopulo and Empedocles. 86 do Maximo and Damiano. 70 do Frangopulo, Agelasto and co. 59 do G Lumbroso and co. 56 do Couvelas and co. 26 do Nicolopulo and co. 34 do Pastre Brothers. 32 bls sheep's wool Frangopulo and co. 20 bls rags J L Caridia, 1197 bls cotton order— Huskisson Dock

Liverpool Daily Post - Wednesday 23 November 1864**COMMERCIAL SALES.**

This Day (Wednesday), the 23rd instant, at Twelve o'clock, at Brokers' 18.
Chapel street

. 100 Serons GUM GEDDA.

Lately landed, ex Dalmatian.—

Apply

STRAFFORD BROTHERS and CO.. Brokers.

This Day (Wednesday), the 23rd instant, at Twelve o'clock, at the Brokers' Office.
Central Court, Albany. Oldhall-street,

. 317 Baskets Turkey RASINS.

Now landing ex Dalmatian, from Constantinople. Huskisson Dock.—

Apply

WM. PORTER and Brokers.

Gore's Liverpool General Advertiser - Thursday 13 April 1865

GOODS REPORTED

Dalmatian, 1692 of Liverpool Bibby. Sons ami co.) J G Warlell, from Naples, Alexandria and Malta, with (from Naples) 1 cs apparel addressed—(from Alexandria) 89 bls rags for Taylor and co. 49 bls cotton Novelli and co. 25 do Menasce Brothers, 25 do Jsca Icerim. 154 do Pinto Hakim and Brothers, 235 do Ralli and Psicha. 237 do A G Lumbroso, 264 do D Robino and co. 33 do Thurburn and co. 834 do 8991 qrs cotton seed order—(from Malta) 1 cs feathers Brutzali - Huskisson Dock

Liverpool Mail - Saturday 23 June 1866

BROKERS SALES

MONDAY

On Monday next, the 25th instant, at Eleven o'clock at the Commercial Saleroom, Temple-court,

. 622 Half-chests of Lisbon ORANGES,

. 128 boxes Do ONIONS, ex Dalmatian.

Liverpool Daily Post - Wednesday 04 July 1866

COMMERCIAL SALES.

FRIDAY

On Friday next, the 6th instant. at Twelve o'clock, at the Brokers' Office, Knowsley-buildings,

LIQUORICE PASTE, 42 Cases. ex Dalmatian.

. HARPIN and BOWER, Brokers

Liverpool Daily Post - Tuesday 18 September 1866

COMMERCIAL SALES.

THIS DAY.

This Day (Tuesday), the 18th Instant, at Half past Twelve o'clock, at the Brokers' Office, Adelaide-buildings

LINSEED, 260 Bags.

Now landing ex Dalmatian (s.s.), from Constantinople.

. LAIRD and ADAMSON brokers

TO-MORROW

To-morrow (Wednesday). the 19th instant, at Twelve o'clock. At the Public Salerooms, Exchange buildings.

. MADDER ROOTS, 29 Bales Smyrna,

Now landing ex Dalmatian, from the Quay.

. HORSLEY M'LAREN, and CO. Brokers.

Liverpool Mail - Saturday 22 September 1866

FRIDAY

SALE OF MAHOGANY &c., AT THE NORTH DOCKS
LIVERPOOL

On Friday morning next, the 26th instant at Eleven o'clock precisely, in the new Mahogany sheds, North Carriers dock, Liverpool

78 Logs Circassian WALNUT, ex Dalmatian.

. On account of the Importers.

Liverpool Daily Post - Wednesday 24 October 1866

COMMERCIAL SALES.

THIS DAY.

This Day (Wednesday). the 24th instant. at Twelve o'clock precisely, in the Brokers' Office Yard, No. 4 Canada Dock. Liverpool.

. 74 Tons BOXWOOD, ex Dalmatian, from Constantinople.

. 85 ~ DITTO, ex Grecian.

On account of Messrs. Ganston Wilson and Co., merchants.

For further particulars apply to

. DUNCAN. WING, and CO. Brokers

Liverpool and London Chambers and 4, Canada Dock.

Shields Daily Gazette - Friday 23 November 1866

ALEXANDRIA Nov. 12.—Freight for cotton still continues to rule high, $\frac{3}{4}$ d per lb ; and at this rate, with 9-16d for deck cargo at skipper's risk, the Dalmatian has cleared ; the Adalia and Milan are loading ; and the Thessalia, now discharging, will probably fill. In spite of less favourable reports with regard to our crop, owing to the late severe weather, we still venture to anticipate good market for steam sail tonnage. The transfer of the agency of the Anglo-Egyptian Steam Navigation Company into the same hands as that of Messrs Bibby's boats will, by lessening competition, tend to sustain the high rates we are already experiencing.

Cork Constitution - Thursday 06 December 1866

SALE OF MAHOGANY, &c., at THE NORTH DOCKS, LIVERPOOL.

TO BE SOLD by AUCTION on THURSDAY MORNING, the 13th Dec., 1866. at 11 o'clock precisely, in the NEW MAHOGANY SHEDS, NORTH CARRIERS DOCK.

. 78 Logs Circassian Walnut, Dalmatian,

On account of Edward Denton, Esq. Merchant

Liverpool Daily Post - Monday 17 December 1866

COMMERCIAL SALES.

WEDNESDAY

Wednesday next, the 19th instant. at Twelve o'clock, the Public Salerooms, Exchange Buildings

GUM ARABIC. 44 Barrels, lately landed ex Dalmatian and Alabama.

. ROOKE, OKELL, and SPENCE Brokers

Liverpool Daily Post - Saturday 23 February 1867

COMMERCIAL SALES.

NEXT WEEK

On Monday next, the 25th Instant, at Twelve o'clock, at the Brokers' Salesroom, Apsley-buildings, Oldhall-street,

. FUSTIC, 12 Tons Zante.

Ex Dalmatian Lying In Burkett's, Regent Street.

. ROOKS, OKSLL, and SPENCE.

The Albion Monday 08 April 1867

COMMERCIAL SALES.

THURSDAY

On THURSDAY MORNING next, the 11th instant, at eleven o'clock precisely, in the Brokers' Mahogany Sheds, North Carriers' Dock, Liverpool,

. 121 Logs Circassian WALNUT, ex Dalmatian,
67 logs, BULLET TREE. ex Louise.

Liverpool Daily Post - Tuesday 21 May 1867

COMMERCIAL SALES.

TO-MORROW.

To-morrow (Wednesday), the Instant, One o'clock, at the Office, Exchange-buildings West,

. COTTON, 12 Bales Inferior Egyptian, ex Dalmatian.

. RATH BONE CLAY, and CO.. Brokers.

Greenock Telegraph and Clyde Shipping Gazette - Monday 24 June 1867

MARRIAGE.

At 5 Lynedock Street, Greenock. on the 21st by the Rev. James Stark. Mr C. J. Lindell chief officer, S.S. Dalmatian, to Mary, daughter of Mr James Black.

Liverpool Daily Post - Wednesday 10 July 1867

COMMERCIAL SALES.

THIS DAY

This Day (Wednesday), the 10th instant, at Twelve o'clock, at the Brokers' Office, 18, Hackins-hey.

DISCOLOURED TARTAR, 10 Casks Fine,

. Just landed, ex Sicilian and Dalmatian.
JACKSON and GARDNER. Brokers.

The Albion Monday 12 August 1867

COMMERCIAL SALES.

FRIDAY.

SALE OF' MAHOGANY, &c., AT THE NORTH DOCKS. On FRIDAY MORNING next, the 16th instant, commencing at eleven o'clock precisely, in the Brokers' Mahogany Sale Sheds, North Carriers' Dock, Liverpool,

On account of Messrs. PAPAYANNI BROTHERS, Merchants.

. 59 Logs Circassian WALNUT,
Just landed ex Dalmatian, from Constantinople.

Liverpool Daily Post - Saturday 07 September 1867

On Monday next, the 9th instant, at One clock, at the Brokers' Office. 13, Manchester Buildings

. VALONIA, 5,350 Kintals.

. Just arrived per Dalmatian, Atlas, and Thoasilia, from Smyrna
WELSBY, TAYLOR, and HOBSON Brokers

Liverpool Daily Post - Wednesday 01 April 1868

COMMERCIAL SALES.

THIS DAY.

This Day (Wednesday). the 1st instant, at Twelve o'clock, at the Brokers' Office, Berry's Building, George Street

. ARGOLS 20 boxes Bologna white per Dalmatian
 . John BENNET Jnr & Co, brokers

Liverpool Daily Post - Tuesday 09 June 1868

COMMERCIAL SALES.

THURSDAY

Thursday next, the 11th instant, at Twelve o'clock, at the Brokers' Office, 9, Temple-court Chambers, Temple-court,

CURRANTB, 759 Barrels, Steamers.

DITTO, 100 Cases, ex Syrian.

SULTANAS, 950 Boxes Turkey, {ex Dalmatian

DITTO. 1,333 Drums and Half-Drums Turkey, {

HOUGHTON and LEVY. Brokers. 9, Temple-court, North John-street.

Liverpool Daily Post - Wednesday 08 July 1868

COMMERCIAL SALES.

THIS DAY.

This Day (Wednesday). the 8th instant.

GALLS {28 Bags Blue, ex Dalmatian.

. {35 " " ex Marathon.

. R CHRISTIE, Broker.

Liverpool Daily Post - Friday 06 November 1868

This Day (Friday). the 6th instant. Twelve o'clock. as the Brokers' office

. Apaley building Oldhall street,

SUMAC 100 bags Tyro Leaf, now landing ex Dalmatian.

. ROOKE SPENCE, and CO. brokers.

Liverpool Daily Post - Monday 16 November 1868

COMMERCIAL SALES.

THIS DAY

Day (Monday) the 16th instant, at a Eleven o'clock, at the Brokers' Office. 25, The Temple,

41 Cases Naples WALNUTS,

. Ex Dalmatian.

28 Half-Boxes Black GRAPES.

6 Cases FORBIDDEN FRUIT,

450 Tapnets Faro FIGS

20 bundles Faro BASKETS.

JAMES ADAM. SON. and CO., Brokers 37, North John street.

Bell's Weekly Messenger - Monday 28 December 1868

FOREIGN. ALEXANDRIA, Dec. 11- These being a large amount of tonnage in port. Steam freights are very dull to Liverpool at 2s ,8d per qr. Grain.--The steamers now on the berth are the Syrian, Thebes, Illyrian, Osiris, Thessalia and Dalmatian.

Manchester Courier and Lancashire General Advertiser - Saturday 09 January 1869

TRADE AND COMMERCE. Friday, January 8 Alexandria

Steamers sailed (not arrived in Liverpool) : December 17 Thessalia (put back to Alexandria with shaft broken),850 bales ; December 18, Syrian (taken into Lisbon, damped by being been on the rocks), 1,498 bales ; December 21, Osiris 1,315 bales ; December 23 Dalmatian, 2,671 bales

Liverpool Journal of Commerce – Thursday 14 January 1869

SCREW STEAMERS BETWEEN LIVERPOOL AND ALEXANDRIA

SUCCEEDS THE ILLYRIAN

The well-known screw steamer

DALMATIAN

For ALEXANDRIA

Will receive goods until noon Saturday next, 16th instant.,

For terms of freight or passage (cargo being received by special agreement only)
apply to

John Bibby Sons & Co.

Liverpool Daily Post - Friday 15 January 1869

COMMERCIAL SALES

On Monday next the 18th instant, at Twelve o'clock. at the brokers' Office, 13,
Rumford-place,

LIQUORICE JUICE, 10 cases Pignatellis'

OLIVE OIL, 20 Casks Candia, Just landed ex Dalmatian.

RICHARD FOULKES. Broker.

Liverpool Journal of Commerce - Friday 15 January 1869

OVERLAND TRANSIT FOR BOMBAY,

VIA

LIVERPOOL ALEXANDRIA & SUEZ

SUCCEEDS THE ILLYRIAN

The well-known screw steamer

DALMATIAN

Will receive goods for Bombay until noon Saturday next, 16th instant., for
transhipment at Suez by the steamers of the Peninsular and Oriental Steamship
Company.

Freight on Manchester Bale and case goods at £4 per ton measurement and 10%
primage. For further particulars (cargo being received by special agreement
only) apply to

John Bibby Sons & Co.

Liverpool Journal of Commerce - Thursday 04 March 1869

SCREW STEAMERS FOR THE MEDITERRANEAN

The following (or other screw steamer) is intended to be dispatched as under unless prevented by unforeseen circumstances, viz:-

The well-known screw steamer

DALMATIAN

FOR CORFU , ANCONA AND TRIESTE

. Calling at Gibraltar, Palermo and Messina

Receiving goods up to midnight of Thursday 11th instant
For terms of freight or passage (cargo being received by special agreement only)
apply to John Bibby Sons & Co.

Liverpool Journal of Commerce - Thursday 11 March 1869

SCREW STEAMERS BETWEEN LIVERPOOL AND PORTUGAL

The following (or other screw steamer) is intended to be dispatched as under viz:-

. For LISBON

The DALMATIAN

Receiving goods no later than 12 o'clock noon this day (Thursday) 11th instant
For terms of freight or passage (cargo being received by special agreement only)
apply to John Bibby Sons & Co.

Gore's Liverpool General Advertiser - Thursday 11 March 1869

AUCTION SALES

THIS DAY

This Day, (Thursday) the 11th inst. at twelve o'clock, at the Brokers' office, Liver-chambers,

. About 11 Tons LINSEED CAKE,
now landing ex Dalmatian, from Palermo.—
Apply to JOHN DAVIES and CO, Brokers.

Liverpool Daily Post - Tuesday 16 March 1869

COMMERCIAL SALES.

THIS DAY.

This Day (Tuesday), the 16th instant, Twelve o'clock, at the Brokers' Office, 3, Rumford-place,
COTTONSEED CAKE, 660 Bags, ex Dalmatian, from Alexandria.
Open for inspection on morning of sale, in Cubbins', Foster-street.
Messrs. E. Thomas and Co , Merchants.
. T. CLEATON and CO.. Brokers.

Liverpool Journal of Commerce - Wednesday 07 July 1869

SCREW STEAMERS FOR THE MEDITERRANEAN

The following screw steamer (or other screw steamer) is intended to be dispatched as under unless prevented by unforeseen circumstances, viz:-

The DALMATIAN
. For Genoa, Leghorn, and Naples,
. (calling at Gibraltar)
Receiving goods up to midnight on Wednesday the 7th instant
For terms of freight or passage (cargo being received by special agreement only)
apply to John Bibby Sons & Co.

Liverpool Journal of Commerce - Friday 27 August 1869

LINE of SCREW STEAMERS FROM LIVERPOOL

TO CONSTANTINOPLE AND SMYRNA

The following screw steamer (or other screw steamer) is intended to be dispatched as under unless prevented by unforeseen circumstances, viz:-

. For SYRA, CONSTANTINOPLE AND SMYRNA

DALMATIAN Friday Sept. 3

Receiving goods up to midnight that day

For terms of freight or passage (cargo being received by special agreement only) apply to John Bibby Sons & Co.

The Albion Monday 30 August 1869

COMMERCIAL SALES.

THURSDAY.

ON THURSDAY ,next the 2d September, at twelve ,o'clock, at the Brokers' Office, Exchange-buildings,

. CANARY SEED, 222 Sacks, ex 'Dalmatian.

Apply to

J. H. RAYNER and CO., Brokers.

Liverpool Journal of Commerce - Thursday 04 November 1869

SHIPS REPORTED INWARDS.

Dalmatian @ Constantinople &c. of Liverpool Mitchell 36 men 1599 tons J Bibby Sons & Co

Birmingham Daily Gazette - Wednesday 17 November 1869

SALE AT THE NORTH DOCKS, LIVERPOOL.

TO be SOLD by AUCTION, on FRIDAY, 26th November, 1869. commencing at Twelve o'clock at noon precisely, the Brokers' Mahogany Sales Sheds, North Carriers' Dock, Liverpool-

28 Pieces LOG ENDS. Being the cargo now landing, Panama, from Santa Ana, on account of Messrs. James Chabot and Co., Merchants.

23 Pieces of Bahia ROSEWOOD, just landed, ex David Harrison from Bahia.

33 Tons Turkey ROSEWOOD, ex Dalmatian, from Constantinople.

294 Planks Italian WALNUT.

1 Burr Italian WALNUT, ex Florist, Fanny Fothergill, and Rhone on account of Importers.

Besides Parcels of Honduras and Mexican Mahogany, American Black Walnut, Bird-eye Maple, American and Riga Oak Billets P. E. Birch, City St, Domingo and other Lignum Vitae, Ac., &c. Catalogues, containing Lotting and full particulars of the above, may be had on application to Farnworth and Jardine, Wood Brokers and Measurers, Liverpool and London Chambers, and 9, Canada Dock. Liverpool.

Liverpool Daily Post - Wednesday 10 November 1869

COMMERCIAL SALES.

THIS DAY.

This Day (Wednesday), the 19th instant, at Twelve o'clock,
GALL'S, 69 Bags Blue.

. " 23 „ Green,

. " 49 " White just landed ex Dalmatian.

BERRIES, 22 " Persian, ex Propoatis.

. STRAFFORD BROTHERS and Co., Brokers

Shipping and Mercantile Gazette - Wednesday 05 January 1870

LISBON —Dec. 29 : The Dalmatian (s s), Mitchell, which arrived here Dec. 26 from Smyrna, Ac., for Liverpool, missed her buoy in bringing up, and fouled the Santos (s s), Heidom, which arrived here on the same day from Havre for Rio Janeiro, and both vessels are reported to have received considerable damage. They both, however, proceeded yesterday for their destinations. The Dalmatian also carried away the mainmast of the Victoria, Portuguese steamer.

Gore's Liverpool General Advertiser - Thursday 06 January 1870

CARGO'S REPORTED

MEDITERRANEAN

Dalmatian, 1599, of Liverpool (J Bibby, Sons and co.) R Mitchell, from Syra, &c. with (from Syra) 1 cs sweets for P Theologo. 1 do Rodocanachi and co. 1 do Zolus, Galatto and co. 58 bgs madder roots Ralli Brothers, 56 do 11 bls cotton order—(from Constantinople) 339 qrs Indian corn Zarifi Brothers, 43 tons boxwood J Gardner and Sons. 120 bls tobacco Cavafy and co. 100 do Remachis and Nephew. 76 do R Shaw, 70 do T Roans, 9 bls waste silk Ralli Brothers, 97 bls

cotton 1 cs tobacco J C Harter and 1 cs eatables M Thomson, 1 cs sweetmeats Georgusi, 1 bxs tobacco M Smanaan, 5028 qrs Indian corn 20 tons copper 82 bls rags 14 tons boxwood 199 bgs mohair 1 bl returned goods 1 cs opium 1 contents unknown order—(from Smyrna) 213 bls cotton Asia Minor Cotton Co 101 do Pappacalo and co. 29 do Easayan and co. 33 do Ralli and Psicha, 51 do Barry Brothers, 84 do T Vafea, 13 do Marrossi and co. 2 pkgs contents unknown 30 cs raisins Asia Minor Cotton Co. 7 cs opium Cunningham, Clark and co. 1 bx preserves A Christodolo. 1 do B Cras, 1 cs fruit Brierley and co. 1 csk wine Besso, 63 cases liquorice paste Merrylees, Hadkinson and Co. 4 cs opium 129 bls madder roots J C Harter and co. 20 cs opium Kalli and Psicha, 5 do Coulon and co. 196 cs raisins 48 bls rags Elliadi Brothers, 256 cs raisins 17 bags figs T Vafea, 118 cs raisins 21 tons valonia C D Christodulo, 1 bx preserves O Damgagian, 129 bags valonia Kalli Brothers, 20 cs opium 801 bags black fruit (transit) J Bibby. Sons and co. 8 bls carpets 997 boxes sultanas 30 cs opium 8 cs scammony 55 bls madder roots 4 skltn cs fruit 1 cs gum 3 cs contents unknown 10 bgs black fruit 4 tons cotton seed 524 tons valonia 727 bls cotton order —(from Lisbon) 57 brls India rubber Foulkes and Son, 62 cs do R Singlehurst and co. 67 hf chts oranges Dart and Rogers, 371 do 6 brls honey Silva and Bon, 74 bxs onions Job Brothers. 67 bndls corkwood P Leite and Sons, 32 do 14 bags corks Robinson Brothers, 1 bx a water meter C Peer, 70 hlf chats oranges order—Huskisson Dock

Commercial Journal - Saturday 05 February 1870

Olive oils are still of ready sale stiffening prices, Mogador having brought £53 10s to £54. Dalmatian afloat steamer to London has been sold £52 10s, cost, freight and insurance.

Liverpool Courier and Commercial Advertiser - Thursday 06 January 1870

Dalmatian, ss. from for this port, Lisbon considerably damaged collision, but proceeded Dec. 28

Gore's Liverpool General Advertiser - Thursday 17 March 1870

CARGO'S REPORTED

MEDITERRANEAN

Dalmatian. 1599, of Liverpool (J Bibby. Sons and co.) R Mitchell, from Constantinople, &c. with (from Constantinople) 1426 Indian corn for Tarifi Brothers, 26 bls mohair 2 cases opium Sechiari Brothers, 792 qrs Indian corn 19 bls goats wool 2 bls waste silk Kalli Brothers. 10 bls mohair M F Paspatti, 20 tons and 25 bgs boxwood J Gardner and Sons, 158 cs fruit Houghton and Levy, 1 box tobacco L Twist, 2 drums caviare Burns and MacIver, 273 bls mohair 41 tons box and 6 tons dyewood 29 bls rags 23 bags yellow berries 10 bales waste silk 1 cs bird skins 1 cs oilcloths 2 cs sweetmeats to order—(from Smyrna) 236 bxs sultanas C D Christodulo 77 bgs valonia A Dalla, 211 do Parodi and Sons. 6 cs opium 45 tons emery stone 2 cs merchandise 47 bgs sumac 542 cs raisins 4761 bxs sultanas (65 bags fruit 300 cases raisins in transit) order(from Alexandria) 702 sacks cotton seed cake E Thomas and co. 146 bls wool M B Naggiar and co. 121 bales cotton Melly, Forget and co. 15 do J A Plants. 23 do Reyher and Schintz, 55 do C Thurburn and co. 73 do C Rodocanachi, 6 do Adda and co. 66 do Naggiar Nasser and co. 55 do C J Uambro and Son, 29 do A Pinto, 37 do Cavafy and co. 39 do G Psicha and co. 19 do J H Schroeder and co. 24 do Argenti. Schilizzi and co. 30 do Schorocil Brothers, 59 do Kalli and Mavrojani, 822 do 56 bags gum (transit) 24 bags gum order-(ex Behar, from Bombay) 40 bales cotton W Dickinson and co. 1067 do P and U O S S N co. 144 do 50 bales wool London and Asiatic Co. 99 do Forbes, Forties and co.— (ex Behar, from Aden) 55 pkgs gum Dabhabhoi Sehroff and co.—(from Malta) 132 csks olive oil Benecke, Sonchay and co. 51 do Perry, Bury and co. 2 cs paste Potter Brothers, 50 cases dates 51 brls onions 1 case shrubs to order—(from Gibraltar) 366 bls wool Carver Brothers and co. 33 dates 2 bxs provisions H M Benshaeron—Huskisson Dock

Liverpool Courier and Commercial Advertiser - Tuesday 22 March 1870

COMMERCIAL SALES.

THIS DAY.

This Day (Tuesday), 22d instant. at one o'clock, at the Corn Salesroom, 8, Old Ropery.

. 4,600 Centals Danubian WHEAT, Ex Dalmatian, in store.
Apply to H.H. GOLDING. Broker.

Gore's Liverpool General Advertiser - Thursday 19 May 1870

CARGO'S REPORTED

MEDITERRANEAN

Dalmatian. 1599, of Liverpool (J Bibby. Sons and co.) R G Mitchell, from Genoa, Leghorn Naples &c. with (from Genoa) 1 case alabaster works for D Cannon & Sons and Co. 87 casks mineral to order – (from Leghorn) 1 cs books Eyre and Co. 1 cs a marble bust H Powers 3 cs mosaic and wooded works T Roosevelt 50 bls tow 26 bls hemp 6 cks ochre order – (from Naples) 2 csks tartar 1 cs paintings order – (from Trieste) 2160 qrs maize R Makin and Sons 1340 do Seager and Co 643 do W Lowe and Co 2350 do B Georgala and Co 20 cases paper Rushden and Foster 4 do Greenshields and Co 4 do Leech Harrison and Co 10 do A Duranty and Co 100 bags beans A B Buxcoso, 8 casks gum C Gerard 6 pkgs machinery A Leighton and Co. 1 cs gum W H Cole and Co. 25 bgs do 315 bgs Valonia Jackson and Gardener 694 sacks flour 2833 qrs maize R T Smyth and Co. 4 bxs steel 23 casks tartar 1100 scks flour 25 bls cotton 63 bls hemp *order In Transit* 30 pkgs gum National Steam Navigation Co. 23 cs do W H Cole and Co. 11 cases sponges Baring Brothers and Co. 50 bxs steel order- (from Malta) 1 box a gun A White (from Valencia) 1 bl waste silk F Horne and Co. 483 cs oranges M'Andrews and Co. 1023 do order - Huskisson Dock

Liverpool Courier and Commercial Advertiser - Friday 05 August 1870

COMMERCIAL SALES.

NEXT WEEK.

On Wednesday next, the 10th instant at twelve o'clock, at the Brokers' Office. 18, Chapel street,

. About 40 Tons EMERY STONE,
. Lately landed, Dalmatian.
. STAFFORD BROTHERS & CO.. Brokers.

