

**Welsh Wreck Web Research Project  
(North Cardigan Bay)  
On-line research into the Sinking of:  
Duke of Connaught (Schooner)**



**The schooner City of Madras (later re-named Duke of Connaught and fitted with a 4<sup>th</sup> mast)**

**Report compiled by:**

**Gareth J.S. Davies**

Report Title: **Welsh Wreck Web Research Project  
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Date: **February 2021**

Report Ref: ***Leave blank***

## **1.0 Abstract**

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

This project is to discover information relating to the history of the schooner Duke of Connaught.

The City of Madras was built in 1859 in Glasgow and renamed the Duke of Connaught in 1881. On Jan 2 1887, the Duke of Connaught while passing Bardsey Island bound for Maryport Cumbria collided with the steamship Dragoman sailing from Liverpool to Bombay. The Duke of Connaught sank within minutes with 14 crew members lost.

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

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## **2.4 Contributors**

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

## 2.5 Abbreviations

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

## 2.6 Appendices

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### **3.0 Introduction**

The schooner Duke of Connaught was chosen as:

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

The following topics form the basis of the research:

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

## 4.0 Background

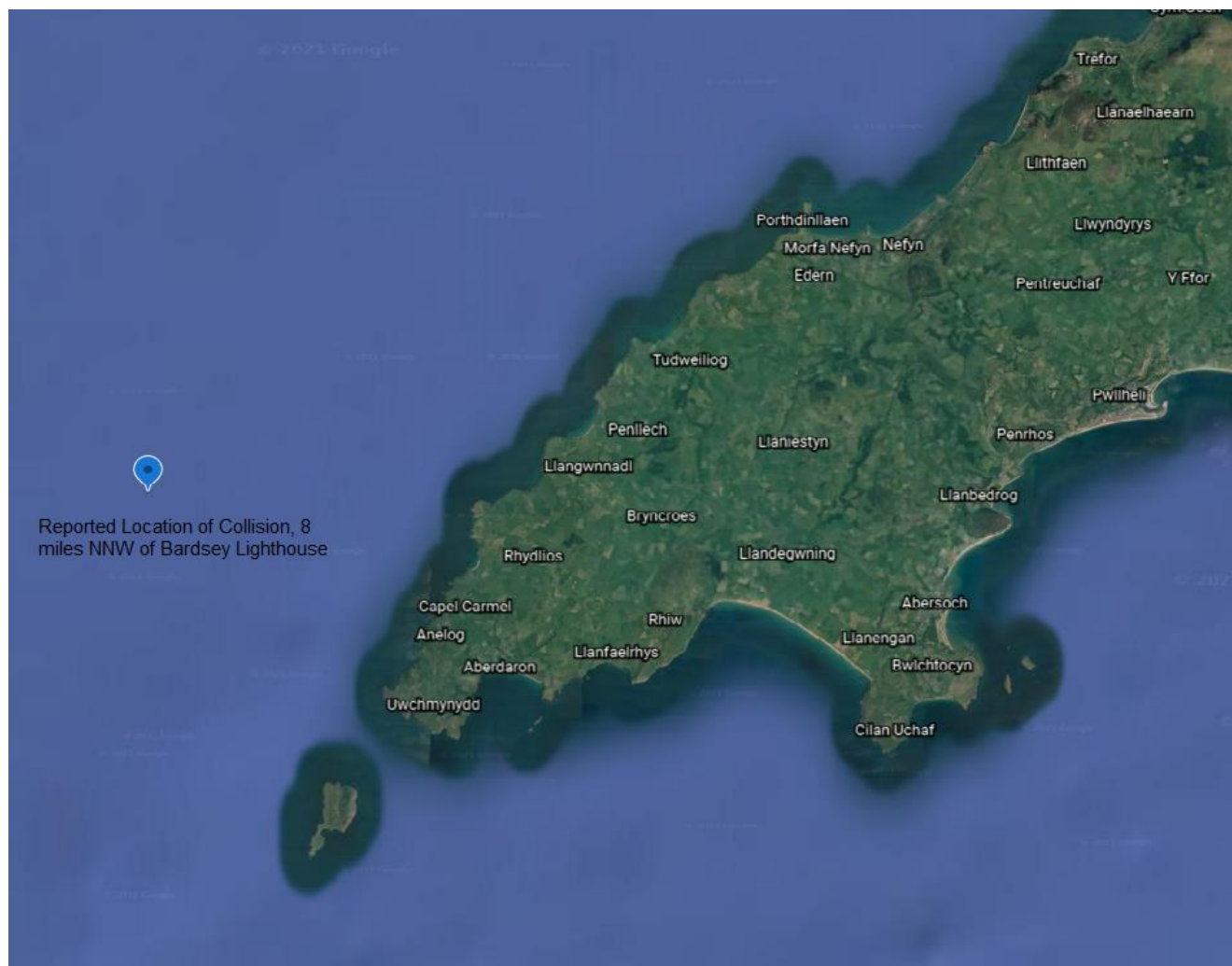
Prior to starting this research the only known data available to me was from the MADU Master Wrecksite Database Listing (Table 1) supplied by Mr Ian Cundy.

**Table 1: Extract from MADU Master Wrecksite Database**

| Date Wrecked | Name              | Location         | Details   | Vessel Type | Matls | Ref.       |
|--------------|-------------------|------------------|---|-------------|-------|------------|
| 02/01/1887   | Duke of Connaught | Sank off Bardsey | Built as City of Madras. The 4-masted ship 'Duke of Connaught' was sailing to Maryport from London when it sank off Bardsey following a collision with the Liverpool steamer Dragoman. Fourteen crew members were lost. | Schooner    | Wood  | RHIW / COF |

On Jan 1 1887, the Duke of Connaught was in collision with the steamship Dragoman, 8 miles NNW of Bardsey Island. The Duke of Connaught sank immediately with the loss of 14 crew men.

**Fig 1: Reported Location of Collision, Jan 2 1887**