Liverpool Mail - Saturday 14 May 1870

BROKERS SALES

MONDAY

On Monday next the 16th instant at Eleven o'clock, the Commercial Saleroom,
Temple-court,

990 Cases Valencia ORANGES, Ex Dalmatian.

Apply to JAMES ADAM, SON. and CO., Brokers,
37, North John-street, Liverpool.

Liverpool Daily Post - Saturday 17 September 1870

MONETARY AND COMMERCIAL. LIVERPOOL, Friday

FRUIT (From Houghton and Livy's Circular.)

Liverpool, Sept. 16.—Currants: There has been a good steady demand
throughout the week and prices are firmly maintained. The arrivals are the
Meteor and Dalmatian, with about 1,200 tons.

Liverpool Daily Post - Tuesday 24 January 1871

COMMERCIAL SALES.

TOMORROW

Tomorrow (Wednesday). the 25th instant. At Twelve o'clock, the Commercial
Sale Rooms Temple-court,

. 264 Boxes Palermo ORANGES,
. 40 " " Bitter DO..
. 45 " " MANDERINS
. 99 CASES " LEMONS
. 25 BOXES " DO
. ex Dalmatian.

JAMES ADAM and SON and Co. Brokers
37 North John Street, Liverpool

Gore's Liverpool General Advertiser - Thursday 26 January 1871

Dalmatian, 1599, of Liverpool Bibby, Sons and co.) R Mitchell, from Ancona, Trieste, &c. with (from Ancona) 7 csks grey tartar 8 csks argola 50 planks walnut wood order (from Trieste) 400 bags flour for Maxwell brothers. 800 bags 1139 sacks flour 496 qrs wheat R T Smyth and co. 1 bx marachino T Richardson. 672 bgs sumac W and M Smith & co. 20 bls hemp Steinkuhl and co. 30 sacks flour A F & R Maxwell. 166 do T C Geiselbrecht, 1 cs wine T W Davidson 7 co. 196 brls prunes Mattel Brothers, 84 cs stationery A Leighton and co. 94 bls hemp C T Rodocanachi, 146 bags flour H Lasemann. 8 pkgs gum Brownells and co. 200 bls wool Dowsthorp and Nephew. 1 cs dry fruit T de Angelini. 1 cs books Dankerly and co. 21 pkgs machinery Shore Flour Mill. 1 box sausages F Peruggio, 430 bgs flour 25 bags tow 120 bls hemp 40 bags sumac order *In Transit*— 44 pkgs merchandise National S N Co. 10 cs paper A Duranty and co.—(from Venice) 4 cs beads M L Levin. 2 do Leech. Harrison and co. do T Nickels. 40 do Leo Negri and co. – 2 do Dunkerly and co. 1 bx wine G B Angelini 2 cs merchandise A Duranty and co. 71cs 73 brls beads 1483 bales hemp order—(from Zante) 9 casks olive oil Barff and co. 133 do 38 cks onions 34 cks currants order—(from Palermo) 63 cs 235 boxes fruit C Sofio and co. 3 bxs do S Brehrens. 26 do A J Carston and co. 22 do E & J H Carston and co. 41 cs 22 bxs do 1 cs a machine J H Thomas, 82 bxs fruit Potter Bros. 18 cs 4 bxs do Ross Bros. 2½ bxs J Hambro and Son. 65 do R Roberta, Son and co. 16 casks tartar Melhnish. 80 cs 431 bxs fruit 2085 bgs sumac 7 cases macaroni order —(from Malta) 8 boxes orange peel Tomasett and co. 1 bl grass W L Ferro. 100 bxs oranges Cains and Kitchen, 68 brls raisins 13 bgs seed 12 bls lemons order—(from Venice) 60 bags flour W Lowe and Sons. 11 cs glass apparatus Stavely and co. 3 do Gibbs, Bright and co. 2 cs glass Brown, Shipley and co. 1 do A M Wainwright, 10 cs albumine De la Perrelle and co. 8 cs beads J Martin and Son. 13 pkgs merchandise (transit) J Moss and co. 1401 bls hemp 71 bls strappature 455 bls tow 9 cs contents unknown 449 bags sumac 12 cs beads 25 brls castor oil order— Huskisson Dock

Shipping and Mercantile Gazette - Wednesday 17 May 1871

TONNAGE DUES ON STEAMERS. It with much regret learn on good authority that the government is still inclined, notwithstanding all the warning It has received to increase the Tonnage Dues upon steamers calling at Malta, that is to say, the present rate will be doubled on all steamers over 400 tons. If the government still labours under the impression, as we understand it does, that such a compromise with the very reasonable opposition the whole project has encountered, would meet with the approval of the Owners the various steam lines trading the Mediterranean, is very much mistaken. Already we hear, on the

best authority, that the most important Steam Company has decided to send its extra vessels to and from India without touching here; and this may be taken as a hint and a foretaste of what we may expect, should there be any unwise tampering with the facilities offered to steamers calling at our port. With a view of impressing upon the government the necessity farther consideration, we may mention few facts and arguments that have not yet been sufficiently ventilated in the discussion of this subject. For instance, the steamer Dalmatian went to Palermo to load £150 freight, and loaded over £2,000 from Palermo alone. She came here only to replenish coal, no freight being obtainable at this port. A steamer leaves Alexandria for Liverpool with sufficient coal, under ordinary circumstances, to carry her to her destination, on the voyage she has had bad weather, and calls here for one lighter of coal. Would she do so to take in merely 30 tons of coal, if she had to pay £4 or £5 Port Dues. The Coaling Trade supports very considerable portion the population. Drive it away and you will deprive that number of people their daily bread. Far preferable would it be to put small tax on some of the necessaries and luxuries of life, than by one fell stroke cut away the means of obtaining them. A small tax on wines, spirits, silk, tobacco, and such like far instance, would give a sensible increase in the revenue, and be scarcely felt at all by the general population. Sixpence a barrel on common wine would only increase the price to the consumer a little over 1-12th of 1d bottle, and produce £6,000 year to the government. We regret to hear that the Hon. Mr. Scicluna and some of his honourable colleagues have shewn disposition to oppose any such augmentation of taxation as far as regards wines and spirits; but it is to be hoped that, considering where most of the money comes from to pay for the wine and spirits consumed, their good sense will lead them to desist from so unwise a course. The port charge for Italy is 25 centimes per ton register, and this is still further reduced by 40 per cent, allowance for the space occupied by the machinery and its accessories. But we are assured that the Italian government is ready to do away with this charge, besides offering every possible facility for coaling steamers, if it saw a chance of securing for any of its ports a place of call for the Steam Trade which is rapidly developing with the East through the Suez Canal. If the Port Dues at Malta were entirely abolished, it would be an inducement to two-thirds of the whole number of steamers trading between England and India, which now do not touch this island, to call here, and most earnestly reiterate our recommendation to the government to reconsider the matter, and instead of augmenting the Port Dues, once boldly declare far and wide that Malta is really free port, and not merely in name. We have just learnt that the proposed changes in the Tonnage Dues have been the subject of serious discussion in the several boards of direction of the lines of steamers trading to the East, and the local Agents have orders to oppose by every possible means so inexpedient a measure, as well as to keep their principals informed telegraph of any decision come to by the government on the subject, with a view to seeking,

in case need, the intervention of the Beard of Trade and the Secretary of State, and, if necessary, claim redress at the hands of parliament.

—Malta Times, May 3.

Liverpool Mercury - Saturday 20 May 1871

On Tuesday next. the 23rd instant. at Twelve o'clock, in the Brokers' Office, Adelaide-buildings,

. 412 Bales ESPARTO,
Ex Winsloe (ss), and Dalmatian (ss).- Apply to
. LAIRD & ADAMSON, Brokers.

Liverpool Daily Post - Friday 30 June 1871

The steamer Dalmatian, from Alexandria, at this port, had fair light variable winds in the Mediterranean, strong winds unsettled weather along the coast Portugal. Mostly strong westerly winds, with dense fog. and misty weather from Cape Finisterre to the Channel

Liverpool Mail - Saturday 02 March 1872

BROKERS SALES.

MONDAY. On Monday next, the 4th instant, at Eleven o'clock, the Commercial Saleroom, Victoria-street,

141 Bags Smyrna WALNUTS, EX Dalmatian

Apply to JAMES ADAM, SON, and CO., Brokers,
87, North John-street, Liverpool.

Liverpool Journal of Commerce - Friday 10 May 1872

SCREW-STEAMERS BETWEEN LIVERPOOL AND EGYPT.

. Succeeds the CRIMEAN
. The well-known Screw -Steamer

DALMATIAN,

For MALTA and ALEXANDRIA,

With liberty to call at Any other ports *on route* receiving goods up to noon on Saturday 18th instant, taking goods for transhipment to Beyrout, Alexandretta and Mersyne

Shipping notes can be had at the offices of the owners, and bills of lading from Messrs. Mawdaley and Son 4 and 6, Castle-street.

For terms of freight or passage (cargo being received by special arrangement only) apply to

JOHN BIBBY. SONS. & CO.. 27 James-street.

Liverpool Journal of Commerce - Tuesday 14 May 1872

STEAM FROM TO LIVERPOOL TO CALCUTTA AND
MADRAS VIA ALEXANDRIA.

The well-known Screw-Steamer

DALMATIAN

will receive for goods for Calcutta and Madras up to noon of Saturday the 18th instant, for transhipment by the steamers of the Peninsular and Oriental Company.

Freight on Bale and Case Goods to Calcutta and Madras, 40s per ton measurement, and 10 per cent. primage, taking goods at through rates for Chittagong, Akayb, Rangoon, Moulmein, Colombo. and Coronada.

Shipping notes can be had only at the offices of the owners. and bills of landing from Messrs. Mandalay and Son, 4 and 6. Castle-street.

For further particulars (cargo being received by special agreement only) apply to

JOHN BIBBY. SONS, & CO.. 47, James street.

COMMERCIAL SALES

TOMORROW

To-morrow, 15th instant, at Eleven o'clock, at the Commercial Saleroom, Victoria-street,

657 Cases Valencia ORANGES, { ex Dalmatian
 , 200 Boxes Lisbon ONIONS { (if arrived).

JAMES ADAM, SON. & CO., Brokers.

Liverpool Mail - Saturday 25 May 1872

BROKERS SALES

MONDAY.

Monday next, the 27TH instant, at Eleven o'clock the Commercial Saleroom,
 Victoria-street

| | | |
|-------|------------------------------------|-----------------------------------|
| . | 193 Boxes Lisbon ONIONS, | |
| . | | Ex Dalmatian. |
| . | 140 half-boxes Lisbon POTATOES, | |
| . | 40 Boxes | Do. Do., |
| . | | Ex Dalmatian. |
| Apply | JAMES ADAM. SON. and CO., Brokers, | |
| . | | 37, North John-street, Liverpool. |

Shipping and Mercantile Gazette - Tuesday 18 June 1872

FREIGHT REPORTS

Constantinople, June 11.—Since last week's tonnage has accumulated rapidly, and many vessels continuing to arrive daily with the prevailing strong south winds have subsided, and to-day's outside rates are 45s for small and 44s for larger vessels, from Taganrog, with 2s less from lower ports. Latest charters: Ararat (s s); Dalmatian (s s); both at 3s 3d per qr Constantinople for Liverpool.

Liverpool Journal of Commerce - Wednesday 13 November 1872

SCREWSTEAMER FOR THE MEDITERRANEAN.

The following (or other screw-steamer) is intended to be despatched as under, unless prevented by unforeseen circumstances, viz.

The DALMATIAN,
 For PATRAS CORFU. ANCONA, TRIESTE, and VENICE, calling at Palermo and

Messina, receiving goods up to midnight of Monday, the 18th instant.
 Shipping notes can be had only at the office of the owners and bills, of landing from Messrs. Maudsley and Son, 4 and 6 Castle-street.
 For term of freight or passage (cargo being received by special arrangement only) ,
 apply to, J BIBBY SONS & CO- 27 James-street.

Gore's Liverpool General Advertiser - Thursday 14 November 1872

FREIGHTS REPORTED

Dalmatian, 1342. of Liverpool, (J Bibby, Sons and co.) R G Mitchell, from Syra &c. with (from Syra) 148 bales madder roots for Kalli Brothers, 260 bxs figs G Slatanos. 18 casks citrons C Adam and co. 29 cs preserved citrons A M Cophill, 30 csks do G Cozzifachi, 199 bxs figs A Kalli, 1 cs provisions Papayanni and co. 1 do G G Foglis, 8 cs honey A J Clodis 1 cs chrome ore Theologo and co. 1 do Papayanni Bros, and co. 4 cs books 2 cs marble 1 cs sweets Rodoconachi Bros. and co. 35 csks citrons 45 cs 5 bgs sponges 1 case figs order- (from Constantinople) 2180 qrs corn F Mendi and co. 1100 do Georgala and co. 750 do Vagliano Bros and co. 1293 do 1132 qrs wheat 55 bags goat wool 6 bags yellow berries Sechiari Bros. and co. 562 qrs beans A Kalli, 141 bags linseed 1 cs grebe skins Spartall and co. 235 cs figs C D Christadulo, 66 bgs goats wool 20 bgs yellow berries D S Sevostupulo. 20 bales wool C Reter. 70 do J W Little, 12 do B Rogdanoff. 8 dble-bls tobacco Cassavetti and co. 210 bales do J Astam, 12 bales lamb skins D S Sevostupulo, 6 bls carpet C E Meakin and co. 3 pkgs merchandise Admiralty, 1 pkg tobacco R O Vosghimini, 1 bx sweets B S Zerlandi, 40 bags linseed 500 bgs goat wool 213 bls wool 150 bls hemp 58 bgs yellow berries 45 bales rags 11 bales lambs skins 15 bls silk 2 bls waste silk 19 cs opium 1 box table covers 2 bls carpets 3 cases merchandise 11 do (transit) order-(from Smyrna) 12 pkgs merchandise (transit) W H Cole and co. 155 bgs 842 pkgs 65 skltn-cs figs 285 cs raisins 189 drms 350 bgs 190 bxs 100 cs sultanas 4 skltn fruit 23 bags walnuts C D Christadulo, 1 skltn-cs fruit J Bibby Sons and co. 1 do Maximo and Damiano. 1 do A N Coutpas, 1 case do L Zacheus, 1 do F O Higginson, 28 skltn-cs 917 bxs figs 302 cs 555 bags raisins 1 skltn-cs 917 bxs sultanas Elliadi Bros. 193 bxs 192 cs 239 skltn-cs figs F Reggio and co. 177 boxes 20 skltn-cs figs 36 bxs raisins 521 sultanas A Gialossy, 2190 boxes 14 cs 265 skltn-cs figs 1925 bxs sultanas Barry Bros. 112 bxs 232 cs 7 skltn-cs figs 420 bxs sultanas 2 cs merchandise T Vafea, 50 bls madder roots J Harter and co. 589 pkgs merchandises(transit) 87 cs 321 skltn-cs 508 bgs 1870 bxs figs 1856 cs raisins 11 skltn-cs fruit 3573 bxs sultanas 7 cs sponges 5 cs opium 11 cs merchandises order - Huskisson Dock

Lloyds List 29th November 1872.

A quantity of timber has washed ashore near Hell's Mouth. Also 3 or 4 hatches, like steamer hatches, some pieces of oars with the letters TSDL, cabin doors and pieces of new packing cases with the following marks Quire & Co.

Liverpool Daily Post - Saturday 30 November 1872

THE LATE STORM..

SUPPOSED LOSS OF A LIVERPOOL STEAMER.

Yesterday Intelligence was received in Liverpool which leads to the supposition that the Dalmatian, of Messrs J. J. Bibby, Sons, and Co's. fleet of Liverpool and Mediterranean steamers, has been lost off the Welsh coast. It appears from the Intelligence at our disposal that a quantity of timber has been washed ashore near Hell's Mouth, also three or four hatches, like steamer's hatches. Some pieces of oar, with the letters "T.S.D.L.," pieces of cabin doors, and pieces of new packing cases, with the marks Quire and Co, packers, Boston ; Lonbacks, M. with J.P.S. in a diamond, others with the mark D. in a diamond and S. outside, and the end of a box, having on it " From S. Wakeham and Son, Liverpool, have been washed ashore. A man of the name of Edward Hughes, at Pwllheli, saw a bright light about 9 p.m. on Tuesday last, coming from the direction of Bardsey. The letters " T.S.D.L" are those of the Dalmatian (s), which left Liverpool on the 20th inst. for Palermo. She appears to have had a cargo corresponding with some of the brands. In reference to this disaster the receiver of wreck at Carnarvon has received the following letter :

Custom House, Pwllheli;, Nov. 28., 1872. Sir,—Yesterday morning a messenger came from Hell's Month to report a great quantity of wrecked timber. I beg to say that I proceeded there at once and found the beach strewn with timber, but which all very near gone like firewood ; also three or four hatches, which have the appearance of having belonged to some steamer. There have been washed ashore pieces of oars with the letters stamped on the blade, T.S. D.L., pieces of cabin doors &c. ; also pieces of new packing cases with the following names :— Quare and Co., packers, Boston, Lonbacks, 56 outside with J P S in a diamond ; others with the mark D in a diamond with letter S outside :and the end of a box with the name "From S. Wakeham and Son, Liverpool." I remained there until dusk to see if anything else would come in with the flood tide ; all that I could see was a few pieces of timber. It is the opinion of the people of the neighbourhood that it must be an iron vessel that is wrecked close to this place, but there is no sign of the wreck or spars. I have given instructions to the people to try and save we much as they could of the timber, and that I would go there

and sell them. If any wreckage comes there, I shall telegraph to you at once. I also beg say that a man of the name Edward Hughes saw a bright light about nine p.m. on Tuesday night, the 26th instant, coming from the direction of Bardsey, and he afraid it must have been a vessel trying to get to St. Tudwall's Roads, and that it is that one which has gone to pieces.—I am, sir, yours, &c.,
R. EVANS, Deputy Receiver of Wreck at Pwllheli

The following is a copy of a letter received by John Bibby, Bons, and Co. :
Custom House, Carnarvon, 28th Nov. 1872. Sir,—I send you a copy of a letter I received today from the deputy-receiver at Pwllheli The marks on the cases that have come shore, TSDL, correspond with the signal letters for your ship, the Dalmatian. I trust it may not be her. I am going to Hell's Mouth tomorrow ; it is about thirty-five miles from this place.—In haste, your obedient servant, (Signed)
G. H. Paws, Collector.

On making inquiries last evening at Messrs. Bibby's office we were informed that that firm had dispatched to Hell's Mouth one of their officials to assist, by personal examination of the cabin door, and other wreckage washed ashore, if they really belonged to the Dalmatian. A strong hope is entertained that the Dalmatian has not been lost, and this hope is founded on the fact that vessels of less power and strength which sailed from Liverpool after the Dalmatian have even put into Falmouth, while the Dalmatian, in six days, had got little beyond Holyhead. Against this, however, there is the possibility that the vessel may have been disabled in the recent severe weather, and have been putting back to Liverpool when she was lost. She was a steamer of 1,989 tons, and 225 horse-power, and was built in Belfast in 1862.

Lloyds List 30th November 1872.

The beach from Hell's Mouth round to about two miles east of Abersoch is strewn with sides of bacon, hams and tallow. One cask of tallow is marked on one end 'Trieste' in painted letters. A brass plate with Harland & Wolff, Iron Shipbuilders and Engineers, Belfast 1862 and the end of a drawer with S.S. Dalmatian on it was washed ashore near Hells Mouth.

South Wales Daily News 4th December 1872

The steamer Dalmatian, which foundered off the Welsh coast a few days ago, is stated to have cost £40,000 She was partly insured Her cargo was worth £ 80,000. What the insurances on the cargo were is not yet known.

Preston Herald - Wednesday 04 December 1872

SERIOUS SHIPPING DISASTERS.

WRECK OF THE DALMATIAN AND LOSS OF 35 LIVES.

Information reached Liverpool Friday of what, next to the loss of the Tacora, is the heaviest loss have had to report this year. A quantity of wreckage has been washed ashore near Hell's Mouth, which has been identified part of the steamer Dalmatian, which left Liverpool the 19th November for Sicily, with large general cargo. It is feared that falling in with the heavy gales which have resulted so disastrously to many vessels in the Channel, she has been forced into Cardigan Bay, and gone down amongst the rocks.

There is now every reason to fear that another dreadful casualty had added the terrible list disasters sea which will render the autumn of 1872 one of painful remembrance. Great anxiety was occasioned on Saturday morning by the public announcement that a quantity of wreckage had been washed ashore in a portion the Welsh coast situate near to the entrance of Cardigan Bay, known as Hell's Mouth, which bore the signal letters of the screw steamer Dalmatian, belonging to the fleet of Messrs. John Bibby, Sons', and Co., of this port ; but, there was no definite information, hopes were entertained that the vessel might yet be heard of. One thing, however, was certain, that a wreck had taken place somewhere along this coast, and there were grounds for apprehension that crew of the ill-fated vessel had perished. No doubt can now be entertained that the vessel was the fine screw steamer Dalmatian, belonging to Messrs. J Bibby and Sons and that the whole of the crew numbering 35 hands, had met with a watery grave.

The Dalmatian was a fine four masted steamer, nearly 2,000 tons burthen and was built by Messrs. Harland and Wolfe, the eminent shipbuilders of Belfast, 1862 . She was 335 feet long, 31 feet 2 Inches broad, and 24 feet depth of hold; In 1871, she was fitted with new compound direct motion engines 225 horse power nominal, by Messrs. Jack, Rollo, and Co., of Liverpool. The vessel, which was chiefly employed in the Mediterranean trade, was fitted with every modern appliance for the loading and unloading cargo, of which she had a very large carrying capacity, and had ample accommodation of passengers; but, fortunately, on last voyage no passengers were booked.

On Wednesday, the 20th November, the steamers Castilian, Illyrian, and Dalmatian, all belonging to J Bibby and Sons, left the Mersey bound for different ports, the Dalmatian being bound for Palermo, with a general cargo, of the estimated value of £80,000. The steamers all appear to have encountered terrific weather which for many days subsequently to their sailing prevailed in the channel, and the Illyrian was compelled to put into Falmouth. Nothing was heard of the Dalmatian from the day of her sailing, but the general impression appears to be that that steamer became disabled by the loss of her propeller or the

breaking down of some other part the machinery, and that was putting back when she foundered. Those who consult the chart will observe that Carnarvonshire projects for many miles into St. George's Channel, forming the one side Carnarvon Bay and on the other Cardigan Bay. In westerly and south westerly gales the Carnarvonshire coast is much exposed, and the only safety for vessels proceeding up or down the channel is to keep well out to sea. If, as is conjectured, the steamer was putting back under canvas, the fury of the gale which blew on Tuesday night would tend to drive her upon the shore near Hell's Mouth ; but nothing has been seen of the hull of the steamer ,it thought that she foundered she was making for the shelter of St Tudwall Roads. About nine o'clock on Tuesday night bright lights were seen from Pwllheli by man named Edward Hughes, who concluded that they were displayed by vessel off Bardsey Island for the above-named roads, and next morning quantity of wrecks and packages of heavy goods were washed ashore Hell's Mouth. As soon these facts became known to Messrs. Bibby, they forwarded to Pwllheli one their staff well acquainted with the marks of the cargo of the Dalmatian, and also with the vessel, to ascertain if any of the property could be identified as parts of the cargo of that steamer. A telegram has been received specifying the following amongst other articles washed ashore: Five oars and one breaker marked "T. S. D. L."; two main deck hatches, Nos. 4 and 5; one lower deck hatch, No. 4; main and pen rails; top of skylight; part of the after house and forecastle deck; several pieces boats, and some timber with brass plate attached bearing the words, Screw steamer Dalmatian Harland and Wolff, Iron shipbuilders and engineers. Belfast, 1862." In the face of this evidence, the fate of that fine steamer is, we fear, sealed, and the loss of all her crew a certainty. Among the cargo washed ashore several boxes of pork marked J, P. S. Trieste," casks and other goods, which doubt formed part of the cargo of the Dalmatian. By a telegram received from Pwllheli last night, we learn that wreckage and cargo continued to be cast along the shore of Cardigan Bay, but that the time the dispatch was forwarded no bodies had been washed ashore.

The Dalmatian was commanded Captain B. G. Mitchell, an experienced officer, and carried a crew of 35 persons, whose names append :-

R. G. Mitchell, 32 years of age, master, of St. James street, Liverpool; John Downess, 47, first mate, Isle Man ; James Birnie, 32, second mate, Aberdeen; Henry M'Fall, 37, third mate, Cookstown; Francis Legg, 28. carpenter, Liverpool: Richard Westron, 47, steward, Falmouth; James Wooke, 24, cook, Liverpool: Able Seamen; Fred Patter, 29, France ; William Kirk, 60, Dumfries; William Taylor, 30, Liverpool; William Hall, 35, Liverpool: William Dormer, 35, Belfast; Mark Lorn, 32, Cardigan; Lawrence Fulton, 49, Glasgow; B. M. Findlay, 20, Newcastle; J. Burke, 22, Liverpool; J. Lewis, 57, Devonport; John Hayes, 22, Chester; Jas. Harris, 24, Wales ; Frederick Armstrong, 30, Cork; James Hussey, 42, Liverpool; B. Payne. 19, Crosby.

ENGINEERS DEPARTMENT.—J. M'Art, aged 43, chief engineer, Lanark ; R Oliver, second engineer. Roxburg: W. H. Ibbotson, 22, third engineer, Sheffield. Firemen: J. Jura, 21, Lisbon; J. Doyle. 35, Dublin ; D. M'Ardie. Monaghams; Pat Manning, Dublin; James Kirk, 21, Liverpool; James Renwick, Carvan; 25, James Dillon, 22, Wexford; John Foley, 53, Woolwich; James Doberty 35, Newton; W. T. Burke, 16, boy, Blackburn. The Dalmatian which was built cost of £40,000, was partly insured; but whether the cargo, valued at £80,000. Is covered by insurance, is not known.

Manchester Evening News - Thursday 05 December 1872

THE LOSS OF THE DALMATIAN. The quantity of wreck, belonging unmistakably to the Dalmatian, washed up on the Welsh coast, leaves no doubt whatever as to the fate of that ship. No bodies have yet been found. There was a report yesterday that one of the crew had been picked up by a sailing vessel, but Messrs. Bibby were unable to learn how far this rumour was founded on fact. At the Liverpool Police Court, yesterday, an able seaman, named John Lewis, was charged with neglecting to join the screw steamer Dalmatian. Lewis appeared to appreciate his present difficulty more than the danger from which he had escaped, for when questioned by the bench he said he was sorry he had not gone on board the vessel before she sailed. Mr. Raffles, remarking that the loss of the vessel did not alter the prisoner's offence, committed him to gaol for three weeks.

Eastern Daily Press - Thursday 05 December 1872

THE LOSS OF THE STEAMER DALMATIAN. Very great surprise was occasioned in London yesterday by the announcement in the morning papers that the steamer Dalmatian, belonging to Messrs. Bibby, of Liverpool, which has been reported totally lost with all hands, had safely arrived at Liverpool. Our reporter, on making inquiry Lloyd's, was informed that the vessel was written off as loss, and a telegram received a late hour in the afternoon from Lloyd's Liverpool states that the Dalmatian has not arrived. Messrs. Bibby have formally announced the loss of the ship, and there is every proof that the ship and all on board have perished.

The Cambrian 6th December 1872

SUPPOSED LOSS OF A STEAMER.—There is strong reason to believe that the steamer Dalmatian, owned by Messrs. John Bibby, Sons, and Co., of Liverpool,

has been wrecked on the coast of North Wales. The Dalmatian left Liverpool on November 20 for Palermo, under the command of Captain R. G. Mitchell. On Friday last information was received by Messrs. Bibby of the discovery of certain pieces of wreckage near Pwllheli, from which strong fears are entertained as to the safety of the Dalmatian. She was an iron vessel, built in 1862 by Messrs. Harland, Wolff, and Co., of Belfast, and on Saturday evening a telegram from Pwllheli was received by Messrs. Bibby containing the information that among other wreckage picked up there was a brass plate bearing Harland and Wolff, iron shipbuilders and engineer, Belfast, 1862," and an end of a breaker with S. Dalmatian" on it. The Dalmatian had on board a crew of 35, all told.

Shields Daily Gazette - Friday 06 December 1872

THE WRECK OF THE STEAMER DALMATIAN. Intelligence received in Liverpool yesterday is confirmatory of previous reports that the screw steamer Dalmatian, after striking on the Devil's Ridge, must have been driven over, and gone down in deep water. There were a large number lighters close to the wreck, with men on board, assisting in saving what wreckage could be picked up.

Lancaster Gazette - Saturday 07 December 1872

WRECK OF THE DALMATIAN.— LOSS OF THIRTY-FIVE LIVES. LIVERPOOL, Sunday.— All doubts as to the total wreck of the screw steamer Dalmatian, one of the finest steamers of Messrs. Bibby's line, trading between Liverpool and the Mediterranean, were cleared away to-day by the receipt of the following telegram from Pwllheli : — Five oars and one breaker; marked "T.S. D. L. ;" two main-deck hatches, numbered 4 and 5; one lower-deck hatch, numbered 4 ; and pin rails, top of skylight, part of after house and forecastle deck, several pieces of boats, brass plate, with 'Harland and Wolff, iron-ship builders and engineers, Belfast, 1862;' end of drawer, with " S.S. Dalmatian" on it ; several pieces of sparring ; and several boxes of pork, marked "J. P. S. Trieste," have been washed ashore near Hell's Mouth. No bodies have been washed ashore, and there can be no doubt that Captain Mitchell must have been trying to put back from Bardsey and get shelter from the fearful gale which prevailed on the night of the 6th November in St. Tudwall's Roads, when his vessel struck on the ledge of rocks known as Hell's Ridge, broke in two, and went down in deep water before a boat could be launched, and took every person on board with her. Captain Mitchell was one of the oldest and ablest captains in Messrs. Bibby's employ. The greater portion of the drowned leave widows and orphans. The Dalmatian had no passengers onboard when she left Liverpool. The following is a list of those who

were on board : — Richard G. Mitchell, master ; John Downs, first officer; James Birnie, second officer ; Frederick Legg, carpenter ; Richd. Westron, steward ; James Hookey, cook ; Frank Porter, able seaman ; Wm. Kirk, ditto ; Wm. Hall, ditto ; Wm. Dounen, ditto ; Laurence Fulton, ditto ; Robert W. Finley, ditto; John Hayes, ditto; James Harris, ditto; Fredk. Armstrong, ditto; James Hussey, ditto; Ben j. Payne, ditto; James Stewart, ditto ; Robert Oliver, second engineer ; Wm. H. Ibbotson, third steward; Jose Jura, fireman ; Daniel M'Ardle, ditto; Patrick Manning, ditto ; Joe Penrick, ditto ; James Dillon, ditto ; Joseph Foley, ditto ; James Doherty, ditto ; John O'Brien, ditto ; James Duggan, able seaman; E. Hughes, ditto ; Thomas Perry, ditto; John Green, ditto ; Wm. Desmond, ditto ; Henry Brown, ditto ; Walter Butler, boy ; R. Payne, ordinary seaman ; James M'Arte. engineer. Total, 35.

Burton Chronicle - Thursday 12 December 1872

SHIPPING DISASTERS. THE LOSS OF THE DALMATIAN

On Saturday intelligence was received at Liverpool that, on Nov. 22nd and 23rd, a large four-masted screw steamer was observed outside St. Ann's Head, one of the promontories at the north side of Milford Haven. There was a fearful gale blowing at the time, and the vessel was labouring very heavily, and signals were observed flying, and other indications of distress, as if the vessel required a pilot or a steamer, but no one could get out of the Haven to render assistance. There can be no doubt whatever, from the statements of those who observed the vessel, that she was one of Messrs. Bibby's line of steamers, trading between Liverpool and the Mediterranean, and that she was none other than the ill-fated Dalmatian. She was not to be seen on Sunday morning, and she therefore most have been unable to reach the Haven, and was totally wrecked during Saturday night at a place known as Hell's month.

Times of India - Saturday 11 January 1873

A correspondent writes us that a letter just received from a passenger by the Peninsular and Oriental steamer Nubia, dated Malta, December 8, refers to a frightful disaster at sea. The writer after relating the imminent danger the Nubia had escaped in the Bay of Biscay, goes on to say that the passengers "saw a larger steamer the Dalmatian founder and all were lost ; two other vessels went into one another and both were lost". Our correspondent adds unfortunately that time and place are not stated, but that must remove any hopes for the safety of the ill-fates Dalmatian.

Bradford Observer - Friday 17 January 1873

The Loss of the Steamer " Dalmatian." — Information was received in Liverpool yesterday to the effect that some of the cargo of the ill-fated steamer Dalmatian had been washed ashore near Greenock. A box, which has been identified as forming a portion of the cargo of the Dalmatian, has been picked up near Greenock. Considering that this vessel was wrecked about the latter end of November last on the Welsh coast in the neighbourhood of Pwllheli, and that nothing beyond a few pieces of its wreckage been found, the fact that this box has been discovered at Greenock, is proof that there is an undercurrent running between the Welsh and Scotch coasts which was never believed to exist. This will also account for the non-appearance of the bodies of the crew or of any large quantities of wreckage or cargo.

Lloyd's List - Saturday 18 January 1873

LIVERPOOL, 17th Jan. —The box reported from Greenock, in List of 15th Jan., having been picked up at Skermolie on the 11th Jan., has been identified as having formed part of the cargo of the Dalmatian (s).

Shipping and Mercantile Gazette - Friday 31 January 1873

We know, however, that 1872 less than ninety-seven ships were posted as missing, and many of these were first-class steamships. The Dalmatian, of the latter description, is supposed to have been beating about the Irish Sea for several days before she disappeared, yet we have no account of her Crew, nor of those belonging to any of the ships to which we allude. The grain-laden steamers would not founder immediately on their cargo's shifting; but where are their Crews? Edited

Lloyd's List - Wednesday 29 January 1873

28th Jan., 10.45 a.m. A letter from Pwllheli, states that a little coal washed up, 24th Jan., near the place where the bale of drapery ex Dalmatian(s) was found ; the coal is supposed to have come from the bunkers of that steamer.

Liverpool Mercury - Friday 14 February 1873

DEATHS

LEGG -Nov. 26, lost with the steamer Dalmatian in Cardigan Bay. aged 28, Frederick Stephen Legg, son of Stephen Legg. master shipwright, Liverpool.

Hull Daily News - Saturday 08 March 1873

Among the seamen who perished in the sad catastrophe off the Great Ormes Head. E. W. Mitchell. of Brig, a Young man of 18 years of age. son of Mrs. Mitchell. of Brigg. who only few months ago was informed of the loss of her son Captain Mitchell of the Dalmatian steamer. Much sympathy is felt for Mrs. Mitchell. who has been bereaved of her husband (the late Rev. A. L. Mitchell) and two sons within a year.

Liverpool Mercury - Tuesday 29 April 1873

BIRTHS

WESTRON – April 27th 1 Tintern Street, Westminster Road, the widow of R. A. Westron, steward of the steamship Dalmatian, of a daughter.

Harland and Wolfe

Gustavus Schwabe, a financier from Hamburg, was heavily invested in the Bibby's.

1858 Edward James Harland took over a shipyard in Belfast and quickly attracted an order of three boats from John Bibby and Sons. These boats were named Venetian, Sicilian and Syrian.

1860 Impressed with these boats, Bibby's ordered six more from Harland. The boats that Edward Harland designed were long, had a narrow beam and were flat-bottomed; the boats became known as "Bibby's coffins".

1861 Schwabe's nephew, Gustav Wolff, became a partner with Harland in the yard which was renamed Harland and Wolff.

Belfast News-Letter - Friday 11 April 1862

DIVING OPERATIONS IN BELFAST HARBOUR.-Yesterday, for the first time, a professional diver from England was seen at work in our upper harbour. The purpose for which his services had been engaged was, to endeavour to ascertain the exact spot where a portion of an anchor, broken off in the launch of the large screw steamer Dalmatian, from Queen's Island, some months since, was submerged, in order for its recovery, lest it should cause a similar accident in the launch fixed for next week. The diver was lowered into the water, in his singular-looking water tight dress and helmet, from one of Mr. Harland's boats, in which a person was stationed who was well acquainted with the working of the requisite apparatus provided for supplying air to the operator. Several descents were made, and we believe that the removal of the awkwardly situated obstruction, which is directly in the launching track of the new vessel, is certain.

Northern Whig - Tuesday 15 April 1862

' LAUNCH OF THE NEW IRON SCREW STEAMER
"ARABIAN."

IRON SHIPBUILDING IN BELFAST.

This day, at high water (about half-past ten o'clock), there will be launched from the ship-building yard of Mr. E. J. Harland, Queen's Island, the eighth of a magnificent line of screw steamers built by the same builder, and for the same owners—Messrs. Bibby Co., of Liverpool. This will be the third vessel of exactly similar dimensions—for the Mediterranean line of that eminent firm—the preceding vessels being the Venetian, Sicilian, Syrian, Grecian, Italian, Egyptian, and Dalmatian, all built this port since 1858, and representing in the aggregate upwards of 80,000 tons—a fleet which does credit to Belfast shipbuilding symmetry of model and the strongest proportions known modern shipbuilding. That the vessels which have been launched from the Queen's Island ship yard have upheld the character of the establishment which they were built in highly creditable manner is proved by the fact that the Liverpool company, the centre of great shipbuilding and ship owning community, employs an Irish firm and Irish port to the extent which the Messrs. Bibby Co have done. The business of this firm, may I say, has for two or three years back given constant and remunerative employment upwards of one thousand Belfast artisans and workmen, and has thus enabled Belfast to realise, in addition to other departments of trade for which it justly celebrated, character which, we believe, it will continue to sustain. It to be presumed that iron shipbuilding in Belfast, already made such satisfactory progress, will become more and more extensive—the ships launched here bring quite equal those built in the great English and Scotch ports, where

this important trade has obtained a firm and extensive footing.

The Arabian, which is to be launched this day, is, as I have said, in every respect a sister ship to the Dalmatian and Egyptian, both launched within the past twelve months—a fact which shows the activity with which business carried on on the Queen's Island. Her dimensions are follows:

Extreme length from figurehead to taffrail, 355 feet.

Burthen, ..*. 3,600 tons.

Horse-power, .- 400

Diameter of screw 16 feet.

Draught of water (loaded). ... 21 feet.

Her machinery (boilers and engines) will be supplied Messrs. M'Nab & Co., of Greenock; and we hope the time not far distant when not only the hulls but also the machinery of first-class steamers will furnished here. The Arabian will, like her sister ships, fitted up with all the recent improvements—steam winches, patent windlass, iron masts, wire rigging, Harland's patent iron decks, lifting screw, surface condensers, and feed beaters; besides which she will have special features of her own the main rail and deck-houses being of iron, the first introduction the material for such purposes. Indeed, it may said that, for her size, she has more iron and less wood her construction than any ship afloat. The Arabian has been built class A1 for twelve years the grade all the vessels hitherto launched for the same establishment; and, to give an idea of the size of this magnificent ship, and an illustration of the progress of Belfast naval architecture, we may say that she is thirty-three feet longer than the Great Britain, and only eighteen feet shorter than the Himalaya.

The slip vacated by the Arabian will shortly be occupied by the keel of screw steamer twenty feet longer. Mr. Harland has also in hand two screw steamers of about 1,000 tons burthen each, one of which will be launched next springs;" a large sailing ship for Messrs, J. P. Curry & Co.; and two iron barques for Liverpool Leases.

It is to be hoped that all will go well to-day with the Arabian, and that noon will see her safely afloat her moorings to the satisfaction of her enterprising builder.

Enniskillen Chronicle and Erne Packet - Thursday 24 April 1862

SHIPBUILDING IN BELFAST.

A new steamer, called the Arabian, the third of three sister ships constructed by Mr. E. J. Harland for the eminent firm of J. Bibby, Sons, and Co., of Liverpool, was launched Wednesday in Belfast. The Lady who formed the ceremony usual upon such occasions was Miss M'Clintock, daughter of Major M'Clintock, Randlestown. The launch was accomplished without the slightest bustle, noise, or confusion. The new ship, the Arabian, after Egyptian and Dalmatian, built in the

same establishment. The Dalmatian, the preceding sistership of the Arabian, was hunched on the 19th Nov. The Arabian has been only about nine months on the building slip. She makes the third large steamer launched by Mr. E. J. Harland (now Harland & Wolf) in about fourteen months. The Arabian will shortly warped into Princess Dock to receive her masts, &c, preparatory to being towed across the Channel to Greenock, where her boilers, engines, and screw will be supplied and fitted up Messrs. Macnab & Co., and completed for the Mediterranean station, for which she has been built. The vessel now afloat is the eighth which has been built on the Queen's Island for Messrs. Bibby and Co., and the eighteenth launched from the establishment now owned by Messrs. Harland and Wolf. very handsome screw steamer, about 250 feet long and 1,000 tons burden, on the point of completion for the eminent English firm just named, and intended for the cattle trade between Liverpool and the Spanish Peninsula, will be launched in about a fortnight from this date. Early in the simmer, a sister ship to the latter will be ready for work; and, ere the close of the present year, other launches will take place from the same establishment, which now employs more operatives, and pays a larger amount in wages, than any other industrial concern in Ulster, with one exception. The slip now vacated by the Arabian will shortly be occupied by the keel of clipper Indiaman, to be upwards of 1,000 tons register, for the enterprising firm of Messrs. R. Corry and Sons, this port, for whom Mr. Harland previously built the ship Jane Porter, of 952 tons register. Soon after the succeeding launch, the keels of two barques for the foreign trade will be laid down "end to end" the only wooden ship present building at this port is clipper barque, of about 530 tons, on Messrs. A. M'Laine and Son's slip, and which will launched, it is expected, about the middle of July next.—Belfast news-Letter.

McNab and Co

1862 Acquired part of the Greenock yard of Scotts (presumably this refers to Westburn)

1865 Launched 3 vessels 830 tons

Built the steam engines for 3 screw steamers for James Bibby (of J. Bibby, Sons and Co, Liverpool) — the Venetian, Sicilian, and Syrian, each 270 feet long, by 34 feet beam, and 22 feet 9 inches hold

Glasgow Herald - Thursday 13 January 1859

The Greek gunboat lately built by Mr. J. Reid, Port of ,Glasgow, is lying at the crane, and is having her engines put in by Messrs. M'Nab & Co. They are of a patent horizontal make specially suitable for war vessels the whole machinery being under water level.

Glasgow Herald - Thursday 03 December 1863

Launch.-Yesterday afternoon, a handsome screw-steamer was launched from the building-yard of Messrs. M'Nab & Co., and was named the Rhoda. She is 252 tons, and is fitted up with direct acting engines of 50 horse-power.

Glasgow Herald - Saturday 19 November 1864

The s. s. Duro built by. Messrs. Harland & Wolff, Belfast, for Messrs. John Bibby, Sons & Co., Liverpool, was brought into the West harbour on Thursday to receive her machinery, which is to be supplied by Messrs. M'Nab & Co. This will be the tenth vessel engined by that firm for the same builders.

Glasgow Herald - Tuesday 17 October 1865

LAUNCH.-Yesterday. Messrs. M'Nab & Co: launched from their yard at Albert Quay a handsome screw steamer of about 300 tons, Her engines were on board.



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. 2 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, BRAZIER, 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 Eccleston 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.

Donaghadee Divers

From North Wales Chronicle: 20 Aug 1829 and later:

Dollar Fishery on the Coast of Ireland

Three brothers of the name Henry, Edward and John Owen, of Holyhead, lately invented a diving bell, about the size of a churn [milk churns typically held 17 gallons] by which they can descend and remain for many hours in 15 fathom water, moving from place to place with considerable facility. With this simple apparatus, they lately proceeded to Donaghadee on the coast of Ireland, where the brig Enterprise was lost in 1802 [sic], when homeward bound from South America with a large quantity of specie in gold and silver on board. For the recovery of this valuable cargo they immediately commenced operations, and, at the first descent, the diver lit on the ship's bell, having the name of the vessel "Enterprise" engraved thereon, which he brought up with him. On this discovery, the divers returned with reaping hooks, with which they employed themselves for three successive days in cutting the seaweeds which had grown on and about the remains of the vessel: and, on the fourth day, they succeeded in discovering a number of Spanish dollars of the coinage of Charles III and Charles IV. Thus encouraged, they continued their gallant exertions from day to day which were

rewarded by a considerable quantity of the same valuable coin. The three enterprising brothers were at Holyhead last week, displaying the fruit of their ingenuity and bravery and are now on their way back to those silver shores which have already afforded so fair a return for their labour, and from whence they hope still to reap a further and richer harvest. We heartily wish them that reward which their ability and exertion deserve.

3 Sep 1829:

On the second day that the intrepid divers were employed in their dangerous submarine labour of cutting away the sea weed with which the remains of the wreck or the Enterprise were covered, the man in the bell discovered a crab which took shelter in a fissure of rock. Into this fissure he thrust his arm, laid hold of the crab, and dragged him from his lurking place. Few of our readers require to be told, that it is the nature of the crab to retain most pertinaciously his hold of whatever he may get between his nippers when alarmed or irritated. In the present instance, the crab laid hold of a Spanish dollar, which, when dragged forth to light, he held in his claw, as if willing to try if bribe might be the means of recovering his liberty. His captor, however, shoved both the crab and the money into the capacious pocket of his fishing jacket, and immediately proceeded to examine the hole in the rock from whence he had dragged the crab, where, to his agreeable surprise, he found upwards of one hundred dollars. While the diver was thus employed, the crab took the opportunity to escape from the pocket to which he had been committed prisoner, and was seen by the diver at a very short distance, running along the bottom in quest of a new habitation, and still retaining his dollar in his fist alias claw. - We have seen some of the dollars recovered by these gallant brethren; they are generally coated with a black substance, which when removed exhibits the coinage perfectly fresh and entire.

25 Oct 1829:

We have now to add, that the Donaghadee men having within the last fortnight got a knowledge of what was going on, drove off the three intrepid strangers, and commenced attempting to get to the bottom of the business themselves, by means of a clumsy machine constructed in imitation of the diving bell constructed by the Welshmen. They have, however, had the mortification to find that cleverer fellows had been before them, for their bell has hitherto only brought up goodly cargoes of slutch, and one solitary bar of iron, which the Patlanders [slang for Irish] say "is indented from end to end with the mark of dollars", which gives them good hopes that a considerable quantity of specie remains behind. We leave them to realise these hopes as they best can.

Saunders's News-Letter, Friday 16 October 1829:

A letter from Donaghadee, of the 5th of October, gives the following particulars respecting the recovery of Spanish dollars from the Perseverance[sic] wreck. When the diving bell was constructed, no one was willing to use it; at last John Cornell, carpenter, Donaghadee offered his services; the first descent nothing obtained; but on the next descent, the diver observing a cavity of a rock, attempted to put his hand into it, but was prevented by the Ostracion (or trunk fish)[unlikely in Irish waters] guarding the portals of its silvery mansion; slew the monster, and took from the cave no less than 180 dollars.

Marine Steam Engines

In a single-expansion (or 'simple') steam engine, the high-pressure steam enters the cylinder at boiler pressure through an inlet valve. The steam pressure forces the piston down the cylinder, until the valve shuts (e.g. after 25% of the piston's stroke). After the steam supply is cut off the trapped steam continues to expand, pushing the piston to the end of its stroke, where the exhaust valve opens and expels the partially depleted steam to the atmosphere, or to a condenser. This "cut-off" allows much more work to be extracted, since the expansion of the steam is doing additional work beyond that done by the steam at boiler pressure.

An earlier cut-off increases the expansion ratio, which in principle allows more energy to be extracted and increases efficiency. Ideally, the steam would expand adiabatically, and the temperature would drop corresponding to the volume increase. However, in practice the material of the surrounding cylinder acts as a heat reservoir, cooling the steam in the earlier part of the expansion and heating it in the later part. These irreversible heat flows decrease the efficiency of the process, so that beyond a certain point, further increasing the expansion ratio would actually decrease efficiency, in addition to decreasing the mean effective pressure and thus the power of the engine.

Double-expansion (usually just known as 'compound') engines expand the steam in two stages, but this does not imply that all such engines have two cylinders. They may have four cylinders working as two LP-HP pairs, or the work of the large LP cylinder can be split across two smaller cylinders, with one HP cylinder exhausting into either LP cylinder, giving a 3-cylinder layout where the cylinder

and piston diameter of all three are about the same, making the reciprocating masses easier to balance.

1865 – SS Agamemnon (1865) was launched, equipped with a 300hp compound steam engine. The engine was designed by Alfred Holt, one of her owners. Holt had persuaded the Board of Trade to allow a boiler pressure of 60psi instead of the normal 25psi - a higher pressure was needed to realise the advantages of double-expansion. The efficiency obtained enabled this ship to travel 8,500 miles before coaling. This made her competitive on routes between China and Britain.

1872 – Sir Fredrick J. Bramwell reported that compound marine engines, operating at 45psi to 60psi, consumed 2 lbs to 2.5 lbs of coal per hour per indicated horsepower

1891 – Triple expansion compound marine engines, operating at 160psi, consumed on average about 1.5 lbs of coal per hour per indicated horsepower

In the marine environment, the general requirement was for autonomy and increased operating range, as ships had to carry their coal supplies. The old salt-water boiler was thus no longer adequate and had to be replaced by a closed fresh-water circuit with condenser. The result from 1880 onwards was the multiple-expansion engine using three or four expansion stages (triple- and quadruple-expansion engines). These engines used a series of double-acting cylinders of progressively increasing diameter and/or stroke (and hence volume) designed to divide the work into three or four, as appropriate, equal portions for each expansion stage. Where space is at a premium, two smaller cylinders of a large sum volume might be used for the low-pressure stage. Multiple-expansion engines typically had the cylinders arranged in-line, but various other formations were used.

BOT enquiry into the Loss of the ss London

Beverley and East Riding Recorder - Saturday 03 March 1866

OFFICIAL REPORT ON THE LOSS OF THE LONDON. The official report of Mr. Traill, the magistrate of the Greenwich Police-court, who recently held an inquiry respecting the loss of the London, screw ship, in conjunction with Captain's Harris and Baker, which had been forwarded to the Board of Trade, has been published. The report after briefly describing the construction and destination of the vessel, explains at some length, in reference to the application of the friends of a passenger to be allowed to cross-examine the witnesses, the powers given by the law relative to these inquiries. The only thing that can be done, and was done in this case, is to put all the questions that are suggested, and are at all relevant to the purpose of the inquiry. A considerable portion of the report consists of comments on the evidence of the 24 witnesses examined during the inquiry. On the subject of stowage, the report states the chief and almost only witness is the Stevedore Cole. Captain Foster, emigration officer in London, on his first inspection of the ship, whilst taking in her cargo, saw only a part of the dead weight, about 150 tons, which he says was stowed in the correct and proper manner. On his second inspection the hold was full. The manner in which the skip was stowed is particularly stated in the stevedores evidence, and seems to have been unobjectionable. The evidence of Captain Stoll is deserving of attention as to certain matters which have been made the subject of censure on the master, Captain Martin. The first of these is the going to sea on the night of the 5th when the weather is alleged to have been unfavourable and threatening. Captain Stoll gives the readings of the barometer on the 5th and 6th, the day the London left Plymouth, and the day after, by which it appears there was a rise of about 3-10ths of an inch in those days, which corresponds with the state of the weather reported by those on board the ship. He therefore properly concludes that the weather was very favourable. Again, with regard to the stowage of coals on deck, and the alleged deep loading of the ship, Captain Stoll says he did not consider that the coals in the least interfered with the navigation of the ship or the comfort of the passengers. And as to her loading, that he took her to be in good trim, "not too deep". Referring to Captain Martin, late commander of the London, the report contains the following tribute to his character as a seaman: Captain Martin was a skilful and experienced seaman, and had commanded the ship from her first going afloat in 1864. His high professional character, and his great self-possession, manifested by his conduct in the trying circumstances in which he was placed, afford reasonable ground to believe that there was no defect of ability, vigilance, or energy on his part; and this ought to be borne in mind, when, owing to the very defective state of the evidence, as given by the

survivors, there may be considerable difficulty in forming a judgment as to the cause or causes leading to the loss of his ship. The evidence of what happened on board the London after she left Plymouth is very imperfect and confused; one thing, however, is agreed by all the seamen who were examined, that she was never put before the wind till the forenoon of the day she went down, when she wore round on the starboard tack in order lower the port cutter, the boat in which the survivors left the ship. It is satisfactory to be assured of this, as severe reflections have been made upon this supposed imprudent act of the master. In the succeeding part of the report a description is given of what took place when the storm came on, Monday, the 8th of January, and the two following days; and in noticing the breaking away of the skylight, on which so much stress was laid by some the witnesses, it is stated that as the carrying away of the skylight, and possibly, in part also, the breaking in of the stern ports, may be considered as the proximate cause of the loss of the ship, the construction of these parts has been carefully inquired into, and a particular description of the skylight and stern ports appears in the evidence of Mr. Wann. The witnesses who have been examined as to the construction of the skylight are of opinion that, with proper fastenings and a tarpauling battened down, it was secure from any ordinary violence of the sea. In concluding their report the assessors say : As to the immediate cause of loss, there can be little doubt that it was entirely owing to the sea getting into the engine room and extinguishing the fires. Had that not happened we have every reason to believe that the centrifugal pump, throwing four thousand gallons a minute, would have cleared the ship of any quantity of water that might from any ordinary cause have found its way into her. It is not at all clear whether all the sea that put out the fires came in through the hatchway when the skylight was carried away, or whether the same violent action of the sea which carried away the skylight might not have caused some other unobserved injury to the ship. Indeed, it is hardly probable that so large a body of water could have come in so suddenly through the hatchway as to fill the engine room 5 ft. deep with water in the short space of time (three minutes) mentioned by the second engineer. Though the hatchway is a large opening, 12 feet 6 inches by 9 feet 6 inches, a great portion of that space is occupied by the head of the engine, which stands immediately under the opening, and greatly diminishes the space through which the water could come down. Assuming that the sea which put out the fires all came in through the hatchway, the next question will be how the skylight was carried away, whether by any imperfection in its construction or carelessness in not keeping it properly fastened down. As to its construction, we have satisfactory evidence that if covered with a tarpaulin perfectly battened down (as was proved to be the case), and the fastenings properly secured, it was a sufficient protection from the sea, unless from any extraordinary accident happening. We have no positive certainty whether the fastenings inside were properly secured. The second engineer says they were.

Where a ship is overpowered by the force of the wind and sea, it is always the weakest point that gives way. There is no evidence enabling us to say whether the fastenings of the engine-room skylight were her weak point. In the absence of proof on these main points, it is needless to go into a particular consideration of the stowage of coals on the deck, and the going to sea with all the top gear aloft, as being remote causes of the loss. In both these particulars the London followed the usual practice of other vessels engaged in the same line of trade. We think the practice a bad one, and hope that this enquiry may have the effect of inducing caution for the future. There were several points in the evidence as regards the occurrences at sea such as the carrying away the masts and booms, the delay in clearing away the wreck, the loss of the boats, and other matters relating to the management of the ship which might have been more satisfactorily explained had the master or any the officers of the ship survived to explain them. In the absence of such explanation, it is but reasonable to give the master credit for the character he has always possessed of being an able and careful seaman, who would not be guilty of any great default of management. In the course of the inquiry some suggestions have been offered regarding the covering of engine-rooms, to protect them more effectually from the sea, and at the same time not to interfere with the free circulation of air. A particular arrangement for this purpose is given in the evidence of Mr. Barber, of which drawing is sent with this report This is a subject of importance, no doubt, in shipbuilding, but not specially belonging to this case. All the hatchways of the ship ought to be made as strong as her deck, and, when occasion requires it, secure from the intrusion of the sea. This may be done in a variety of different ways, more or less simple the simpler the better. If the combings are sufficiently strong, and raised a sufficient height from the deck, a strong grating of wood or iron, not too close in the bars to impede circulation, with a tarpaulin ready hand to be battened over it in bad weather, will answer every practical purpose in case of the skylight being washed away.

Cork Examiner - Thursday 01 March 1866

THE LOSS OF THE LONDON. We (Times) have received the report the formal investigation by Board Trade respecting the loss of the London. This report contains, doubt, all information the public can ever receive as to the cause of that terrible disaster. It occasioned at first some natural feeling of dissatisfaction that the representatives of those who were lost in the ship were not admitted to cross examine the witnesses. Such a permission, however, would, it appears impossible the Act of Parliament which directs these investigations, and the report justly represents that such practice once unnecessary for the purposes of the inquiry, and might render it impracticable. The persons appointed by Beard of

Trade have power to call any witnesses they may think necessary, including the passengers and their representatives, and to cross-examine them they please. These responsible and experienced assessors are not likely to neglect any point of uncertainty in the evidence while if the representatives of all the passengers who were lost in a ship as the London were allowed to cross-examine the witnesses at pleasure, the investigation might be indefinitely prolonged. The Court of Inquiry have examined no less than 24 witnesses, who all had either a personal knowledge of condition of the ship were experienced shipbuilding, and the most minute particulars affecting the seaworthiness the vessel have been inquired into. The result, moreover, is the whole satisfactory could be expected. It sets at rest several disputed points, and indicates at least the proximate cause of the disaster. It appears, in the first place, that a general equipment of the ship amply sustained her previous reputation. The Surveyor of Lloyd's and the Emigration Officers Gravesend and Plymouth concur in reporting her as "all respects a good vessel." The weight of the cargo and its stowage were the next points of inquiry, and with respect to these also the Report decides that ship was in a satisfactory condition. The manner of the stowage is pronounced to have been unobjectionable, and there is doubt that, according to the standard adopted by Lloyd's Surveyors and the practice of such ships in general, the London was not over loaded. The Court, indeed, advert to some evidence to a contrary purport given by retired shipbuilder of Liverpool, and they appear to think that his opinion is not to be altogether disregarded. They repeat, moreover, the recommendation they had already made in the case of the Amalia, that the deep load line should be permanently marked on all vessels carrying passengers and merchandise. With respect to the stowage of coals on deck, and the fact of the ship having set sail from Plymouth with all her top gear aloft, the Court observe that she only followed in these particulars the usual practice of all vessels engaged in the same line of trade. They censure the practice, however, in decided language. It is impossible to say whether, matter of fact, these circumstances contributed any degree to the loss of the ship ; but it may be hoped, now that attention has been thus forcibly called to the danger they involve, that they will for the future be avoided. The only other point relative to the despatch of the vessel from the port was the state the weather when she started from Plymouth. As this is a point upon which Captain Martin has been severely blamed, it is satisfactory to be assured that there is no foundation for such a censure. Captain Stoll, the Emigration Officer at Plymouth, gave the readings of the barometer on the 5th of January, the day the ship sailed, the 6th, and on the 7th. There was rise in those days of about three eighths-of inch, and this agrees with the state of the weather as reported by those on board the ship. Instead, therefore, the ship having sailed in the face of threatening weather, there appears no doubt that "the weather was very favourable." In fact for the first two days after leaving Plymouth "the weather was moderate." It was not

until Monday, the 8th, that "it began to blow strong." We now come to the actual history of the disaster. Here, again, everyone will be glad observe at the that one of the points conclusively established relieves the captain from another ground of censure. Severe reflections had been cast upon him for his supposed imprudence in putting his ship before the wind. It is agreed upon, however, " by all the seamen who were examined, that she was never put before the wind until the forenoon of the day she went down," and then only in order lower the port cutter in which the survivors left the ship. This exculpation of the captain on the points respecting which we have conclusive evidence, combined with his high professional character, is justly held by Court to preclude any unfavourable judgment respecting doubtful questions in the subsequent management of the ship. It is not probable that a man of such experience, and who behaved so admirably in the moment of supreme peril, would have committed any serious errors, and we must believe that the points of apparent difficulty could have been satisfactorily explained if any of the officers had survived to give an account of them. Moreover, the of this part of the inquiry is sufficiently definite to render any such questions of very subordinate importance. There is that the proximate cause of the loss of the ship was the sea getting into the engine room and extinguishing the fires. This disaster is alone sufficient to account for all that followed, and only remains, therefore, to inquire by what means the sea was enabled thus to break into the engine room. this point the Court speak with less certainty, and appear inclined to think that the immense body of water which poured suddenly into the engine room could hardly have been admitted if the ship had not sustained some further injuries beyond which were observed. Here, however, one point is certain, and is sufficient to furnish us with a practical result in that the engine room skylight was washed away, and that the water poured into the room immediately afterwards. When we are informed that the hatchway thus left unprotected presented opening of 12 feet inches by 9 feet 6 in., we must conclude that if this accident did not actually cause the final disaster, it was amply sufficient to cause it. The practical question, therefore, to which the inquiry is reduced is " how the skylight was carried away, whether by any imperfection its construction or by carelessness not keeping it properly fastened down." On these points the evidence leaves to some extent uncertain. A portion of the jibboom which had been blown overboard had been recovered, and was fastened to one stanchion of the hatchway, and it may be that this floated with the water on deck, and contributed to unship the skylight. In other respects the hatchway seems to have been as well secured from the outside as its construction admitted. There is no evidence, however, enabling the Court to say whether " the inside fastenings of the skylight were the weak points of the ship." to the construction the skylight, the Report says that if properly secured it was a sufficient protection from the sea, " unless from any extraordinary accident happening." It appears to impossible to avoid the conclusion that the

construction was insufficient. In the first place, it might be enough to observe that the skylight did, in point of fact, give way. But, besides this, a construction which is only secure " unless when extraordinary accident happens," is practically unsafe. It is against extraordinary accidents that ships have be secured, and it is most fatal fault not only of shipbuilding, but of navigation, that everything is conducted on the supposition that none but ordinary dangers will have to be encountered, much this, indeed, is expressly admitted by the Report. " All the hatchways a ship," it is said," ought be made strong as her deck; and, when occasion requires it, secure from the intrusion of the sea. This may be done in a variety of ways more or less simple." If so, the public will regard as unpardonable if a ship is ever sent to sea again with hatchways liable to the same accident that which caused the loss the London. The conclusion thus obtained is rendered the more important from the very similar result of the inquiry into the loss of the Amalia, which we published a day or two ago. There, too, the loss of the ship was proximately preceded by the water breaking into the engine room and extinguishing the fires. It is evident, in short, that the safety of these steam vessels a heavy storm depends almost entirely upon the security of the engine room. It is not improbable, as Mr. Wilson thinks, that the construction of our fast steamers is such to render them ill adapted to meet storm when reduced to the condition of sailing ships; but, so long they have steam power at their disposal, there is every reason for believing them safe, if not safer than any other sort of vessel. It is satisfactory that we have thus been able to trace these terrible disasters to the real cause, and that this proves to be a deficiency which can be readily supplemented. We cannot, indeed, say that human foresight could not have averted the accident, for such a weak point in the construction ought to have been detected. But we may rest satisfied that no blame can be attached to those who had the management of the vessel, and we may be thankful that we have discovered the means of guarding against a similar catastrophe for the future:

220 persons perished in the loss of the ss London, including the master and all the ship's officers except the chief engineer.

The Panic of 1866 was an international financial downturn that accompanied the failure of Overend, Gurney and Company in London, and the *corso forzoso* abandonment of the silver standard in Italy. The Panic decimated shipbuilding in London, and elsewhere, the Millwall Iron Works holding company collapsed.

The collapse of Overend Gurney and the ensuing crisis of 1866 was a turning point in British financial history: this was the last time a serious disruption took place in the London money market until 2007-8. The achievement of relative stability was due to the Bank's willingness to offer generous assistance to the market in a crisis, combined with an elaborate system for discouraging moral hazard. The Bank's assistance was not anonymous because it monitored the names on its discounted bills. When Overend Gurney sought extraordinary assistance from the Bank, their request was refused on the grounds that the bills offered did not comply with standard eligibility rules. The Bank's refusal forced Overend to suspend payments and there was a general panic in the market. The Bank responded by lending freely and raising Bank rate to very high levels. The new policy was crucial in allowing for the establishment of sterling as an international currency. When in 1890 Baring Bros got into trouble, however, the Bank reacted differently and set up a bailout of the failing institution. Such a contrasting attitude was dictated by the dissimilar position occupied by Overends (a bill broker) and Barings (an accepting house) within the London money market.

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James Jack ROLLO and Co

Graces Guide

James Jack ROLLO and Co of Victoria Engine Works, Sandon Dock, Boundary Street West, Vauxhall Road, Liverpool.

James Jack founded the Victoria Engine Works.

1860 Patent. '2553. And James Jack and David Rollo, both of Liverpool, in the county of Lancaster, Engineers, have given the like notice in respect of the invention of "improvements in the construction of surface condensers and feed water heaters, and in the combination of certain parts of steam engines especially adapted for marine purposes."

1861 Patent. '1474. To David Rollo, of Liverpool, in the county of Lancaster, Engineer, and Partner in the firm of James Jack and Co., of the Victoria Engine Works, for the invention of "improvements in valves for steam and other engines"

1861 Made surface condensers, to J. Frederick Spencer's design, to fit to ships already running

Built engines for early vessels in the White Star Line's fleet

1871 His only son, Alexander Jack, became a partner in the firm of James Jack, Rollo and Co.

1880 On the death of James Jack, and David Rollo having retired from the firm, Alexander Jack took over the direction of the business

1884 Alexander Jack became sole partner, and started shipbuilding at Seacombe on the Mersey. However, because of a depression in trade and due to trouble with the workmen, the company did not prove to be a financial success.

1886 Alexander Jack died.

Lancaster Gazette - Saturday 20 January 1872

THE LOSS OF THE STEAMSHIP DELAWARE The Board of Trade inquiry into the loss of this steamer, off the Scilly Islands, on the 20th December was continued on Saturday at Liverpool, before Mr' Raffles, stipendiary magistrate, assisted by

Captain Galloway (of the Board of Trade) and Captain Harris.

The chief mate of the Delaware, Charles M'Whinnie who had been examined on the previous day was re-called, and stated that, in his opinion, the vessel was as strong and seaworthy after being lengthened as before, and even more so.

Mr. David Rollo, partner in the firm of James Jack, Rollo, and Co. was called, and stated that in 1865 his firm constructed the boilers and engines of the Delaware. The engines were of 260 horses' power and were of the vertical gear description. Each cylinder was of 62 inches diameter, with 4 feet length of stroke. Previous to the last voyage of the vessel her machinery was thoroughly overhauled, and several new tubes were added to the boilers, making them as good and sound as it was possible to make boilers of that age. When the engines were new they worked up to 1 000 horses' power.

Captain Galloway pointed out that the proportion of horse power to tonnage was 1 to 12.4 tons, and asked if the vessel would be an auxiliary steamer.

Mr. Rollo replied that he would not call her an auxiliary steamer, but a low-powered one.

Mr. Dixon (one of the owners) said that as no cargo was carried on the spar deck, the capacity of that deck ought to be deducted from the gross tonnage in comparing the horse power with the tonnage.

Captain Galloway replied that the horse power must be calculated by the gross tonnage.

Mr. Rollo continued : To drive the Delaware at 13 knots would require about 400 horse power, but such a speed was an unusual one for cargo ships. When the ship was lengthened the engines were left in their original position. The speed of the vessel would be decreased by the lengthening, and nothing could have been done to increase the power of the engines without renewing them. If he (Mr. Rollo) had been putting engines into the lengthened ship he would not have put the same in, but more powerful ones. The glass from the broken skylight getting down amongst machinery would be very likely to produce hot bearings. The proportions of the Delaware were not uncommon, the length of several of the latest Cunard, Inman, and National being eleven or twelve times their beam. Mr Vernon shipbuilder, thought there was nothing wrong in the Delaware's proportions. In bad weather longer vessels were more difficult to handle than short ones, and the latter would be more easily handled with an impaired power but with full power the longer vessels were quite as safe as the others. In the case of the Delaware so long as the engines were working as they ought to have done the vessel was safe enough.

Captain Harris observed that where shipowners were building vessels 12 times their beam it would be well to know that in bad weather that they were not as safe as shorter ones.

The inquiry was brought to a conclusion at Liverpool on Monday, the only new witness being a former master that had commanded her both before and after

the lengthening, and who spoke of her good Qualities as a sound and seaworthy steamer. There being no one before the Court to upon to give judgement (the master having been lost with the vessel) a report will be forwarded to the Board of Trade.

7.0 Analysis

The website for Harland and Wolfe states the Dalmatian was handed over to J Bibby & Sons in December 1862 but she arrived at Liverpool on February 15 1862 as a "new ss" from the Clyde (SMG) with a cargo of 600 tons pig iron, where she had been towed in December 1861 (LL). The Dalmatian then commenced commercial voyages on February 28 1862.

The Dalmatian and her sister ships were towed to the Clyde at Greenock for the fitting of their engines, boiler and screw by Mac Nab & Co. The vessels were fitted up with all the "recent improvements"—steam winches, patent windlass, iron masts, wire rigging, Harland's patent iron decks, lifting screw, surface condensers, and feed beaters. The Dalmatian's engines were converted from simple to compound in 1871 after the BOT allowed the higher 60 PSI pressure in boilers, these engines had been in use on land for some time. This greatly reduced to amount of coal required to fire the boilers, improving the range, reducing costs in coal and manpower. The Dalmatian arrived at Liverpool on 29th August 1871 and was not reported again until 19th October loading at Liverpool and although it is not reported on line, this is the only time in 1871 when she was not in use and could have the compound engines fitted. The Dalmatian was no longer required to stop at Gibraltar for coal after the alteration of the engines to compound, apparently due to the increased efficiency, as can be seen from her port stops in 1872.

The lifting screw was disconnected and raised out of the water when the ship was sailing to reduce drag, some modern yachts have folding propellers to achieve the same effect. The 1862 LR surveyors report states the Dalmatian had a full set of sails and spares, so she was intended to sail when possible with the screw lifted. The Dalmatian therefore was an auxiliary steamer because she could sail and then use the steam engines when the winds were contrary or calm to propel her.

The (s s) before the Dalmatian signifies it is a screw ship and not a steam ship, a paddle steamer is (p s).

The LR entries ceased after the entry is deleted in 1865, the damage repair report from a Lloyds surveyor in 1865 indicates that Bibby Line were not prepared to pay for the damage repair report and another survey the same year. The Lloyds committee apparent decided to delete them if they refused to pay for the second survey.

The American civil war 12 April 1861 – 9 April 1865 caused the suspension of cotton exports to the UK from America due the blockade of southern ports. This

had been the major source of cotton to the northern British cotton mills, and it caused great hardship for the cotton mill workers. The Egyptian cotton carried by Dalmatian from Alexandria would have been in greater demand.

It was in January 1869 that J Bibby & Sons started advertising regular steamer services to Lisbon and the Mediterranean, with a link to carry goods overland from Suez to meet P & O steamers in the Red Sea for Bombay and other Indian ports. It was not until November 1869 that the Suez canal opened. This change was probably linked more to the financial panic than the availability of American cotton. The advertisements continued until the Dalmatian was lost and continued with offers of transshipment for India after the Suez canal opened.

I have not transcribed every advertisement, only one of each type for the Dalmatian. J Bibby & Sons were advertising for all their steamers on different routes to the Mediterranean at this time.

I have only transcribed a selection of the advertisements for goods carried by the Dalmatian to illustrate her cargo, but only cargo to Liverpool are available on line. The only clues to outward cargo is that washed ashore when she was wrecked and the freight charges being quoted for Manchester bales and cases. A bale drapery was reported washed ashore. She was however reported to be carrying cargo worth £80,000, so the outward journeys also appear profitable. In March 1870 and afterwards the cargo to Liverpool contained shipments of Opium, (times have changed they are no longer listed in goods declared).

The ss London which sank in 1866, was on the outward part of her voyage fully loaded with bunker coal, as was the Dalmatian, and the BOT enquiry held into her loss examined the arrangement to allow ventilation into the engine room through an unprotected glass hatch on the deck. One argument put forward for its safety was the Dalmatian and her sister ships had used the same arrangement for 6 years without problems. The other item under consideration was the location within the vessel that the coal was stored, with some on deck and whether she was overloaded. The loss of the London and another vessel the Amelia the same year was caused by sea water entering the engine room and extinguishing the boilers. This was mainly through the glass hatch above the engine room which was smashed by the action of the sea.

The Merchant Shipping Act of 1876 made load lines compulsory, but it wasn't until 1894 that the position of the line was fixed by law. There were reported occasions of the load line been fixed on the funnel of vessels, since the original act failed to specify where it was to be fitted.

The loss of the ss Dalmatian was not investigated by the BOT but the circumstances seem similar to the London, although the Dalmatian must have

sunk quickly. There were a large number of losses of steam vessels in this period without satisfactory explanation and a great many theories put forward for the causes including the ratio between length and breath. I have not transcribed any of the theories as they were all conjecture and some obviously tainted by different prejudices.

The reports of the voyages and cargos of the Dalmatian came from the BNA as did all the newspaper reports. The remainder of information came from Goggle searches.

8.0 Conclusions & Recommendations

I have spent about 50 hours on this research and unusually I had to discard information concerning the Dalmatian due to the volume available, even after 150 years. I was able to largely exclude all the information concerning dogs and some of the reports of the Dalmatian uprising against the Austrian empire by using the filters in BNA.

There is no known wreck site for the Dalmatian, only the location some wreckage was washed ashore from the beach at Hell's Mouth round to about two miles east of Abersoch was strewn with sides of bacon, hams and tallow. A quantity of timber was washed ashore near Hell's Mouth, also 3 or 4 hatches, like steamer hatches, some pieces of oars with the letters TSDL, cabin doors and pieces of new packing cases. A brass plate with Harland & Wolff, Iron Shipbuilders and Engineers, Belfast 1862 and the end of a drawer with S.S. Dalmatian on it was also washed ashore near Hells Mouth. A number of surveys of the area in the recent past have apparently failed to find a wreck site for the Dalmatian, whether this is because she was completely broken up is unknown. During the second World War early sonar was unable to distinguish between metal wrecks and submerged submarines and resulted in many wrecks being depth charged causing them to break up.

A subscription to Ancestry.com would provide details of the masters certification and allow some investigation of the family background of the crew lost when she foundered. This probably would supply family details but after 150 years (approx.) little would be gained by further research in this direction.

This research has answered almost all my original questions except details of the crews and outward cargos. The actual cause of the loss of the Dalmatian was probably the fires being extinguished, as in other losses, in the storm, as her engines seem to have been reliable. She then became a sailing ship and suffered the fate of some many sailing ships driven into Cardigan Bay in SW gales.

The story of the Dalmatian is fairly complete with her mentioned on Coflein, EUwrecksite and the Harland & Wolfe website. The vessel was professional managed with few incidents apart from the fire in her cargo in Egypt, so there is little to comment on. It is difficult to find from on line information if suitable improvements were made to screw steamers to prevent water ingress extinguishing the fires via the skylight but they were a successfully improvement in shipping that survived well past the second World War when all liberty ships had triple expansion steam engines. I have even met a ships engineer on a cruise ship who was qualified in steam, so not an ancient technology.

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Appendices:

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

The image shows a screenshot of a page from Lloyd's Register of Shipping 1863. The page contains a table of shipping entries. Two blue arrows point to specific rows in the table. The first arrow points to the entry for 'Damas' (row 7), and the second arrow points to the entry for 'Dandy' (row 20). The table columns include ship names, owners, tonnage, dates, and agents. The 'Damas' entry shows a ship of 964 tons, owned by Murray, with a date of 19/4/33. The 'Dandy' entry shows a ship of 84 tons, owned by Leithhead, with a date of 9/2/17.

| No. | Name | Owner | Tonnage | Date | Agent | Notes |
|-----|---------------|--------------|---------|---------|---------|--|
| 1 | Dale | R. Eldson | 339 | 10/2/5 | Hwd'n | 1849 P. Dale N Shields Bly. Medit. |
| 2 | Dalhousie Sew | F. Harvey | 184 | 1/1/19 | Dndee | 1861 Dun&Nwc Dundee Dun. S.S.62-5yrs C. 3 |
| 3 | Dalkeith | S Flucker | 848 | 15/8/0 | 33/6/20 | 7 N Brns 1857 A. Russel Gren'ck Liv.India |
| 4 | Dalmatian Sew | Glover | 1989 | 33/5/0 | 34/1/24 | 9 Belfast 1861 BibbySs& Liverp'l Liv. Medit. |
| 5 | Damiet | Bk E. Lovell | 326 | 11/3/0 | 25/0/15 | 0 Sndrld 1854 Joyce&C London Lon. |
| 6 | Damas | S Murray | 964 | 19/4/33 | 6/20 | 6 Abrd'n 1857 Thmps Abrd'n Lon. Austral |
| 7 | Dan Gl | rSr G. Black | 70 | 6/5/1 | 17/2/9 | 0 Mryp't 1851 J.Wils Banff Dub.Coaster |
| 8 | Dandy | Leithhead | 84 | 9/0/8 | 17/6/9 | 2 Shields 1857 J. Swan & Shields Shl. |

Lloyd's Register of Shipping 1863
by Lloyd's Register Foundation, Heritage & Education Centre



- 1862 Blank in L R
- 1864 No Changes
- 1865 Entry crossed out
- 1866 No entry

Appendix B – The Timeline for the *Dalmatian*

1861

December 18 1861 Belfast sailed *Dalmatian* for Clyde in tow of Tug *Conqueror*

1862

w/e February 18 1862 Clyde sail *Dalmatian*(ss) for Liverpool – pig iron

February 15 1862 Liverpool arrived *Dalmatian* (new ss) from Clyde

February 28 1862 Liverpool sailed *Dalmatian* (ss), Wakeham for Genoa

March 12 1862 Genoa arrived *Dalmatian* (ss) Wakeham from Liverpool

March 16 1862 Leghorn arrived *Dalmatian* (ss), Wakeham from Liverpool

March 16 1862 Genoa arrived *Dalmatian* (ss) Wakeham from Leghorn

March 17 1862 Leghorn sailed *Dalmatian* (ss), Wakeham for Naples

March 20 1862 Naples arrived *Dalmatian* (ss), Wakeham from Liverpool

March 23 1862 Naples sailed *Dalmatian* (ss), Wakeham for Alexandria

April 12 1862 Malta arrived *Dalmatian* (ss) from Alexandria

April 12 1862 Malta sailed *Dalmatian* (ss) for Liverpool – wheat, beans & Cotton
 . from Alexandria

April 16 1862 Off Gibraltar *Dalmatian* (ss) arrived from Malta for West

April 22 1862 Liverpool arrived *Dalmatian* (ss) Wakeham from Alexandria

April 29 1862 Liverpool entered out *Dalmatian* (ss) for Genoa, Leghorn, Naples
 . and Gibraltar

May 10 1862 Liverpool sailed *Dalmatian* (ss) Glover for Malta

May 16 1862 Gibraltar arrived *Dalmatian* (ss) from Liverpool – 5 days

May 17 1862 Gibraltar cleared *Dalmatian* (ss) for Malta &c.

May 22 1862 Malta arrived *Dalmatian* (ss), Glover from Liverpool

May 23 1862 Malta sailed *Dalmatian* (ss), Glover for Alexandria

May 26 1862 Alexandria arrived Dalmatian (ss) Glover from Malta

June 9 1862 Malta arrived Dalmatian (ss), Glover from Alexandria

June 16 1862 Spoken to Dalmatian (ss) Lat. 41 N Long. 10 W

June 19 1862 Spoken to Dalmatian (ss) off The Smalls

June 20 1862 Off Liverpool arrived Dalmatian

June 20 1862 Liverpool arrived Dalmatian (ss), Glover from Alexandria

July 14 1862 Liverpool sailed Dalmatian (ss) Glover for Constantinople

July 21 1862 Off Gibraltar Dalmatian (ss) arrived from east for West

July 25 1862 Malta arrived Dalmatian (ss), Glover from Liverpool

July 25 1862 Malta sailed Dalmatian (ss) Glover for Smyrna & c.

July 31 1862 Constantinople arrived Dalmatian (ss) Glover from Liverpool

August 9 1862 Constantinople cleared Dalmatian (ss) Glover for Liverpool

August 14 1862 Smyrna Dalmatian (ss) Glover aground on mud arrived
from Constantinople

August 22 1862 Smyrna sailed Dalmatian (ss) Glover for Liverpool

August 25 1862 Malta arrived Dalmatian (ss), Glover from Smyrna

August 25 1862 Malta sailed Dalmatian (ss) Glover for Lisbon & c.

August 30 1862 Spoken to Dalmatian (ss) off Gibraltar

August 31 1862 Spoken to Dalmatian (ss) off Cape St Mary

September 2 1862 Spoken to Dalmatian (ss) off Cape St Vincent

September 4 1862 Spoken to Dalmatian (ss) lat. 44N long. 9W

September 7 1862 Liverpool arrived Dalmatian (ss) Glover from Smyrna

October 8 1862 Liverpool sailed Dalmatian (ss) for Trieste – collided with inward
Vessel Tandragee but proceeded

October 19 1862 Malta arrived Dalmatian (ss), Bates from Liverpool-
General cargo mainly coals

October 21 1862 Malta sailed Dalmatian (ss), Bates for Alexandria

October 25 1862 Alexandria arrived Dalmatian (ss) Bates from Malta
November 15 1862 Malta arrived Dalmatian (ss), Bates from Alexandria
November 15 1862 Malta sailed Dalmatian (ss), Bates for Liverpool
November 29 1862 Liverpool arrived Dalmatian (ss) Glover from Alexandria
December 1 1862 Liverpool entered out Dalmatian (ss) Bates for Constantinople,
. Syra, Smyrna, Malta and Gibraltar
December 7 1862 Liverpool sailed Dalmatian (ss) Bates for Constantinople
December 18 1862 Malta arrived Dalmatian (ss), Bates from Liverpool
December 18 1862 Malta sailed Dalmatian (ss), Bates for Alexandria
December 23 1862 Alexandria arrived Dalmatian (ss) Bates from Liverpool

1863

January 2 1863 Smyrna arrived Dalmatian (ss), Bates from Constantinople
January 6 1863 Alexandria arrived Dalmatian (ss) Bates from Smyrna
January 17 1863 Alexandria loading Dalmatian (ss) for Liverpool
January 23 1863 Malta arrived Dalmatian (ss), Bates from Alexandria
January 23 1863 Malta sailed Dalmatian (ss), Bates for Lisbon & c.
February 4 1863 Liverpool arrived Dalmatian (ss), Bates from Alexandria
February 28 1863 Liverpool sailed Dalmatian (ss), Bates for Constantinople,
. Syra, Smyrna, Malta and Gibraltar
March 8 1863 Spoken to Dalmatian (ss), Bates off Cape Mondego for Malta
March 14 1863 Malta arrived Dalmatian (ss), Bates from Liverpool
March 16 1863 Malta sailed Dalmatian (ss), Bates for Syra and Constantinople
March 19 1863 Smyrna arrived Dalmatian (ss), Bates from Liverpool
March 19 1863 Smyrna sailed Dalmatian (ss), Bates for Constantinople
March 21 1863 Constantinople arrived Dalmatian (ss), Bates from Liverpool &c.
March 28 1863 Constantinople sailed Dalmatian (ss) Bates for Smyrna

April 1 1863 Smyrna arrived Dalmatian (ss), Bates from Constantinople
April 5 1863 Constantinople arrived Dalmatian (ss), Bates from Liverpool
April 22 1863 Spoken to Dalmatian (ss), Bates off Cape De Gatt for Liverpool
April 22 1863 Spoken to Dalmatian (ss), Bates 130 miles SE Cape St Vincent
April 22 1863 Spoken to Dalmatian (ss), Bates 55 miles SE Cape St Vincent
April 22 1863 Spoken to Dalmatian (ss), Bates 27 miles SE Cape St Vincent
April 29 1863 Liverpool arrived Dalmatian (ss), Bates from Smyrna
May 19 1863 Liverpool sailed Dalmatian (ss), Bates for Constantinople
May 30 1863 Malta arrived Dalmatian (ss), Bates from Liverpool
May 31 1863 Malta sailed Dalmatian (ss), Bates for Syra
June 5 1863 Constantinople arrived Dalmatian (ss), Bates from Liverpool
June 13 1863 Constantinople cleared Dalmatian (ss), Bates for Smyrna
June 14 1863 Smyrna arrived Dalmatian (ss), Bates from Constantinople
June 15 1863 Smyrna sailed Dalmatian (ss), Bates for Alexandria
July 7 1863 Malta arrived Dalmatian (ss), Wardell from Alexandria
July 7 1863 Malta sailed Dalmatian (ss), Wardell for Liverpool
July 20 1863 Liverpool arrived Dalmatian (ss) from Alexandria
July 23 1863 Liverpool entered out Dalmatian (ss), Bates for Constantinople,
. Syra, Smyrna, Malta and Gibraltar
July 30 1863 Liverpool entered for loading Dalmatian (ss), Bates 1692 for
. Constantinople J Bibby, Sons & Co.
August 13 1863 Liverpool sailed Dalmatian (ss), Bates for Constantinople
August 24 1863 Malta arrived Dalmatian (ss), Wardell from Liverpool
August 25 1863 Malta sailed Dalmatian (ss), Wardell for Syra & c.
August 31 1863 Constantinople cleared Dalmatian (ss), Wardell for Smyrna
September 10 1863 Smyrna arrived Dalmatian (ss), Wardell from Constantinople
September 11 1863 Syra arrived Dalmatian (ss), Glover

October 2 1863 Gibraltar arrived Dalmatian (ss), Wardell from Smyrna & Malta
October 2 1863 Gibraltar cleared Dalmatian (ss), Wardell for Liverpool
October 9 1863 Liverpool arrived Dalmatian (ss), Wardell from Smyrna
October 25 1863 Liverpool sailed Dalmatian (ss), Wardell for Genoa
November 4 1863 Genoa arrived Dalmatian (ss) Wardell from Liverpool
November 12 1863 Leghorn arrived Dalmatian (ss) Wardell from Genoa
November 20 1863 Naples arrived Dalmatian (ss) Wardell from Liverpool
December 9 1863 Malta arrived Dalmatian (ss), Wardell from Alexandria
December 10 1863 Malta sailed Dalmatian (ss), Wardell for Liverpool
December 13 1863 Spoken to Dalmatian (ss) & Venetian Lat 38N long 9W
. bound West
December 20 1863 Gibraltar sailed Dalmatian (ss) for Liverpool towing Venetian
December 28 1863 Liverpool arrived Dalmatian (ss), Bates from Alexandria
. towing Venetian (s) from Gibraltar

1864

January 13 1864 Liverpool entered for loading Dalmatian (ss), Wardell for Genoa
. J Bibby, Sons & Co.
January 23 1864 Liverpool sailed Dalmatian (ss), Wardell for Genoa
January 30 1864 Gibraltar arrived Dalmatian (ss), Wardell from Liverpool
January 30 1864 Gibraltar sailed Dalmatian (ss), Wardell for Genoa
February 10 1864 Genoa arrived Dalmatian (ss) Wardell from Liverpool
February 11 1864 Leghorn arrived Dalmatian (ss) Wardell from Liverpool
February 13 1864 Leghorn sailed Dalmatian (ss) Wardell for Naples
February 15 1864 Naples arrived Dalmatian (ss) Wardell from Liverpool
February 18 1864 Naples sailed Dalmatian (ss), Wardell for Alexandria
February 22 1864 Alexandria arrived Dalmatian (ss) Wardell from Naples
March 1 1864 Alexandria caught fire during loading Dalmatian (ss), Wardell

March 6 1864 Alexandria discharging damaged cotton Dalmatian (ss), Wardell
March 14 1864 Malta arrived Dalmatian (ss), Wardell from Alexandria
March 15 1864 Malta sailed Dalmatian (ss), Wardell for Liverpool
March 29 1864 Milford arrived Dalmatian (ss), from Alexandria for Liverpool
. short of coals
March 31 1864 Milford sailed Dalmatian (ss), Wardell for Liverpool
April 1 1864 Liverpool arrived Dalmatian (ss), Wardell from Alexandria
April 25 1864 Liverpool graving docks, Sandon Dalmatian (ss), Wardell
May 6 1864 Liverpool loading Dalmatian (ss), Wardell for Genoa
. J Bibby, Sons & Co.
May 7 1864 Liverpool sailed Dalmatian (ss), Wardell for Genoa
May 16 1864 Genoa arrived Dalmatian (ss) Wardell from Liverpool
May 19 1864 Leghorn arrived Dalmatian (ss) Wardell from Liverpool
May 22 1864 Naples arrived Dalmatian (ss) Wardell from Liverpool
May 24 1864 Naples sailed Dalmatian (ss), Wardell for Alexandria
June 15 1864 Malta arrived Dalmatian (ss), Wardell from Alexandria
June 16 1864 Malta sailed Dalmatian (ss), Wardell for Tunis & c.
June 29 1864 Off Liverpool arrived Dalmatian (ss)
June 29 1864 Liverpool arrived Dalmatian (ss), Wardell from Alexandria
July 13 1864 Gibraltar arrived Dalmatian (ss), 5½ days from Liverpool
July 21 1864 Leghorn arrived Dalmatian (ss) Wardell from Liverpool
July 21 1864 Leghorn sailed Dalmatian (ss), Wardell for Naples
July 27 1864 Malta arrived Dalmatian (ss), Wardell from Naples
August 2 1864 Alexandria arrived Dalmatian (ss), Wardell from Malta
August 4 1864 Naples arrived Dalmatian (ss)
August 18 1864 sailed Dalmatian (ss), Wardell for Tanjier
August 26 1864 Lisbon arrived Dalmatian (ss), Wardell from Alexandria

September 1 1864 Liverpool arrived Dalmatian (ss), Wardell from Alexandria

September 3 1864 Liverpool entered out Dalmatian (ss), Wardell for
 . Constantinople, Syra, Smyrna, Malta and Gibraltar

September 3 1864 Liverpool loading for Constantinople, Syra, Smyrna, Malta and
 . Gibraltar Dalmatian (ss), Wardell, J Bibby Sons & Co

September 13 1864 Liverpool sailed Dalmatian (ss), Wardell for Constantinople

September 25 1864 Malta arrived Dalmatian (ss), Wardell from Liverpool

September 26 1864 Malta sailed Dalmatian (ss), Wardell for Syra &
 . Constantinople

October 3 1864 Constantinople arrived Dalmatian (ss), Wardell from Liverpool

October 8 1864 Constantinople sailed Dalmatian (ss), Wardell for Syra

November 19 1864 Off Liverpool arrived Dalmatian (ss) from Alexandria

November 19 1864 Liverpool arrived Dalmatian (ss), Wardell from Alexandria

December 2 1864 Liverpool sailed Dalmatian (ss), Conolly for Genoa

December 15 1864 Lisbon arrived Dalmatian (ss), from Liverpool

December 18 1864 Genoa arrived Dalmatian (ss), Connolly from Liverpool

December 29 1864 Leghorn arrived Dalmatian (ss) , Connolly from Liverpool

December 30 1864 Naples arrived Dalmatian (ss) from Leghorn

1865

January 18 1865 Malta arrived Dalmatian (ss), Connolly from Alexandria

January 18 1865 Malta sailed Dalmatian (ss), Conolly for Liverpool

January 31 1865 Liverpool arrived Dalmatian (ss) , Connolly from Alexandria

January 31 1865 Liverpool entered out Dalmatian (ss) , Connolly for Gibraltar
 . , Genoa &c.

February 5 1865 Liverpool sailed Dalmatian (ss), Conolly for Gibraltar

February 15 1865 Gibraltar arrived Dalmatian (ss), Wardell from Liverpool

February 20 1865 Genoa arrived Dalmatian (ss), Wardell from Liverpool

February 22 1865 Genoa sailed Dalmatian (ss), Wardell for Leghorn

February 23 1865 Leghorn arrived Dalmatian (ss) Wardell from Liverpool

February 25 1865 Naples arrived Dalmatian (ss) Wardell from Liverpool

March 1 1865 Naples sailed Dalmatian (ss), Wardell for Alexandria

March 6 1865 Alexandria arrived Dalmatian (ss), Wardell from Naples

March 28 1865 Malta arrived Dalmatian (ss), Wardell from Alexandria

March 28 1865 Malta sailed Dalmatian (ss), Wardell for Liverpool

April 10 1865 1865 Liverpool arrived Dalmatian (ss), Wardell from Alexandria

April 19 1865 Liverpool Loading Dalmatian (ss), Wardell for Syra
 . Constantinople, Smyrna, Malta & Gibraltar J Bibby Sons & Co

April 28 1865 Liverpool graving docks, Sandon Dalmatian (ss), 1692 Wardell for
 . Constantinople & c. J Bibby Sons & Co

May 6 1865 Liverpool Loading Dalmatian (ss), Wardell for Syra
 . Constantinople, Smyrna, Malta & Gibraltar J Bibby Sons & Co

May 20 1865 Liverpool cleared out Dalmatian (ss), Wardell for Syra ,
 . Constantinople, Smyrna & c.

May 20 1865 Liverpool sailed Dalmatian (ss) for Constantinople

May 31 1865 Malta arrived Dalmatian (ss) Wardell from Liverpool

June 2 1865 Malta sailed Dalmatian (ss), Wardell for Syra and Constantinople

June 6 1865 Constantinople arrived Dalmatian (ss) Wardell from Liverpool

June 13 1865 Constantinople cleared Dalmatian (ss), Wardell for Smyrna

June 16 1865 Smyrna sailed Dalmatian (ss), Wardell for Alexandria

June 19 1865 Alexandria arrived Dalmatian (ss), Wardell from Smyrna

July 21 1865 Liverpool entered out Dalmatian (ss), Wardell for Constantinople
 . Syra & C.

July 26 1865 Liverpool Dalmatian (ss), Wardell Loading for Syra Constantinople
 , Smyrna, Malta & Gibraltar J Bibby Sons & Co

July 30 1865 Liverpool sailed Dalmatian (ss), Wardell for Constantinople

August 15 1865 Constantinople arrived Dalmatian (ss) Wardell from Liverpool

August 23 1865 Constantinople cleared Dalmatian (ss), Wardell for Smyrna
August 29 1865 Smyrna sailed Dalmatian (ss), Wardell for Alexandria
September 2 1865 Alexandria arrived Dalmatian (ss), Wardell from Smyrna
September 14 1865 Malta arrived Dalmatian (ss), Wardell from Alexandria
September 14 1865 Malta sailed Dalmatian (ss), Wardell for Lisbon & Liverpool
September 18 1865 Spoken to Dalmatian (ss) lat 36N long 1W for Liverpool
September 19 1865 Spoken to Dalmatian (ss) in Straits of Gibraltar for Liverpool
September 26 1865 Off Liverpool arrived Dalmatian (ss)
September 27 1865 Liverpool arrived Dalmatian (ss) from Smyrna
October 2 1865 Liverpool entered out Dalmatian (ss), Wardell for Constantinople
& Smyrna
October 8 1865 Liverpool sailed Dalmatian (ss), Wardell for Alexandria
October 27 1865 Constantinople cleared Dalmatian (ss), Wardell for Alexandria
November 2 1865 Alexandria arrived Dalmatian (ss), Wardell from Dardanelles
November 16 1865 Alexandria sailed Dalmatian (ss), Wardell for Liverpool
November 21 1865 Malta arrived Dalmatian (ss), Wardell from Alexandria
November 21 1865 Malta sailed Dalmatian (ss), Wardell for Gibraltar
November 27 1865 Gibraltar arrived Dalmatian (ss), Wardell from Malta &c.
December 4 1865 Liverpool arrived Dalmatian (ss), Wardell from Alexandria
December 7 1865 Liverpool sailed Dalmatian (ss), Wardell for Palermo
December 20 1865 Palermo arrived Dalmatian (ss), Wardell from Liverpool
December 23 1865 Palermo sailed Dalmatian (ss), Wardell for Alexandria
December 25 1865 Malta arrived Dalmatian (ss), Wardell from Liverpool
December 28 1865 Malta sailed Dalmatian (ss), Wardell for Alexandria

1866

January 1866 Alexandria arrived Dalmatian (ss), Wardell from Malta

January 21 1866 Malta arrived Dalmatian (ss), Wardell from Alexandria
January 21 1866 Malta sailed Dalmatian (ss), Wardell for Liverpool
January 27 1866 Lisbon arrived Dalmatian (ss), Wardell from Alexandria
January 29 1866 Lisbon sailed Dalmatian (ss), Wardell for Liverpool
February 6 1866 Liverpool arrived Dalmatian (ss), Wardell from Alexandria
February 10 1866 Liverpool Dalmatian (ss), Wardell Loading for Syra
. Constantinople Smyrna, Malta & Gibraltar J Bibby Sons & Co
February 17 1866 Liverpool sailed Dalmatian (ss), Wardell for Constantinople
February 28 1866 Malta arrived Dalmatian (ss), Wardell from Liverpool
March 1 1866 Malta sailed Dalmatian (ss), Wardell for Syra &c.
March 7 1866 Constantinople arrived Dalmatian (ss) Wardell from Liverpool
March 19 1866 Dardanelles arrived Dalmatian (ss) Wardell from Constantinople
March 27 1866 Smyrna sailed Dalmatian (ss), Wardell for Alexandria
March 30 1866 Alexandria arrived Dalmatian (ss), Wardell from Smyrna
April 11 1866 Malta arrived Dalmatian (ss), Wardell from Alexandria
April 11 1866 Malta sailed Dalmatian (ss), Wardell for Lisbon & Liverpool
April 18 1866 Lisbon arrived Dalmatian (ss), Wardell from Alexandria
April 18 1866 Lisbon sailed Dalmatian (ss), Wardell for Liverpool
April 22 1866 Liverpool arrived Dalmatian (ss), Wardell from Mediterranean
April 24 1866 Liverpool entered out Dalmatian (ss), Wardell for Constantinople
. Syra &c.
April 28 1866 Liverpool sailed Dalmatian (ss), Wardell for Syra &c.
May 8 1866 Off Sagres passed Dalmatian (ss) bound south
May 10 1866 Malta arrived Dalmatian (ss), Wardell from Liverpool
May 11 1866 Malta sailed Dalmatian (ss), Wardell for Syra &c.
May 15 1866 Dardanelles arrived Dalmatian (ss) Wardell from Liverpool
May 16 1866 Constantinople arrived Dalmatian (ss) Wardell from Liverpool

May 26 1866 Dardanelles arrived Dalmatian (ss) Wardell from Constantinople
 May 27 1866 Smyrna arrived Dalmatian (ss), Wardell from Constantinople
 May 31 1866 Smyrna sailed Dalmatian (ss), Wardell for Liverpool
 June 4 1866 Malta arrived Dalmatian (ss), Wardell from Constantinople
 June 4 1866 Malta sailed Dalmatian (ss), Wardell for Lisbon & Liverpool
 June 20 1866 Liverpool arrived Dalmatian (ss), Wardell from Smyrna
 July 10 1866 Liverpool Dalmatian (ss), Wardell Loading for Syra
 . Constantinople Smyrna, & Malta J Bibby Sons & Co
 July 12 1866 Liverpool in the river outbound Dalmatian (ss),1692 Wardell for
 . Constantinople Papayanni Bros.
 July 21 1866 Malta arrived Dalmatian (ss), Wardell from Liverpool
 July 23 1866 Malta sailed Dalmatian (ss), Wardell for Constantinople
 July 26 1866 Syra arrived Dalmatian (ss), Wardell from Malta
 July 26 1866 Syra sailed Dalmatian (ss), Wardell for Constantinople
 w/e August 11 1866 Constantinople arrived Dalmatian (ss) Wardell from Liverpool
 August 13 1866 Constantinople cleared Dalmatian (ss), Wardell for Smyrna
 August 15 1866 Dardanelles arrived Dalmatian (ss) Wardell from Liverpool
 August 16 1866 Smyrna arrived Dalmatian (ss), Wardell from Constantinople
 August 25 1866 Smyrna sailed Dalmatian (ss), Wardell for Liverpool
 August 28 1866 Malta arrived Dalmatian (ss), Wardell from Constantinople
 August 29 1866 Malta sailed Dalmatian (ss), Wardell for Lisbon & c.
 w/e September 12 1866 Lisbon arrived Dalmatian (ss), Wardell from
 . Constantinople
 September 11 1866 Milford arrived Dalmatian (ss) from Lisbon machinery
 . damaged
 September 12 1866 Milford sailed Dalmatian (ss) for Liverpool
 September 13 1866 Liverpool arrived Dalmatian (ss), Wardell from Smyrna
 October 4 1866 Liverpool sailed Dalmatian (ss), Wardell for Genoa

w/e October 14 1866 Gibraltar arrived Dalmatian (ss), Wardell from Liverpool
 October 18 1866 Genoa sailed Dalmatian (ss), Wardell for Leghorn
 October 18 1866 Leghorn arrived Dalmatian (ss), Wardell from Liverpool
 October 22 1866 Naples arrived Dalmatian (ss), Wardell from Liverpool
 October 24 1866 Naples sailed Dalmatian (ss), Wardell for Alexandria
 October 28 1866 Alexandria arrived Dalmatian (ss), Wardell from Naples
 November 3 1866 Alexandria in port Dalmatian (ss), Wardell for Liverpool
 November 13 1866 Malta arrived Dalmatian (ss), Wardell from Alexandria
 November 13 1866 Malta sailed Dalmatian (ss), Wardell for Liverpool
 November 15 1866 Spoken to Dalmatian (ss) lat. 37N 9E for Liverpool
 November 18 1866 Spoken to Dalmatian (ss) lat. 37N 1E for Liverpool
 November 21 1866 Spoken to Dalmatian (ss) lat.38N 9W for Liverpool
 November 26 1866 Liverpool arrived Dalmatian (ss), Wardell from Alexandria
 December 4 1866 Liverpool cleared out Dalmatian (ss), Wardell for Genoa
 . Leghorn, Naples
 December 5 1866 Liverpool sailed Dalmatian (ss), Wardell for Genoa
 December 13 1866 Off Gibraltar arrived Dalmatian (ss) from West
 December 21 1866 Genoa sailed Dalmatian (ss), Wardell for Leghorn
 December 26 1866 Naples arrived Dalmatian (ss), Wardell from Liverpool
 December 29 1866 Naples sailed Dalmatian (ss), Wardell for Girgenti
 December 31 1866 Malta sailed Dalmatian (ss), Wardell for Alexandria
 w/e December 31 1866 Girgenti arrived Dalmatian (ss)

1867

January 2 1867 Girgenti sailed Dalmatian (ss) for Alexandria
 To January 9 1867 Alexandria arrived Dalmatian (ss) from Malta
 January 21 1867 Malta arrived Dalmatian (ss), Wardell from Alexandria

January 21 1867 Malta sailed Dalmatian (ss), Wardell for Liverpool

January 31 1867 Liverpool arrived Dalmatian (ss), Wardell from Alexandria

February 8 1867 Liverpool cleared out Dalmatian (ss), Trant for Genoa, Leghorn,
Naples & Gibraltar

February 17 1867 Gibraltar arrived Dalmatian (ss), Wardell from Liverpool-7 days

February 17 1867 Gibraltar cleared Dalmatian (ss), Wardell for Genoa

February 22 1867 Genoa arrived Dalmatian (ss), Wardell from Liverpool

February 23 1867 Genoa sailed Dalmatian (ss), Wardell for Leghorn

February 24 1867 Leghorn arrived Dalmatian (ss), Wardell from Liverpool

February 25 1867 Leghorn sailed Dalmatian (ss), Wardell for Naples

February 28 1867 Naples arrived Dalmatian (ss), Wardell from Liverpool

February 28 1867 Naples sailed Dalmatian (ss), Wardell for Alexandria

March 1867 Alexandria arrived Dalmatian (ss), Wardell from Naples

March 19 1867 Alexandria sailed Dalmatian (ss) for Liverpool

April 1 1867 Spoken to Dalmatian (ss) Lat. 36N Long. 5W for Liverpool

April 1 1867 Spoken to Dalmatian (ss) Lat.37N Long. 9W for Liverpool

April 8 1867 Liverpool arrived Dalmatian (ss), Wardell from Alexandria

May 1 1867 Liverpool cleared out Dalmatian (ss), Trant for Genoa, Leghorn,
Naples & Gibraltar

May 3 1867 Liverpool sailed Dalmatian (ss),1599 Trant for Genoa, Naples &c.

May 14 1867 Genoa arrived Dalmatian (ss), Trant from Liverpool

May 16 1867 Genoa sailed Dalmatian (ss), Trant for Leghorn

May 18 1867 Naples arrived Dalmatian (ss), Trant from Liverpool

To June 1 1867 Girgenti arrived Dalmatian (ss) from Liverpool

June 4 1867 Girgenti sailed Dalmatian (ss) for Palermo

June 2 1867 Palermo arrived Dalmatian (ss), Trant from Girgenti

June 4 1867 Palermo sailed Dalmatian (ss), Trant for Liverpool

June 9 1867 Gibraltar arrived Dalmatian (ss), Trant from Palermo
June 11 1867 Lisbon arrived Dalmatian (ss), Trant from Palermo
June 18 1867 Off Liverpool arrived Dalmatian (ss),
June 18 1867 Liverpool arrived Dalmatian (ss), Trant from Sicily
June 21 1867 Liverpool entered out Dalmatian (ss), Trant for Syra
. Constantinople Smyrna, & Malta
June 28 1867 Liverpool sailed Dalmatian (ss), Trant for Constantinople
July 16 1867 Dardanelles arrived Dalmatian (ss) Trent from Liverpool
July 17 1867 Constantinople arrived Dalmatian (ss) Trent from Liverpool
July 27 1867 Constantinople cleared Dalmatian (ss), Trant for Smyrna & London
July 28 1867 In Dardanelles Dalmatian (ss) Trent
July 29 1867 Smyrna arrived Dalmatian (ss), Trant from Constantinople
August 8 1867 Smyrna sailed Dalmatian (ss)
August 17 1867 Gibraltar arrived Dalmatian (ss), Trant from Smyrna
August 17 1867 Gibraltar cleared Dalmatian (ss), Trant for Liverpool
August 24 1867 Off Liverpool arrived Dalmatian (ss),
August 24 1867 Liverpool arrived Dalmatian (ss) from Constantinople
August 30 1867 Liverpool Loading Dalmatian (ss), Trant for Alexandria
. Beyrout ,Gibraltar & Malta J Bibby Sons & Co
August 31 1867 Liverpool cleared out Dalmatian (ss), Trant for Alexandria
September 2 1867 Liverpool sailed Dalmatian (ss), Trant for Alexandria
September 17 1867 Alexandria arrived Dalmatian (ss), Trant from Liverpool
September 30 1867 Alexandria sailed Dalmatian (ss) for Malta
October 10 1867 Gibraltar arrived Dalmatian (ss), Trant from Alexandria
October 10 1867 Gibraltar cleared sailed Dalmatian (ss), Trant for Liverpool
October 17 1867 Liverpool arrived Dalmatian (ss), Trant from Alexandria
October 24 1867 Liverpool sailed Dalmatian (ss), Mitchell for Alexandria

November 9 1867 Alexandria arrived Dalmatian (ss) from Liverpool
November 18 1867 Alexandria loading Dalmatian (ss) for Liverpool
December 1 1867 Alexandria sailed Dalmatian (ss) for Liverpool
December 8 1867 Malta arrived Dalmatian (ss), Mitchell from Alexandria
December 8 1867 Malta sailed Dalmatian (ss), Mitchell for Liverpool
December 15 1867 Gibraltar arrived Dalmatian (ss), Mitchell from Alexandria
December 15 1867 Gibraltar cleared Dalmatian (ss), Mitchell for Liverpool
December 23 1867 Liverpool arrived Dalmatian (ss) from Alexandria
December 28 1867 Liverpool graving dock, Sandon loading Dalmatian (ss)
. Mitchell for Constantinople &c. Bibby Sons & Co

1868

January 4 1868 Liverpool sailed Dalmatian (ss), Mitchell for Malta
January 15 1868 Off Malta arrived Dalmatian (ss), Mitchell from Liverpool
January 15 1868 Malta arrived Dalmatian (ss), Mitchell from Liverpool
January 16 1868 Malta sailed Dalmatian (ss), Mitchell for Constantinople
January 18 1868 Syra arrived Dalmatian (ss), Mitchell from Malta
January 19 1868 Syra sailed Dalmatian (ss), Mitchell for Constantinople
January 24 1868 Constantinople arrived Dalmatian (ss) Mitchell from Liverpool
February 3 1868 Smyrna arrived Dalmatian (ss), Mitchell from Constantinople
February 20 1868 Malta arrived Dalmatian (ss), Mitchell from Smyrna
February 22 1868 Malta sailed Dalmatian (ss), Mitchell for Liverpool
March 5 1868 Liverpool arrived Dalmatian (ss) from Smyrna
March 13 1868 Liverpool sailed Dalmatian (ss), Mitchell for Genoa
March 14 1868 Spoken to Dalmatian (ss) off Bardsey bound south
March 20 1868 Gibraltar arrived Dalmatian (ss), Mitchell from Liverpool
March 27 1868 Gibraltar cleared Dalmatian (ss), Mitchell for Genoa

March 30 1868 Genoa arrived Dalmatian (ss), Mitchell from Leghorn
April 1 1868 Naples arrived Dalmatian (ss), Mitchell from Liverpool
April 2 1868 Naples sailed Dalmatian (ss), Mitchell for Trieste
April 6 1868 Trieste arrived Dalmatian (ss), Mitchell from Liverpool
April 17 1868 Trieste cleared Dalmatian (ss), Mitchell for Liverpool
April 30 1868 Gibraltar arrived Dalmatian (ss), Mitchell from Trieste
April 30 1868 Gibraltar cleared Dalmatian (ss), Mitchell for Liverpool
May 1 1868 Spoken to Dalmatian (ss) 15 miles SE Cape St Vincent for Liverpool
May 5 1868 Spoken to Dalmatian (ss) Lat. 47N 8W for Liverpool
May 7 1868 Liverpool arrived Dalmatian (ss) Mitchell from Trieste
May 15 1868 Liverpool cleared out Dalmatian (ss), Mitchell for Alexandria
& Gibraltar
May 16 1868 Liverpool sailed Dalmatian (ss) for Alexandria
May 23 1868 Gibraltar arrived Dalmatian (ss), Mitchell from Liverpool
May 23 1868 Gibraltar cleared Dalmatian (ss), Mitchell for Alexandria
June 1 1868 Alexandria arrived Dalmatian (ss), Wakeham from Gibraltar
June 10 1868 Alexandria sailed Dalmatian (ss), Mitchell for Malta
June 14 1868 Malta arrived Dalmatian (ss) from Alexandria
June 15 1868 Malta sailed Dalmatian (ss) for Liverpool
June 20 1868 Gibraltar arrived Dalmatian (ss), Mitchell from Alexandria
June 20 1868 Gibraltar cleared Dalmatian (ss), Mitchell for Liverpool
June 26 1868 Liverpool arrived Dalmatian (ss) from Alexandria
July 6 1868 Liverpool Loading Dalmatian (ss), Mitchell for Alexandria
July 18 1868 Liverpool sailed Dalmatian (ss) Mitchell for Genoa
July 30 1868 Leghorn arrived Dalmatian (ss), Mitchell from Liverpool
August 18 1868 Malta arrived Dalmatian (ss) Mitchell from Trieste
August 19 1868 Malta sailed Dalmatian (ss), Mitchell for Liverpool

August 24 1868 Gibraltar arrived Dalmatian (ss), Mitchell from Trieste &c.

August 24 1868 Gibraltar cleared Dalmatian (ss), Mitchell for Liverpool

August 26 1868 Spoken to Dalmatian (ss) off Lisbon

September 11 1868 Liverpool sailed Dalmatian (ss), Mitchell for Genoa

September 1868 Gibraltar arrived Dalmatian (ss), Mitchell from Liverpool

September 1868 Naples arrived Dalmatian (ss), Mitchell from Genoa

September 1868 Naples sailed Dalmatian (ss), Mitchell for Pozzuoli

October 9 1868 Trieste arrived Dalmatian (ss), Mitchell from Liverpool

October 13 1868 Trieste sailed Dalmatian (ss), Mitchell for Liverpool

October 18 1868 Malta sailed Dalmatian (ss), Mitchell for Liverpool

November 1 1868 Liverpool arrived Dalmatian (ss) Mitchell from Trieste

November 4 1868 Liverpool entered out Dalmatian (ss), Mitchell for Genoa,
· Leghorn, Naples &c.

November 13 1868 Liverpool sailed Dalmatian (ss), Mitchell for Genoa

November 18 1868 Leghorn arrived Dalmatian (ss), Mitchell from Liverpool

November 18 1868 Leghorn sailed Dalmatian (ss), Mitchell for Naples

November 25 1868 Genoa arrived Dalmatian (ss), Mitchell from Liverpool

November 30 1868 Naples arrived Dalmatian (ss), Mitchell from Liverpool

December 3 1868 Naples sailed Dalmatian (ss), Mitchell for Girgenti

Prev. December 20 1868 Girgenti arrived Dalmatian (ss), Mitchell from Liverpool

Prior December 16 1868 Alexandria arrived Dalmatian (ss), Mitchell from Girgenti

December 11 1868 Alexandria arrived Dalmatian (ss), Mitchell from
· Port Empedocle

December 27 1868 Malta sailed Dalmatian (ss), Mitchell for Liverpool

1869

January 9 1869 Liverpool arrived Dalmatian (ss), Mitchell from Alexandria

January 16 1869 Liverpool cleared out Dalmatian (ss), Mitchell for Alexandria
January 17 1869 Liverpool sailed Dalmatian (ss), Mitchell for Alexandria
January 24 1869 Gibraltar arrived Dalmatian (ss), Mitchell from Liverpool
January 24 1869 Gibraltar cleared Dalmatian (ss), Mitchell for Alexandria
February 2 1869 Alexandria arrived Dalmatian (ss), Mitchell from Gibraltar
February 16 1869 Malta arrived Dalmatian (ss), Mitchell from Alexandria
February 16 1869 Malta sailed Dalmatian (ss), Mitchell for Liverpool
February 18 1869 Palermo arrived Dalmatian (ss), Mitchell from Malta &
. sailed for Liverpool
February 26 1869 Gibraltar arrived Dalmatian (ss), Mitchell from Palermo
February 26 1869 Gibraltar cleared Dalmatian (ss), Mitchell for Liverpool
March 6 1869 Liverpool arrived Dalmatian (ss), Mitchell from Alexandria
March 12 1869 Liverpool cleared out Dalmatian (ss), Mitchell for Palermo,
. Messina, Corfu & C.
March 14 1869 Liverpool sailed Dalmatian (ss), Mitchell for Venice
March 19 1869 Lisbon sailed Dalmatian (ss), Mitchell for Palermo
March 25 1869 Palermo arrived Dalmatian (ss), Mitchell from Lisbon
April 3 1869 Ancona arrived Dalmatian (ss), Mitchell from Liverpool & C.
April 3 1869 Ancona sailed Dalmatian (ss), Mitchell for Trieste
April 9 1869 Trieste cleared Dalmatian (ss), Mitchell for Venice & C.
April 21 1869 Spoken to Dalmatian (ss) Lat. 37N Long. 8W for Liverpool
April 24 1869 Spoken to Dalmatian (ss) Lat. 46N Long. 8W for Liverpool
April 25 1869 Spoken to Dalmatian (ss) Lat. 49N Long. 7W for Liverpool
April 26 1869 Liverpool arrived Dalmatian (ss), Mitchell from Venice
May 1 1869 Liverpool entered out Dalmatian (ss), Mitchell for Genoa, Leghorn,
. Naples & C.
May 6 1869 Liverpool cleared out Dalmatian (ss), Mitchell for Genoa, Leghorn,
. Naples & C.

May 14 1869 Spoken to Dalmatian (ss) off Cape St Vincent
w/e May 17 1869 Gibraltar arrived Dalmatian (ss), Mitchell from Liverpool
May 19 1869 Genoa arrived Dalmatian (ss), Mitchell from Lozzolo, Gibraltar
& Liverpool
May 23 1869 Leghorn arrived Dalmatian (ss), Mitchell from Lozzolo & Liverpool
May 25 1869 Naples arrived Dalmatian (ss), Mitchell from Lozzolo & Liverpool
May 28 1869 Naples sailed Dalmatian (ss), Mitchell for Trieste
June 2 1869 Trieste arrived Dalmatian (ss), Mitchell from Lozzolo & Liverpool
June 5 1869 Trieste sailed Dalmatian (ss), Mitchell for Lozzolo & Liverpool
June 10 1869 Malta arrived Dalmatian (ss), Mitchell from Lozzolo & Trieste
June 10 1869 Malta sailed Dalmatian (ss), Mitchell for Liverpool
June 17 1869 Gibraltar arrived Dalmatian (ss), Mitchell from Lozzolo & Trieste
June 17 1869 Gibraltar cleared Dalmatian (ss), Mitchell for Liverpool
June 26 1869 Off Liverpool Dalmatian (ss)
June 26 1869 Liverpool arrived Dalmatian (ss), Mitchell from Trieste
July 9 1869 Liverpool cleared out Dalmatian (ss), Mitchell for Genoa, Leghorn,
& Naples & C.
July 9 1869 Liverpool sailed Dalmatian (ss), Mitchell for Genoa
July 16 1869 Gibraltar arrived Dalmatian (ss), Mitchell from Liverpool
July 16 1869 Gibraltar cleared Dalmatian (ss), Mitchell for Genoa &c.
July 23 1869 Leghorn arrived Dalmatian (ss), Mitchell from Liverpool
July 24 1869 Naples arrived Dalmatian (ss), Mitchell from Liverpool
July 26 1869 Naples sailed Dalmatian (ss), Mitchell for Constantinople
August 3 1869 Constantinople arrived Dalmatian (ss), Mitchell from Naples
August 10 1869 Dardanelles arrived Dalmatian (ss), Mitchell from Constantinople
August 10 1869 Dardanelles cleared Dalmatian (ss), Mitchell for Liverpool
August 14 1869 Malta arrived Dalmatian (ss), Mitchell from Constantinople

August 14 1869 Malta sailed Dalmatian (ss), Mitchell for Gibraltar

August 21 1869 Lisbon arrived Dalmatian (ss) from Constantinople &c.

August 26 1869 Liverpool arrived Dalmatian (ss), Mitchell from Constantinople

September 5 1869 Liverpool sailed Dalmatian (ss), Mitchell for Smyrna

September 12 1869 Gibraltar arrived Dalmatian (ss), Mitchell from Liverpool

September 12 1869 Gibraltar cleared Dalmatian (ss), Mitchell for Syra

September 22 1869 Dardanelles arrived Dalmatian (ss), Mitchell from Liverpool

September 23 1869 Constantinople arrived Dalmatian (ss) Mitchell from Liverpool

October 6 1869 Dardanelles arrived Dalmatian (ss), Mitchell from Constantinople

October 6 1869 Dardanelles cleared for Smyrna and Liverpool

October 7 1869 Smyrna arrived Dalmatian (ss), Mitchell from Constantinople

October 14 1869 Smyrna sailed Dalmatian (ss), Mitchell for Liverpool

October 15 1869 Malta arrived Dalmatian (ss), Mitchell from Smyrna

October 15 1869 Malta sailed Dalmatian (ss), Mitchell for Liverpool

October 22 1869 Gibraltar arrived Dalmatian (ss), Mitchell from Syra &C.

October 22 1869 Gibraltar cleared Dalmatian (ss), Mitchell for Liverpool

October 31 1869 Liverpool arrived Dalmatian (ss), Mitchell from Smyrna

November 5 1869 Liverpool Loading Dalmatian (ss), Mitchell for Constantinople,
Syra, Smyrna & Malta J Bibby Sons & Co

November 8 1869 Spoken to Dalmatian (ss) off The Smalls

November 12 1869 Spoken to Dalmatian (ss) off Cape St Vincent for Alexandria
from Liverpool

November 15 1869 Spoken to Dalmatian (ss) 20 miles west of Cape du Gatte

November 19 1869 Malta arrived Dalmatian (ss), Mitchell from Liverpool

November 21 1869 Malta sailed Dalmatian (ss), Mitchell for Syra &Constantinople

November 26 1869 Constantinople arrived Dalmatian (ss) Mitchell from Liverpool

December 5 1869 Smyrna arrived Dalmatian (ss), Mitchell from Constantinople

December 14 1869 Smyrna sailed Dalmatian (ss), Mitchell for Liverpool
December 17 1869 Malta arrived Dalmatian (ss), Mitchell from Constantinople
December 18 1869 Malta sailed Dalmatian (ss), Mitchell for Liverpool
December 26 1869 Lisbon arrived Dalmatian (ss), Mitchell from Smyrna
. & collided with two vessels
December 28 1869 Lisbon sailed Dalmatian (ss), Mitchell for Liverpool

1870

January 1 1870 Off Liverpool Dalmatian (ss),
January 2 1870 Liverpool arrived Dalmatian (ss), Mitchell from Smyrna
January 3 1870 Liverpool entered out Dalmatian (ss), Mitchell for Constantinople,
. Syra, Smyrna and Malta
January 10 1870 Liverpool sailed Dalmatian (ss) for Constantinople
January 13 1870 Spoken to Dalmatian (ss) Lat. 44N Long. 10W
January 16 1870 Gibraltar arrived Dalmatian (ss), Mitchell from Liverpool
January 17 1870 Gibraltar cleared Dalmatian (ss), Mitchell for Malta
January 25 1870 Syra arrived Dalmatian (ss), Mitchell from Liverpool
January 25 1870 Syra sailed Dalmatian (ss), Mitchell for Constantinople
January 28 1870 Constantinople arrived Dalmatian (ss) Mitchell from Liverpool
February 7 1870 Constantinople cleared Dalmatian (ss), Mitchell for Smyrna
February 11 1870 Dardanelles passed down Dalmatian (ss), Mitchell for Smyrna
February 12 1870 Smyrna arrived Dalmatian (ss), Mitchell from Constantinople
February 17 1870 Smyrna sailed Dalmatian (ss), Mitchell for Alexandria
February 20 1870 Alexandria arrived Dalmatian (ss), Mitchell from Smyrna
February 25 1870 Alexandria sailed Dalmatian (ss), Mitchell for Liverpool
March 1 1870 Malta arrived Dalmatian (ss), Mitchell from Alexandria
March 2 1870 Malta sailed Dalmatian (ss), Mitchell for Liverpool

March 15 1870 Liverpool arrived Dalmatian (ss), Mitchell from Alexandria
March 19 1870 Liverpool sailed Dalmatian (ss) for Genoa
March 26 1870 Gibraltar arrived Dalmatian (ss), Mitchell from Liverpool
March 26 1870 Gibraltar cleared Dalmatian (ss), Mitchell for Genoa
April 1 1870 Genoa arrived Dalmatian (ss), Mitchell from Liverpool
April 3 1870 Genoa sailed Dalmatian (ss), Mitchell for Leghorn
April 3 1870 Leghorn arrived Dalmatian (ss), Mitchell from Liverpool
April 6 1870 Naples arrived Dalmatian (ss), Mitchell from Liverpool
April 7 1870 Naples sailed Dalmatian (ss), Mitchell for Liverpool
April 11 1870 Trieste arrived Dalmatian (ss), Mitchell from Liverpool
April 19 1870 Trieste sailed Dalmatian (ss), Mitchell for Liverpool
April 24 1870 Malta arrived Dalmatian (ss), Mitchell from Trieste
April 24 1870 Malta sailed Dalmatian (ss), Mitchell for Valencia
May 3 1870 Malta arrived Dalmatian (ss), Mitchell from Trieste
May 3 1870 Malta cleared Dalmatian (ss), Mitchell for Liverpool
May 1870 Gibraltar arrived Dalmatian (ss), Mitchell
May 10 1870 Liverpool arrived Dalmatian (ss), Mitchell from Trieste
May 14 1870 Liverpool cleared out Dalmatian (ss), Mitchell for Palermo, Messina,
. Corfu &c.
May 15 1870 Liverpool sailed Dalmatian (ss), Mitchell for Smyrna
May 27 1870 Palermo sailed Dalmatian (ss), Mitchell for Messina
May 28 1870 Messina arrived Dalmatian (ss), Mitchell from Palermo
May 28 1870 Messina sailed Dalmatian (ss), Mitchell for Corfu & Trieste
May 30 1870 Corfu arrived Dalmatian (ss), Mitchell from Liverpool
June 2 1870 Ancona arrived Dalmatian (ss), Mitchell from Liverpool &c.
June 4 1870 Trieste arrived Dalmatian (ss), Mitchell from Liverpool
June 10 1870 Trieste cleared Dalmatian (ss), Mitchell for Constantinople

June 17 1870 Constantinople arrived Dalmatian (ss) Mitchell from Trieste
July 3 1870 Trieste sailed Dalmatian (ss), Mitchell for Malta
July 8 1870 Malta arrived Dalmatian (ss), Mitchell from Constantinople
July 8 1870 Malta cleared Dalmatian (ss), Mitchell for Liverpool
July 13 1870 Spoken to Dalmatian (ss) Lat. 46N Long. 8W for Liverpool
July 14 1870 Spoken to Dalmatian (ss) Lat. 49N Long. 7W for Liverpool
July 16 1870 Liverpool arrived Dalmatian (ss), Mitchell from Constantinople
July 21 1870 Liverpool Loading Dalmatian (ss) 1599, Mitchell for Genoa
July 22 1870 Liverpool sailed Dalmatian (ss), Mitchell for Genoa
July 29 1870 Spoken to Dalmatian (ss) to Genoa off Cape Trafalgar
August 2 1870 Genoa arrived Dalmatian (ss), Davidson from Liverpool
August 6 1870 Leghorn arrived Dalmatian (ss), Davidson from Genoa
August 8 1870 Leghorn sailed Dalmatian (ss), Mitchell for Naples
August 8 1870 Naples arrived Dalmatian (ss), Mitchell from Liverpool
August 20 1870 Trieste sailed Dalmatian (ss), Mitchell for Liverpool
August 24 1870 Patras arrived Dalmatian (ss), Mitchell from Trieste
w/e September 2 1870 Naples arrived Dalmatian (ss), Mitchell from Liverpool
September 2 1870 Naples cleared Dalmatian (ss), Mitchell for Palermo
September 6 1870 Spoken to Dalmatian (ss) off Cape de Gatte
September 7 1870 Gibraltar arrived Dalmatian (ss), Mitchell from Patras
September 8 1870 Gibraltar cleared Dalmatian (ss), Mitchell for Liverpool
September 15 1870 Liverpool arrived Dalmatian (ss), Mitchell from Trieste
September 25 1870 Liverpool sailed Dalmatian (ss), Mitchell for Alexandria
October 8 1870 Malta arrived Dalmatian (ss), Mitchell from Liverpool
October 8 1870 Malta sailed Dalmatian (ss), Mitchell for Alexandria
October 10 1870 Alexandria arrived Dalmatian (ss), Mitchell from Malta

October 20 1870 Alexandria sailed Dalmatian (ss), Mitchell for Liverpool
October 31 1870 Gibraltar arrived Dalmatian (ss), Mitchell from Alexandria
October 31 1870 Gibraltar cleared Dalmatian (ss), Mitchell for Liverpool
November 7 1870 Liverpool arrived Dalmatian (ss), from Alexandria
November 10 1870 Liverpool entered Loading Dalmatian (ss) for Palermo
November 16 1870 Liverpool sailed Dalmatian (ss), Mitchell for Genoa
November 20 1870 Spoken to Dalmatian (ss) Lat. 44N Long. 10W
November 22 1870 Gibraltar arrived off Dalmatian (ss) of Liverpool from west
November 27 1870 Palermo arrived Dalmatian (ss), Mitchell from Liverpool
November 28 1870 Palermo cleared Dalmatian (ss), Mitchell for Messina
November 28 1870 Messina arrived Dalmatian (ss), Mitchell from Palermo
November 30 1870 Messina sailed Dalmatian (ss), Mitchell for Corfu & Trieste
December 6 1870 Ancona arrived Dalmatian (ss), Mitchell from Liverpool
December 6 1870 Ancona sailed Dalmatian (ss), Mitchell for Trieste
December 15 1870 Trieste arrived Dalmatian (ss), Mitchell from Ancona
December 16 1870 Venice arrived Dalmatian (ss), Mitchell from Liverpool
December 22 1870 Venice sailed Dalmatian (ss), Mitchell for Liverpool
December 24 1870 Patras arrived Dalmatian (ss), Mitchell from Venice
December 26 1870 Zante arrived Dalmatian (ss), Mitchell from Patras
December 30 1870 Zante sailed Dalmatian (ss), Mitchell for Malta

1871

January 4 1871 Palermo arrived Dalmatian (ss), Mitchell from Malta
January 5 1871 Palermo sailed Dalmatian (ss), Mitchell for Liverpool
January 22 1871 Liverpool arrived Dalmatian (ss), from Venice
January 26 1871 Liverpool sailed Dalmatian (ss), Mitchell for Genoa &c.

February 10 1871 Genoa arrived Dalmatian (ss), Mitchell from Liverpool
February 14 1871 Leghorn arrived Dalmatian (ss), from Liverpool
February 18 1871 Naples arrived Dalmatian (ss), from Liverpool
February 25 1871 Alexandria arrived Dalmatian (ss), Mitchell from Naples
March 2 1871 Alexandria sailed Dalmatian (ss), Mitchell for Malta
March 6 1871 Malta arrived Dalmatian (ss), Mitchell from Alexandria
March 6 1871 Malta sailed Dalmatian (ss), Mitchell for Liverpool
March 11 1871 Gibraltar arrived Dalmatian (ss), Mitchell from Alexandria
March 11 1871 Gibraltar cleared Dalmatian (ss), Mitchell for Liverpool
March 15 1871 Spoken to Dalmatian (ss) Lat.46 15N Long. 8 17W for Liverpool
March 18 1871 Liverpool arrived Dalmatian (ss), from Alexandria
March 24 1871 Liverpool sailed Dalmatian (ss), Mitchell for Genoa &c.
March 31 1871 Gibraltar arrived Dalmatian (ss), King from Liverpool
March 31 1871 Gibraltar cleared Dalmatian (ss), Mitchell for Genoa
April 6 1871 Genoa arrived Dalmatian (ss), King from Liverpool
April 7 1871 Genoa sailed Dalmatian (ss), Mitchell for Leghorn
April 8 1871 Leghorn arrived Dalmatian (ss), from Genoa
April 9 1871 Leghorn sailed Dalmatian (ss), Mitchell for Naples
April 12 1871 Naples arrived Dalmatian (ss), King from Liverpool
April 18 1871 Malta sailed Dalmatian (ss), King for Catania
April 26 1871 Valencia arrived Dalmatian (ss), King from Palermo
April 28 1871 Valencia sailed Dalmatian (ss), King for Liverpool
May 8 1871 Liverpool arrived Dalmatian (ss), from Palermo
May 13 1871 Liverpool entered out Dalmatian (ss), Mitchell for Alexandria &
Malta
May 23 1871 Liverpool loading Dalmatian (ss), Mitchell for Alexandria & Malta
May 24 1871 Liverpool sailed Dalmatian (ss), Mitchell for Alexandria

May 30 1871 Spoken to Dalmatian (ss) Lat.37N 5E for Malta

May 31 1871 Spoken to Dalmatian (ss) 20 miles of Cane rocks for Malta

June 1 1871 Malta arrived Dalmatian (ss), Mitchell from Liverpool

June 2 1871 Malta sailed Dalmatian (ss), Mitchell for Alexandria

June 6 1871 Alexandria arrived Dalmatian (ss), Mitchell from Malta

June 21 1871 Gibraltar arrived Dalmatian (ss), Mitchell from Alexandria

June 21 1871 Gibraltar cleared Dalmatian (ss), Mitchell for Liverpool

June 22 1871 Spoken to Dalmatian (ss) Lat.36N 6W for Liverpool

June 29 1871 Liverpool arrived Dalmatian (ss), from Alexandria

July 6 1871 Liverpool cleared out Dalmatian (ss), Mitchell for Palermo, Messina,
Patras, Corfu & c.

July 6 1871 Liverpool sailed Dalmatian (ss), Mitchell for Sicily

July 13 1871 Gibraltar arrived Dalmatian (ss), Mitchell from Liverpool

July 13 1871 Gibraltar sailed Dalmatian (ss), Mitchell for Palermo

July 20 1871 Messina arrived Dalmatian (ss), Mitchell from Palermo

July 20 1871 Messina sailed Dalmatian (ss), Mitchell for Corfu

July 23 1871 Corfu arrived Dalmatian (ss), from Liverpool and Patras

July 24 1871 Corfu sailed Dalmatian (ss), Mitchell for Ancona

July 26 1871 Ancona arrived Dalmatian (ss), from Liverpool &c.

July 26 1871 midnight Ancona sailed Dalmatian (ss), Mitchell for Trieste

July 28 1871 Trieste arrived Dalmatian (ss), Mitchell from Liverpool

August 1 1871 Trieste sailed Dalmatian (ss), Mitchell

August 7 1871 Constantinople arrived Dalmatian (ss), Mitchell from Trieste

August 17 1871 Malta arrived Dalmatian (ss), Mitchell from Liverpool

August 29 1871 Liverpool arrived Dalmatian (ss), from Palermo & Patras

Engines compounded ?

October 19 1871 Liverpool loading Dalmatian (ss), Mitchell for Palermo, Messina,
. Patras, Corfu, Ancona Trieste and Venice

November 8 1871 Liverpool loading Dalmatian (ss), Mitchell for Genoa &c.

November 12 1871 Liverpool sailed Dalmatian (ss), Mitchell for Genoa

November 17 1871 Lisbon arrived Dalmatian (ss), Mitchell from Liverpool

November 19 1871 Lisbon sailed Dalmatian (ss), Mitchell for Genoa &c.

November 24 1871 Genoa arrived Dalmatian (ss), Mitchell from Liverpool

November 26 1871 Leghorn arrived Dalmatian (ss), from Genoa

November 27 1871 Leghorn sailed Dalmatian (ss), Mitchell for Naples

November 30 1871 Naples arrived Dalmatian (ss), Mitchell from Liverpool

November 30 1871 Naples sailed Dalmatian (ss), Mitchell for Alexandria

December 6 1871 Smyrna arrived Dalmatian (ss), Mitchell from Naples

December 21 1871 Smyrna sailed Dalmatian (ss), Mitchell for Liverpool

1872

January 4 1872 Off Point Lynas Dalmatian (ss), Mitchell from Smyrna

January 6 1872 Liverpool arrived Dalmatian 1699 (ss), Mitchell from
. Genoa in Huskisson dock J Bibby Sons & Co

January 11 1872 Liverpool loading Dalmatian (ss), Mitchell for Palermo, Messina,
. Patras, Corfu, Ancona Trieste and Venice

January 19 1872 Liverpool sailed Dalmatian (ss), Mitchell for Palermo

January 31 1872 Messina arrived Dalmatian (ss), Mitchell from Palermo

January 31 1872 Messina sailed Dalmatian (ss), Mitchell for Corfu & Trieste

February 2 1872 Patras arrived Dalmatian (ss), Mitchell from Messina

February 2 1872 Patras sailed Dalmatian (ss), Mitchell

February 3 1872 Corfu arrived Dalmatian (ss), Mitchell from Goole & Patras

February 3 1872 Corfu sailed Dalmatian (ss), Mitchell for Ancona

February 5 1872 Ancona arrived Dalmatian (ss), Mitchell from Liverpool

February 6 1872 Ancona sailed Dalmatian (ss), Mitchell for Trieste
February 6 1872 Trieste arrived Dalmatian (ss), Mitchell from Liverpool
February 16 1872 Trieste sailed Dalmatian (ss), Mitchell for Liverpool
February 24 1872 Alexandria arrived Dalmatian (ss), Mitchell from Trieste
February 27 1872 Alexandria sailed Dalmatian (ss), Mitchell for Liverpool
March 2 1872 Malta arrived Dalmatian (ss), Mitchell from Alexandria
March 3 1872 Malta sailed Dalmatian (ss), Mitchell for Palermo &c.
March 11 1872 Gibraltar passed Dalmatian (ss), Mitchell from east
March 20 1872 Liverpool arrived Dalmatian (ss), Mitchell from Alexandria
March 26 1872 Liverpool cleared out Dalmatian (ss), Mitchell for Genoa, Leghorn,
. Naples and Gibraltar
March 28 1872 Liverpool sailed Dalmatian (ss), Mitchell for Genoa
April 3 1872 Gibraltar arrived Dalmatian (ss), Mitchell from Liverpool
April 3 1872 Gibraltar cleared Dalmatian (ss), Mitchell for Naples
April 7 1872 Genoa arrived Dalmatian (ss), Mitchell from Liverpool
April 10 1872 Leghorn arrived Dalmatian (ss), Mitchell from Genoa
April 13 1872 Naples arrived Dalmatian (ss), Mitchell from Liverpool
April 13 1872 Naples sailed Dalmatian (ss), Mitchell for Alexandria
April 18 1872 Alexandria arrived Dalmatian (ss), Mitchell from Naples
April 20 1872 Alexandria loading Dalmatian (ss) for Liverpool
April 26 1872 Alexandria sailed Dalmatian (ss), Mitchell for Liverpool
April 30 1872 Spoken to Dalmatian (ss) Lat. 37N Long. 12E for Liverpool
May 7 1872 Lisbon arrived Dalmatian (ss), Mitchell from Alexandria
May 9 1872 Lisbon sailed Dalmatian (ss), Mitchell for Liverpool
May 10 1872 Spoken to Dalmatian (ss) Off the Burlings for Liverpool
May 11 1872 Spoken to Dalmatian (ss) Lat. 43N long. 9W for Liverpool
May 15 1872 Liverpool arrived Dalmatian (ss), Mitchell from Alexandria

May 23 1872 Liverpool sailed Dalmatian (ss), Mitchell for Constantinople
& Smyrna

June 2 1872 Malta arrived Dalmatian (ss), Mitchell from Liverpool

June 2 1872 Malta sailed Dalmatian (ss), Mitchell for Syra

June 8 1872 Constantinople arrived Dalmatian (ss), Mitchell from Liverpool

June 21 1872 Constantinople cleared Dalmatian (ss), Mitchell for Alexandria

June 24 1872 Smyrna arrived Dalmatian (ss), Mitchell from Alexandria

June 26 1872 Smyrna sailed Dalmatian (ss), Mitchell for Liverpool

July 11 1872 Liverpool arrived Dalmatian (ss), Mitchell from Alexandria

July 12 1872 Liverpool entered out Dalmatian (ss), Mitchell for Syra,
Constantinople, Smyrna and Malta

July 16 1872 Liverpool loading Dalmatian (ss), Mitchell for Constantinople

July 24 1872 Liverpool sailed Dalmatian (ss), Mitchell for Constantinople

July 29 1872 Sagres Port passed south TSDL Dalmatian str

August 2 1872 Malta arrived Dalmatian (ss), Mitchell from Liverpool

August 3 1872 Malta sailed Dalmatian (ss), Mitchell for Syra & Constantinople

August 11 1872 Constantinople arrived Dalmatian (ss), Mitchell from Liverpool

August 22 1872 Smyrna arrived Dalmatian (ss), Mitchell from Constantinople

August 30 1872 Smyrna sailed Dalmatian (ss), Mitchell for Liverpool

September 1 1872 Spoken to Dalmatian (ss) Lat.36N Long. 20E for Liverpool

September 6 1872 Spoken to Dalmatian (ss) Lat.36N Long. 2W for Liverpool

September 8 1872 Spoken to Dalmatian (ss) Lat.37N Long. 9W for Liverpool

September 10 1872 Spoken to Dalmatian (ss) Lat.44N Long. 9W for Liverpool

September 13 1872 Liverpool arrived Dalmatian (ss), Mitchell from Alexandria

September 16 1872 Huskisson dock Dalmatian (ss), Mitchell from Smyrna

September 26 1872 Liverpool sailed Dalmatian (ss), Mitchell for Constantinople

October 2 1872 Spoken to Dalmatian (ss) Off Lisbon

October 8 1872 Malta arrived Dalmatian (ss), Mitchell from Liverpool
October 8 1872 Malta sailed Dalmatian (ss), Mitchell for Syra & Constantinople
October 14 1872 Constantinople arrived Dalmatian (ss), Mitchell from Liverpool
October 19 1872 Constantinople cleared Dalmatian (ss), Mitchell for Smyrna
November 1 1872 Gibraltar passed from east Dalmatian (s)
November 7 1872 Liverpool arrived Dalmatian (ss), Mitchell from Smyrna
November 20 1872 Liverpool sailed Dalmatian (ss), Mitchell for Palermo
November 26 1872 Foundered near Hells Mouth Dalmatian (ss), Mitchell for
Palermo

Appendix C Ports and Other Locations

Alexandretta is located in Turkey's Hatay province on the southeast shore of the Gulf of Iskenderun, just north of Syria.

Alexandria is a Mediterranean port city in Egypt.

Ancona is a city on Italy's Adriatic coast

The Port of Beirut (**Beyrout**) was the main port in Lebanon on the eastern part of the Saint George Bay on the northern Mediterranean coast, west of Beirut River.

The Berlengas are a Portuguese archipelago consisting of small Atlantic islands 10 to 17 kilometres off the coast of Peniche, Portugal, in the Oeste region. These islands were traditionally known to British mariners as "**the Burlings**".

Cape Gata is the south-eastern cape of the Akrotiri Peninsula on the Mediterranean island of Cyprus, and is the southernmost point of the island.

Cape Trafalgar is a headland in the Province of Cádiz in the southwest of Spain.

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



Fig. 3

Cape St Vincent

Catania is an ancient port city on Sicily's east coast. It sits at the foot of Mt. Etna.

The **Dardanelles** also known as Strait of Gallipoli from the Gallipoli peninsula is a narrow, natural strait and internationally significant waterway in north western Turkey that forms part of the continental boundary between Europe and Asia and separates Asian Turkey from European Turkey. Together with the Bosphorus, the Dardanelles forms the Turkish Straits.

Donaghadee is a small town in County Down, Northern Ireland. It lies on the northeast coast of the Ards Peninsula, about 18 miles east of Belfast and about six miles south east of Bangor.

Agrigento; Sicilian: **Girgenti** is a city on the southern coast of Sicily, Italy

Livorno is a port city on the Ligurian Sea[2] on the western coast of Tuscany, Italy.[3] It is the capital of the Province of Livorno, it is traditionally known in English as **Leghorn**

Lozzolo is a (municipality) in the Province of Vercelli in the Italian region Piedmont, located about 50 miles northeast of Turin

Mersin,(**Mersyne**) is a major seaport located on the north-eastern coast of Mediterranean Sea in Mersin, southern Turkey.

Patras is Greece's third-largest city in Western Greece, in the northern Peloponnese, 215 km west of Athens. The city is built at the foot of Mount Panachaikon, overlooking the Gulf of Patras.

Point Lynas is a headland, on the north-east corner of Anglesey in North Wales. A pilot station was established on the point in 1766, to guide ships entering and leaving Liverpool, with an associated lighthouse added in 1779.

Porto Empedocle is a town in Italy on the coast of the Strait of Sicily.

Pozzuoli is a city, now in the Metropolitan City of Naples,

Sagres is in the municipality of Vila do Bispo, in the southern Algarve of Portugal.

Syracuse is a historic city on the Italian island of Sicily

Trieste is the capital city of the Friuli Venezia Giulia region in northeast Italy. A port city, it occupies a thin strip of land between the Adriatic coast and Slovenia's border.

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

The port city of **Valencia** lies on Spain's south eastern coast, where the Turia River meets the Mediterranean Sea.


Appendix D Mercantile Navy List & Crew lists

Mercantile Navy List, 1869, page 89 Ship: DALMATIAN
 Image source: [clip](#) Crew List Index Project

| Year | GO | Page | 89 | GO | Notes | Search again |
|-------|---|---------|------|-----|--|--------------|
| 12359 | Dakotah, Fleetwood | L.B.M.V | 914 | .. | John Wignall, Fleetwood, Lancas | |
| 24563 | Dale, Shields | P.B.J.M | 383 | .. | J. B. Dale, South Shields. | |
| 33368 | Dalkeith, Greenock | R.F.B.M | 848 | .. | A. Russell, Greenock. | |
| 7750 | Dalkeith, Inverness | .. | 87 | .. | Angus Mackenzie, Inverness. | |
| 56181 | Dalla, Glasgow | .. | 465 | .. | Irrawaddy Flotilla & Burmese Stm. | |
| 54541 | Dallam Tower, Lancaster | .. | 1499 | .. | Lancaster Ship Owners' Co. (Lim.), | |
| 44198 | †Dalmatian, Liverpool | T.S.D.L | 1599 | 400 | James J. Bibby, Liverpool. | |
| 11531 | Dalquhurn, Port Glasgow | K.T.B.Q | 30 | .. | John Weir, Renton, Cardross, Du | |
| 55514 | Dalta, Halifax, N.S. | .. | 128 | .. | Daniel L. West, Halifax, Nova | |
| 2313 | Dalton, Lancaster | H.N.Q.D | 44 | .. | Edward Creary, Dalton, Lancashi | |
| 60093 | Dalton, Liverpool | H.G.F.J | 572 | .. | Joseph Steel, Rumford Place, Liv | |
| 10407 | Dalvey, Inverness | .. | 23 | .. | Alexander Findlayson, Plockton, | |
| 15792 | Damascus, Aberdeen | L.T.R.Q | 964 | .. | James Henderson & Co., Aberdeen. | |
| 16246 | †Damascus, Glasgow | L.W.Q.B | 825 | 200 | James A. Allan, Weaver Bldgs., Br | |
| 59856 | Damascus, Quebec | .. | 45 | .. | Jean-Baptiste Lavire, St. François Xavier, | |
| 7826 | Dame Doreen, Sunderland | J.V.N.Q | 35 | .. | R. Winter, Monkwearmouth, I | |
| 50283 | †Damietta, Middlesbrough | W.H.M.D | 432 | 90 | Mrs. Rachel Harris, Middlesbroug | |
| 45054 | Damio, London | V.B.Q.M | 768 | .. | Robert Thomson, Leith. | |
| 41027 | †Damoodah, Glasgow | .. | 179 | 60 | Irrawaddy Flotilla & Burmese Stm. | |
| 39933 | Damsel, Plymouth, Montserrat | .. | 29 | .. | Augustus Sweeney, Montserrat. | |
| 34028 | Dan, St. John's, Newfoundland | R.H.S.L | 35 | .. | Daniel John Henderson, St. John | |
| 17169 | Dan, Scilly | .. | 26 | .. | F. Banfield, St. Mary's, Scilly. | |
| 14604 | Dan Glaister, Banff | L.N.T.M | 70 | .. | James Wilson, Shore, Macduff. | |
| 22953 | Dan and Mary, Cardigan | N.P.Q.D | 85 | .. | Wm. Thomas, Moelgrove, Pembro | |
| 31331 | Danaletchery, Jaffna | Q.P.L.R | 45 | .. | Meydeen Cando Assenalebbe, Var | |
| 37627 | Dancing Star, Farsbro', N.S. | S.F.R.K | 22 | .. | Henry Sanford, Horton, N.S. | |






 Crew lists for official number 44198

 Notes

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 Search again

Crew lists from 1861 onwards

| Ship | Year | Port | Archive | Archives reference/link | Transcript |
|-----------|------|-----------|--|--|------------|
| | 1862 | | The National Archives |  BT 99/135 | |
| | 1861 | | National Maritime Museum ? | | |
| DALMATIAN | 1863 | Liverpool | Public Record Office of Northern Ireland | TRANS/2A/1/387A-E | |
| DALMATIAN | 1865 | | National Maritime Museum |  RSS/CL/1865/1545 | |
| | 1866 | | The National Archives |  BT 99/305 | |
| DALMATIAN | 1867 | Liverpool | Public Record Office of Northern Ireland | TRANS/2A/4/363A-M | |
| | 1868 | | The National Archives |  BT 99/481 | |
| DALMATIAN | 1869 | Liverpool | Public Record Office of Northern Ireland | TRANS/2A/6/337A-M | |
| DALMATIAN | 1870 | Liverpool | Public Record Office of Northern Ireland | TRANS/2A/7/309A-O | |
| DALMATIAN | 1871 | Liverpool | Public Record Office of Northern Ireland | TRANS/2A/8/323A-H | |
| | 1872 | | Maritime History Archive |  MHA | |
| DALMATIAN | 1872 | Liverpool | Public Record Office of Northern Ireland | TRANS/2A/9/327A-M | |

Appendix E – Appropriation Book entry for the Dalmatian

Appropriation Books, Official Numbers 44151 - 44200 (44198)

Image source [clip](#) CLIP images

[Notes](#) [Search again](#)

| | | | | | | | |
|-----|---------------------|------|---------|------|------|----------------|---------|
| 6 | Woodhede | 79 | Steamer | 1503 | 1503 | Just presented | |
| 7 | Armenta | 1132 | Sailing | 28 | 1862 | First Registry | |
| 8 | Lord Lyndhurst | 1187 | " | 32 | " | " | 6 " |
| 9 | Harriet | 49 | " | 33 | " | " | " " |
| 190 | Manche to foreigner | 156 | Steamer | 92 | 1862 | Just presented | |
| 1 | Portia | 298 | Sailing | 35 | 1862 | First Registry | 11 " |
| 2 | Anna Louisa | 291 | " | 38 | " | " | 14 " |
| 3 | Fanny Lewis | 246 | " | 39 | " | " | " " |
| 5 | Malanche | 899 | " | 42 | " | " | 20 Feb |
| 6 | Etna | 61 | " | 43 | " | " | 22 " |
| 7 | Vasernicud | 1149 | Steamer | 44 | " | " | " " |
| 8 | Maria | 66 | Sail | 41 | " | " | 17 " |
| 9 | Dalmatian | 1692 | Steamer | 45 | " | " | 25 Feb |
| 200 | Orto | 178 | " | 47 | " | " | 3 March |

Appendix F Cargo explanations

Albumin is a family of globular proteins, the most common of which are the serum albumins

Argol crude tartar, deposited in wine casks during aging

Boxwood is well-suited for carving and turning, and the tree's diminutive size restricts it to smaller projects. Some common uses for Boxwood include: carvings, chess pieces, musical instruments (flutes, recorders, woodwinds, etc.), rulers, handles, turned objects, and other small specialty items.

Eleme figs are Smyrna figs of superior quality packed flat

Cottonseed meal is the by-product remaining after cotton is ginned and the seeds crushed and the oil extracted when compressed it is called cake. Used as cattle feed.

Esparto, halfah grass, or esparto grass is a fibre produced from two species of perennial grasses of north Africa and southern Europe. It is used for crafts, such as cords, basketry, and espadrilles.

Maclura tinctoria, known as old **fustic** and dyer's mulberry, is a medium to large tree of the Neotropics, from Mexico to Argentina. It produces a yellow dye called fustic primarily known for colouring khaki fabric.

Galls are abnormal plant growth induced by various parasitic organisms, mainly insects. They serve as "incubators" for the developing insects in which they gain nutrition and protection from both abiotic factors and natural enemies. Galls are typically armed with high levels of defensive secondary metabolites. Conspicuousness by colour, size and shape is a common gall trait. Many galls are colourful (red, yellow etc.) and therefore can be clearly distinguished from the surrounding host plant organs. **Galls** are rich in resins and tannic acid and have been used in the manufacture of permanent inks (such as iron gall ink) and astringent ointments, in dyeing, and in tanning.

Gum Gedda, , roundish, brownish-red, not very brittle pieces; used as size to assist in weaving

Indian Corn or maize, a cereal plant of the grass family (Poaceae) and its edible grain. The domesticated crop originated in the Americas and is one of the most widely distributed of the world's food crops. Corn is used as livestock feed and as human food.

The quintal is descended from the Roman centarius (= 100 as) through the Arabic kintar or qintar. The common element in all the units below is that they are, or were originally, 100 of some smaller unit of mass. Sometimes spelled **kintal** or kintall. The commercial weight Kantar was different in size, depending on the region. It had about 100 kilograms in Italy, the Balkans and Turkey.

Linseed cake : the residue that remains when oil is expressed or extracted from flaxseed and that is used chiefly as a cattle feed.

Madder roots can be over a metre long, up to 12 mm thick and the source of red dyes known as rose madder and Turkey red.

Persian berry, also called Avignon berry or French berry, is the fruit of the Avignon buckthorn (*Rhamnus saxatilis*), a species of buckthorn, used for dyeing yellow

Pig iron, also known as crude iron, is an intermediate product of the iron industry in the production of steel which is obtained by smelting iron ore in a blast furnace.

All genuine **rosewoods** belong to the genus *Dalbergia*. This wood has a strong, sweet smell, which persists for many years, explaining the name rosewood. Rosewoods are strong and heavy, taking an excellent polish, being suitable for musical instruments, furniture and turned products like billiard cues etc.

Scammony is a bindweed native to the countries of the eastern part of the Mediterranean basin; it grows in bushy waste places, from Syria in the south to the Crimea in the north. *Scammoniae resina*, which is obtained from the dried root by digestion with alcohol which upon consumption, the resin is inert until it has passed from the stomach into the duodenum, where it meets the bile. A chemical reaction occurs between it and taurocholate and glycocholate in the bile, whereby it is converted into a powerful purgative which in doses becomes a violent gastrointestinal irritant. Scammony kills both roundworm and tapeworm, especially the former, and it was therefore used as an anthelmintic

Sumac berries grow on the *Rhus Coriaria* shrub, which is typically found in high plateau areas of the Mediterranean like Sicily, due to its wild, rocky lands. Sumac also grows in Turkey and can be found in parts of Iran. Once the berries are fully ripe, they are harvested, dried, and ground. The processed sumac takes on a dark red-burgundy colour and the texture of ground nuts. It has a similar smell and taste to lemon but is not as sour. The health benefits of this ancient spice were first documented thousands of years ago in Greek medicinal texts, which noted sumac's antiseptic qualities.

In the textile industry, a **tow** (or hards) is a coarse, broken fibre, removed during processing flax, hemp, or jute and separated from the shives.

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

Appendix G Lloyds Register Surveyors Reports

1861 Iron Ships Report

2629
IRON SHIPS.

No. 1105 Survey held at Belfast Date 16th December 1861
 on the Screw Steamer "Dalmatian" Master -

Tonnage Gross 1989 Engine Room 296 Register 1692 Built at Belfast Launched 14th Nov.
 When Built 1861 By whom built C. S. Harland Owners John Bibby & Co

Port belonging to Liverpool Destined Voyage -
 Surveyed Afloat or in Dry Dock Specially Surveyed while Building

| Length aloft | Feet. | Inches. | Extreme Breadth | Feet. | Inches. | Depth from top of Upper Deck Beam to top of Floor | Feet. | Inches. | Power of Engines | Horse No. | | | | | |
|--|-------|---------|-----------------|-------|---------|--|-------|---------|---|---------------------|--|---------------------------|-------|--|---|
| 33.5 | | | 34 | | 2 | 24 | | 11 1/2 | | | | | | | |
| Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft | 18 | | 18 | | 18 | | 18 | | Stem, if bar iron, moulding and thickness | 9 | 3 | 18 | 3 | | |
| Floors, Size of Angle Iron, and No. 1 at bottom of Floor Plate | 5 | 3 1/2 | 1 1/2 | 5 1/2 | 3 1/2 | 1 1/2 | | | Stem-post, if bar iron, moulding and thickness | 10 | 6 | 110 | 3 | | |
| .. depth and thickness of Floor Plate at mid line | 2 1/2 | | 1 1/4 | | | | | | .. if plate iron, breadth and thickness | 10 | 6 | | | | |
| .. depth and thickness of Floor Plate at Bilge Keelson | 2 1/2 | | 1 1/2 | | | | | | Keel, if bar iron, depth and thickness | 9 | 3 | 10 | 3 | | |
| .. Size of Reversed Angle Iron, and No. 2 at top of Floor Plate | 3 1/2 | 3 | 1 1/2 | 4 | 3 1/2 | 9 | | | .. if plate iron, breadth and thickness | | | | | | |
| Frames, Size of Angle Iron, single or double | 5 | 3 1/2 | 1 1/2 | 5 1/2 | 3 1/2 | 1 1/2 | | | Garboard Plates, thickness | Description of Iron | | | | | |
| .. Reversed Iron, N to every frame or every frame | 3 1/2 | 3 | 1 1/2 | 4 | 3 1/2 | 9 | | | From Garboard to upper part of Bilge | 1 1/2 | | 1 1/2 | | | |
| Beams, Deck (N°) double Angle Iron or Bulb Iron with double Angle Iron on top | 3 1/2 | 3 | 1 1/2 | | | | | | From upper part of Bilge to Sheerstrakes | 1 1/2 | | 1 1/2 | | | |
| .. depth & thickness of plate amidships | 6 | | 1 1/2 | | | | | | Sheerstrakes | 1 1/2 | | 1 1/2 | | | |
| .. double or single Angle Iron | 6 | | 1 1/2 | | | | | | Breadth & thickness of Butt Straps to outside plating | 9 | 11 | 12 | 4 | | |
| .. average space between | 35 | | | | | | | | Planksheers | Material | | | | | |
| .. if wood (N°) sided & moulded | | | | | | | | | Gunwale Plate or Stringer on ends of Up. Dk Beams | 2 1/2 | 12 | | | | |
| .. Hold, or Lower Deck (N°) double Angle Iron or Bulb Iron with double Angle Iron on top | 3 1/2 | 3 | 1 1/2 | | | | | | Angle Iron on ditto | 5 1/2 | 6 1/2 | | | | |
| .. depth & thickness of plate amidships | 6 | | 1 1/2 | | | | | | Waterway | Iron | | | | | |
| .. double or single Angle Iron | 6 | | 1 1/2 | | | | | | Deck | Iron | | | | | |
| .. average space between | 35 | | | | | | | | Ceiling in Hold | Red pine + Spruce | | | 2 1/2 | | |
| .. if wood (N°) sided & moulded | | | | | | | | | Ceiling betwixt Decks | Red pine | | | 2 1/4 | | |
| .. Paddle, wood, sided and moulded or if Iron, size of Plate | | | | | | | | | Beam Clamps | | | | | | |
| .. Engine room, wood, sided & moulded, iron, size of plate, if Box, give sketch & dimensions | | | | | | | | | .. Shelf | | | | | | |
| .. Side or Bilge | | | | | | | | | .. Stringer Plates on ends of Hold or Lower Dk Beams | 2 1/2 | 12 | | | | |
| .. Number | 5 | | | | | | | | Ceiling between Decks | Red pine | | | 2 1/2 | | |
| Transoms, material <u>Iron</u> or, if none, in what manner compensated for. | | | | | | | | | | | Stringer or Tie Plates outside Hatchways | 12 1/2 | 12 | | |
| Knight-heads | | | | | | | | | | | Deck Beam Clamps | | | | |
| Hawse Timbers | | | | | | | | | | | .. Shelf | | | | |
| The Frames or Ribs extend in one length from <u>Keel</u> to <u>Gunwales</u> rivetted through plates with (1 in.) rivets, about (6 in.) apart. | | | | | | | | | | | Stringers in Hold | 5 1/2 | 6 1/2 | | |
| The reverse angle irons on the floors extend in one length across the middle line from <u>3 1/2 to 4 feet on each side alternately to hold beam stringer</u> | | | | | | | | | | | Deck, Lower | Yellow pine | | | 3 |
| .. on the frames | | | | | | | | | | | Deck, Upper how fastened to Beams | Rivelled with 5/16 rivets | | | |
| Keelson, how are the various lengths of plates or angle irons connected? <u>With butt straps</u> | | | | | | | | | | | | | | | |
| Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets (1 1/4 in.) diameter averaging (3 1/2 in.) from centre to centre of rivet. | | | | | | | | | | | | | | | |
| .. Edges from Garboards to upper part of bilge, worked <u>carvel with a lining piece</u> (in.) thick, or clencher, double or single rivetted; rivets (1 in.) diameter, averaging (3 in.) from centre to centre of rivets. | | | | | | | | | | | | | | | |
| .. Butts from Keel to turn of bilge, worked <u>carvel with a lining piece</u> (1 1/4 in.) thick, double or single rivetted; rivets (1 in.) diameter. | | | | | | | | | | | | | | | |

Do the lining pieces lay over and rivet through the lands of the strake below?

2629 Sm

Workmanship. Are the lands or laps of the clenwork in all cases in breadth at least five times the diameter of the rivets in double rivetted edges and butts, and at least three times the diameter of the rivets where single rivetting is admitted? Yes

Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies? Yes

Do the fillings between the ribs and plates fill in solid with single pieces, or are they in short lengths of various thicknesses? Filled in solid

Do the holes for rivetting plate to frames, lining pieces, or plate to plate, &c., conform well to each other? Yes and are the rivet holes well and sufficiently countersunk in the outer plate? Yes

Are there any rivets which either break into or have been put through the seams or butts of the plating? a few

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

| She has SAILS. | | CABLES, &c. | | ANCHORS, and their weights. | | |
|------------------|--------------------------|---|---------|-----------------------------|-----------------------------|---------|
| N ^o . | | Fathoms. | Inches. | N ^o . | Weight. | |
| | Fore Sails, | Chain | 200 | 17/8 | Bower, <u>Iron</u> Patent ✓ | 1 56.1 |
| | Fore Top Sails, | Heavy Stream Cable <u>Iron</u> ... | 90 | 1 | | 1 26.1 |
| | Fore Topmast Stay Sails, | Hawser | 90 | 9 | Stream, | 1 48.1 |
| | Main Sails, | Towlines | 90 | 7/2 | | 1 9.0 |
| | Main Top Sails, | Warp | 90 | 6 | Kedge, | 1 6-1 2 |
| | and | All of <u>Good</u> quality. | 90 | 6 | | 1 3-1 2 |

Her Standing and Running Rigging _____ sufficient in size and _____ in quality.

She has two life _____ Long Boat and four others

The present state of the Windlass is Good Capstan Good and Rudder Good Pumps Good

General Remarks, Statement and Date of Repairs, extent of corrosion (if any) both internally and externally, and condition of rivets.

- 1st. On the several parts of the frame, when in place, and before the plating was wrought
- 2nd. On the plating during the progress of rivetting
- 3rd. When the beams were in and fastened, and before the decks were laid
- 4th. When the ship was complete, and before the plating was finally coated
- 5th. After the ship was launched
- Special Remarks: Specially improved while building

This is a Sister Ship to the Egyptian, with the exception of her deck house, which is a little larger. She has an extra inside stoke, on each side abreast of sheerstroke 228 feet 1/2 in. Iron plates 9 feet long each, tapering at ends to 4 1/2 x 1/2 in. One on each side abreast of third stoke from the gunwale 147 feet 1/2 in. One on each side opposite the ends of culop beams 202 feet 1/2 in. One on each side at bilge 202 feet 1/2 in. And one at middle line over keel 224 feet 1/2 in. Middle line keelson 25 in 1/2 amidships tapering to 9 in. at ends, an additional plate rivetted on top of keelson 26 1/2 feet 13 x 1/2 in. Amidships. An intercostal keelson about mid-way between the middle line keelson and the bilge keelson, plates 1/2 in to top of floors, with bulb iron on top 205 feet 9 x 5 1/2 in amidships, with two angle bars 6 1/2 x 4 1/2 x 1/2 in rivetted back to back, all fore and aft. Bilge keelsons 168 feet, bulb iron amidships, rivetted to angle bars as above. Culop beams, stringer of bulb iron 8 x 1 1/2 in rivetted between two angle bars 6 1/2 x 4 1/2 x 1/2 in 135 feet on each side amidships, and single from thence to the ends. Upper deck is formed of iron plates chiselled, about 15 feet long and 17 inches wide, weighing about 11 lb per square foot. Carvel plated, butts double and triple rivetted, and abreast of hatch way quadruple rivetted, with lining pieces 3/8 thick, and 9 x 18 inches wide, fore and aft beams single rivetted, with long pieces 1/2 inches wide, rivets 3/8 and 2 1/2 in. Center the recess on top surges 2 in square and 1/4 in deep, are filled in with a mixture of Portland Cement and sand, prior to which all the beams are caulked.

The thin plating at each end of this vessel is the same as on the former iron ships built here

The Iron and workmanship are excellent.

In what manner are the surfaces preserved from oxidation? The flat of bottom to round the turn of bilge is Portland Cement; above this together with the entire outside of hull is coated twice with a mixture of Red and White Lead paint

I am of opinion this Vessel should be classed 12A

The amount of the Fee £ 5 : : is received by me, Alex. Strain

Special £ 99 : 9 :

Certificate (if required) £ 4 : 9 : 0

Committee's Minute 21st December 1861

Character assigned B = for 12 Years

I see no objection to this Vessel being classed as above

12A

Boyd's Register

30 Dec 1861

IRON SHIPS.

2698

No. 4423 Survey held at Brunsch Date 19th February 1863
 on the Steamer "Dalmatian" Rec. 24/2/62
 Tonnage Gross 1989 Engine Room _____ Register 1693 Built at Belfast
 When Built 1861 By whom built Harland Owners J. P. & Co. Ltd.
 Port belonging to Liverpool Destined Voyage Lydia to Liverpool
 If Surveyed Afloat or in Dry Dock Afloat Classed 12. 11. 61

PLANS CASE

| Length aloft | Feet. Inches. | Extreme Breadth | Feet. Inches. | Depth from top of Upper Deck Beam to top of Floor | Feet. Inches. | Power of Engines | Horse No. |
|--|---------------|-----------------|--------------------------|--|---------------|------------------|-----------|
| Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft | | Inches in ship. | Inches required per Rib. | | | | |
| Floors, Size of Angle Iron, and No. at bottom of Floor Plate | | Inches in ship. | Inches required per Rib. | | | | |
| .. depth and thickness of Floor Plate at mid line | | Inches in ship. | Inches required per Rib. | | | | |
| .. depth and thickness of Floor Plate at Bilge Keelson | | Inches in ship. | Inches required per Rib. | | | | |
| .. Size of Reversed Angle Iron, and No. at top of Floor Plate | | | | | | | |
| Frames, Size of Angle Iron, single or double | | | | | | | |
| .. Reversed Iron, if to every frame or every frame | | | | | | | |
| Beams, Deck (N°) double Angle Iron or Bulb Iron with double Angle Iron on top | | | | | | | |
| .. depth & thickness of plate amidships | | | | | | | |
| .. double or single Angle Iron, on lower edge | | | | | | | |
| .. average space between | | | | | | | |
| .. if wood (N°) sided & moulded | | | | | | | |
| .. Hold, or Lower Deck (N°) double Angle Iron or Bulb Iron with double Angle Iron on top | | | | | | | |
| .. depth & thickness of plate amidships | | | | | | | |
| .. double or single Angle Iron, on lower edge | | | | | | | |
| .. average space between | | | | | | | |
| .. if wood (N°) sided & moulded | | | | | | | |
| .. Paddle, wood, sided and moulded or if Iron, size of Plate | | | | | | | |
| .. Engine | | | | | | | |
| Keelson, wood, sided & moulded, iron, size of plate, if Box, give sketch & dimensions | | | | | | | |
| .. Side or Bilge | | | | | | | |
| .. Number | | | | | | | |

Transoms, material _____ or, if none, in what manner compensated for.

Knight-heads .. Bulkheads, N° _____ Thickness of _____

Hawse Timbers .. are they free from defects? .. how secured to the sides of the ship _____

.. size of vertical angle iron and their distance apart _____

The Frames or Ribs extend in one length from _____ to _____ rivetted through plates with (in.) rivets, about () apart.

The reverse angle irons on the floors extend in one length across the middle line from _____ to _____

.. on the frames .. from _____ to _____

Keelson, how are the various lengths of plates or angle irons connected? _____

Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets (ins.) diameter averaging (in.) from centre to centre of rivet.

.. Edges from Garboards to upper part of bilge, worked carvel with a lining piece (in.) thick, or clencher, double or single rivetted; rivets (in.) diameter, averaging (ins.) from centre to centre of rivets.

.. Butts from Keel to turn of bilge, worked carvel with a lining piece () thick, double or single rivetted; rivets (in.) diameter, averaging (ins.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? _____

.. Edges from bilge to planksheer, worked carvel with a lining piece () thick, double or single rivetted; rivets (in.) diameter, averaging (in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? _____

.. Butts from bilge to planksheers, worked carvel with a lining piece () thick, or clencher, double or single rivetted; rivets (in.) diameter averaging (ins.) from centre to centre of rivets. Breadth of laps in double rivetting () Breadth of laps in single rivetting ()

Planksheer, how secured to the plating of the sides { Explain by sketch, }

Waterway .. planksheer and to the Beams { if necessary. }

Side trussing .. breadth and thickness of plates .. how secured? _____

Deck trussing ? _____

Deck Beams, how secured to the side? _____

Hold or Lower Deck .. _____

Paddle .. _____

No. of breasthooks .. crutches .. how are pointers compensated? _____

What description of iron is used for the angle iron and plate iron in the vessel? _____

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 Lloyd's Register
 Foundation
 IRON 435-0319

2678 *Erin*

Workmanship. Are the lands or laps of the clenchwork in all cases in breadth at least five times the diameter of the rivets in double rivetted edges and butts, and at least three times the diameter of the rivets where single rivetting is admitted? _____

Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies? _____

Do the fillings between the ribs and plates fill in solid with single pieces, or are they in short lengths of various thicknesses? _____

Do the holes for rivetting plate to frames, lining pieces, or plate to plate, &c., conform well to each other? _____ and are the rivet holes well and sufficiently countersunk in the outer plate? _____

Are there any rivets which either break into or have been put through the seams or butts of the plating? _____

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. | Inches. | N ^o . | Weights. | |
| | Fore Sails, | Chain <i>Self. 18 tons 5 cwt.</i> | 300 | 1 7/8 | Bower, ... <i>Ordinary</i> | 1 26 1/2 |
| | Fore Top Sails, | <i>Stream 12 1/2 tons</i> | 90 | 9 | <i>Swallow's foot</i> | 2 26 1/2 |
| <i>One</i> | Fore Topmast Stay Sails, | Hawser | 90 | 7 1/2 | Stream, ... <i>Plate</i> | 1 9 1/4 |
| <i>Sail</i> | Main Sails, | Towlines | 180 | 6 | Kedge, ... <i>Plate</i> | 2 4 1/2 |
| <i>2</i> | Main Top Sails, | Warp | 120 | 4 | | 3 1/2 |
| | <i>and spare sails</i> | All of <i>Good</i> quality. | | | | |

Her *rigging & sails* Standing and Running Rigging *Heavy* sufficient in size and *Good* in quality.

She has *Six* Long Bows

The present state of the Windlass is *Good*; Capstan *Good* and Rudder *Good* Pumps *Five lead. Good*

General Remarks, Statement and Date of Repairs, extent of corrosion (if any) both internally and externally, and condition of rivets.

- 1st. On the several parts of the frame, when in place, and before the plating was wrought _____
- 2nd. On the plating during the progress of rivetting _____
- 3rd. When the beams were in and fastened, and before the decks were laid _____
- 4th. When the ship was complete, and before the plating was finally coated _____
- 5th. After the ship was launched _____

Remarks. *It is reported by the Builder, that it is the intention of the Owners to place on board larger Anchors. Chains, &c., in exchange for those supplied her, when arriving at Liverpool.*

J. J. Brooker

In what manner are the surfaces preserved from oxidation?

I am of opinion this Vessel should be classed _____

The amount of the Fee£ is received by me, *for Mr. Justice*

Special£

Certificate (if required)£

Committee's Minute *25th February 1862*

Character assigned *12 A 1*

W. J. Brooker, Master
for Mr. Justice
3/6/62



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Lloyd's Register Foundation

2933

17810

REPORT of SURVEY for REPAIRS.

No. 17810 Survey held at Liverpool Date 29th Sept 1862
 on the Iron Screw Steam Ship Dalmatian Master Glover
 Tonnage 1139 Built at Belfast When built 1861
 By whom built Hagland Owners Bibby & Sons
 Port belonging to Liverpool Destined Voyage _____
 If Surveyed Afloat or in Dry Dock Dry Dock

Last Survey, No. 2698 Port Trove Classed 12 A 1
6, 62

REPAIRS *In consequence of the ship having been stranded on her late voyage notice has been given to ascertain the damage. On examination found the keel broken between the carrier and another stern post. The keel has been clamped on both sides and well rivetted through all, beyond what is named above the ship has not sustained any damage.*

Present Condition of the

| | | |
|-------------------------------|--------------------------------|---|
| Decks | Tonnage | Windlass and Capstan |
| Waterways | Breasthooks and Stems | Pumps |
| Comings | Frames, Pointers, and Crutches | Boats |
| Upper Deck Beams & Fastenings | Timbers of the Decks | Masts, Yards, &c. |
| Lower Deck Beams & Fastenings | Keelsons | Sails |
| Planksheers | Clamps and Shells | Anchors No. of <u>3 Burt 1st 2 Keel</u> |
| Sheerstrakes | Ceiling | Cables |
| Topsides | Rudder | Hawsers and Wares |
| Wales | Copper | Standing & Running Rigging |
| Plank (Bottom) and Gunter | | |

General Observations and Opinion, Caulking of Bottom, Deck, & Waterways all satisfactory where done

Is now in a fit and efficient state for the safe conveyance of dry and perishable cargoes to and from all parts of the world and in my opinion should retain her present character.

The Amount of Fee.....£ 3 : : is received by me,
 Special..... " : " :
 Certificate (X required) " : 5 : : 29/10/62

Committee's Minute 31st October 1862
 Character assigned 12 A 1 second class
Damage Survey & Co - 10
 W. Portwin
 IRON 436-0063

3572
REPORT of SURVEY for REPAIRS.

No. in Reg. Book. **No. 18731** Survey held at Liverpool Date April 7 to May 3rd 1864
 on the Iron S.S. "Salmatian" Master Wardell
 Tonnage 1485 Built at Belfast When built 1851 - New
 By whom built Harland Owners Petty & Co
 Port belonging to Liverpool Destined Voyage Alexandria
 If Surveyed Afloat or in Dry Dock London Graving & Docking Works

Last Survey, No. 2933 Port IRON. Classed 12 A 1 side Starboard

REPAIRS now done in No 3 Hold owing to damage by fire on

Four outside Plates & three dovetail Plates attached, on the first second & third Strakes down from the Sheer Strake (Port side) also three Lower Deck Stringer Plates & one diagonal Tie Plate and fifteen upper Deck Plates extending nearly across the vessel - latter not furnished found good & refitted. Three Deck Beams & four Hold Stanchions latter not repaired & refitted, and six upper & Lower Deck Beams straightened & repaired in place. All the Lower Deck & Coaming, also all Ceiling (both sides) from Bilges up to Lower Deck Beams and the lower Deck Ceiling (Port side) removed & Yellow & Red Pine. The Saloon on Deck - for about 20 feet in length - part rebuilt, Compartment Pump repaired and the Hold coated with Red Lead.

Present Condition of the

| | | | | | |
|-------------------------------|-------------|--------------------------------------|-------------|----------------------------|------------------------------|
| Decks | <u>Good</u> | Treenails | | Windlass and Capstan | <u>Good</u> |
| Waterways | " | Breasthooks and Stenson | <u>Good</u> | Pumps | " |
| Keelings | " | Transoms, Pointers, and Crutches | " | Boats | <u>Good & sufficient</u> |
| Upper Deck Beams & Fastenings | " | Timbers of the Frame at the openings | " | Masts, Yards, &c. | " |
| Lower Deck Beams & Fastenings | " | Ditto Ditto at other places | " | Sails | " |
| Stanchions | " | Keelsons | " | Anchors No. of | " |
| Sheerstrakes | " | Clamps and Shelves | " | Cables | " |
| Topsides | " | Ceiling | " | Hawsers and Warps | " |
| Wales | " | Rudder | " | Standing & Running Rigging | " |
| Plank (Bottom) and Counter | " | Copper | When put on | | |

General Observations and Opinion, Caulking of Bottom, Deck, & Waterways. Satisfactory

This vessel is now in an efficient condition and fit for the conveyance of Dry & Perishable Cargoes to & from all parts of the world and in my opinion should remain as classed.

The Amount of Fee.....£ 3 : " : " is received by me,
 Special..... 2 : 2 : " 12/5/64
 Certificate (if required) " : 5 : "

Committee's Minute Liverpool 13th May 1864

Character assigned 12 A 1 Name Repair DK

Damage Paid L. S. S. 12/5/64

John Wheeler



LR Surveyors report for repairs 1865

REPORT of SURVEY for REPAIRS.

4174

Rev 21/10/61

No. in Reg. Book. 15 No. 19442 Survey held at Liverpool Date 2nd to 8th May 1865
 on the Iron S.S. Dalmatians Master _____
 Tonnage 1909 Built at Belfast When built 1861
 By whom built _____ Owners Bibbey
 Port belonging to Liverpool Destined Voyage to
 If Surveyed Afloat or in Dry Dock London Graving Dock
 Last Survey, No. 3572 Port Liverpool Classed 12A1
1878 1864

REPAIRS

Parts of the ceiling below hatches lifted, except in the compartments which was repaired on the former survey (See 1875). The bottom, outside, and inside where seen, appeared in good condition and the cementing has now been repaired. The ceiling in the after compartment was replaced, without the condition at that part being seen by me, nor was any of the close ceiling between the hatches and lower deck removed.

The Owners were written to, respecting the triennial survey upon this, and other ships similarly placed.

Present Condition of the

| | | | | | |
|-------------------------------|------------------------|--------------------------------------|------------------------|----------------------------|----------------------------------|
| Decks | <u>Good</u> | Ribs | <u>Good where seen</u> | Windlass and Copstan | <u>Good</u> |
| Waterways | | Treenails | <u>Good where seen</u> | Pumps | <u>None</u> |
| Cowings | | Breasthooks and Stenson | | Boats | <u>Seen</u> |
| Upper Deck Beams & Fastenings | | Transoms, Pointers, and Crutches | | Masts, Yards, &c. | <u>Good where seen from deck</u> |
| Lower Deck Beams & Fastenings | | Timbers of the Frame at the openings | | Sails | <u>Good</u> |
| Planksheers | <u>Good where seen</u> | Ditto Ditto at other places | | Condition, see ascertained | |
| Sheerstrakes | | Keelsons | | Anchor No. of | <u>One</u> |
| Topsides | | Clasps and Shelves | | Cables | <u>Sufficient</u> |
| Wales | | Ceiling | | Hawsters and Warps | <u>None</u> |
| Plank (Bottom) and Counter | | Rudder | | Standing & Running Rigging | <u>Seen</u> |
| | | Copper | <u>When put on</u> | | |

General Observations and Opinion,

As far as could be seen this vessel appeared in good and efficient condition, but as the triennial survey has not been completed, I beg to leave her character in the hands of the Committee.

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

Special..... / : / : not paid

Certificate (if required) : :

Committee's Minute Liverpool 2nd May 1865

Character assigned Not to be withdrawn by Owners request dated 25th May 1865

JK



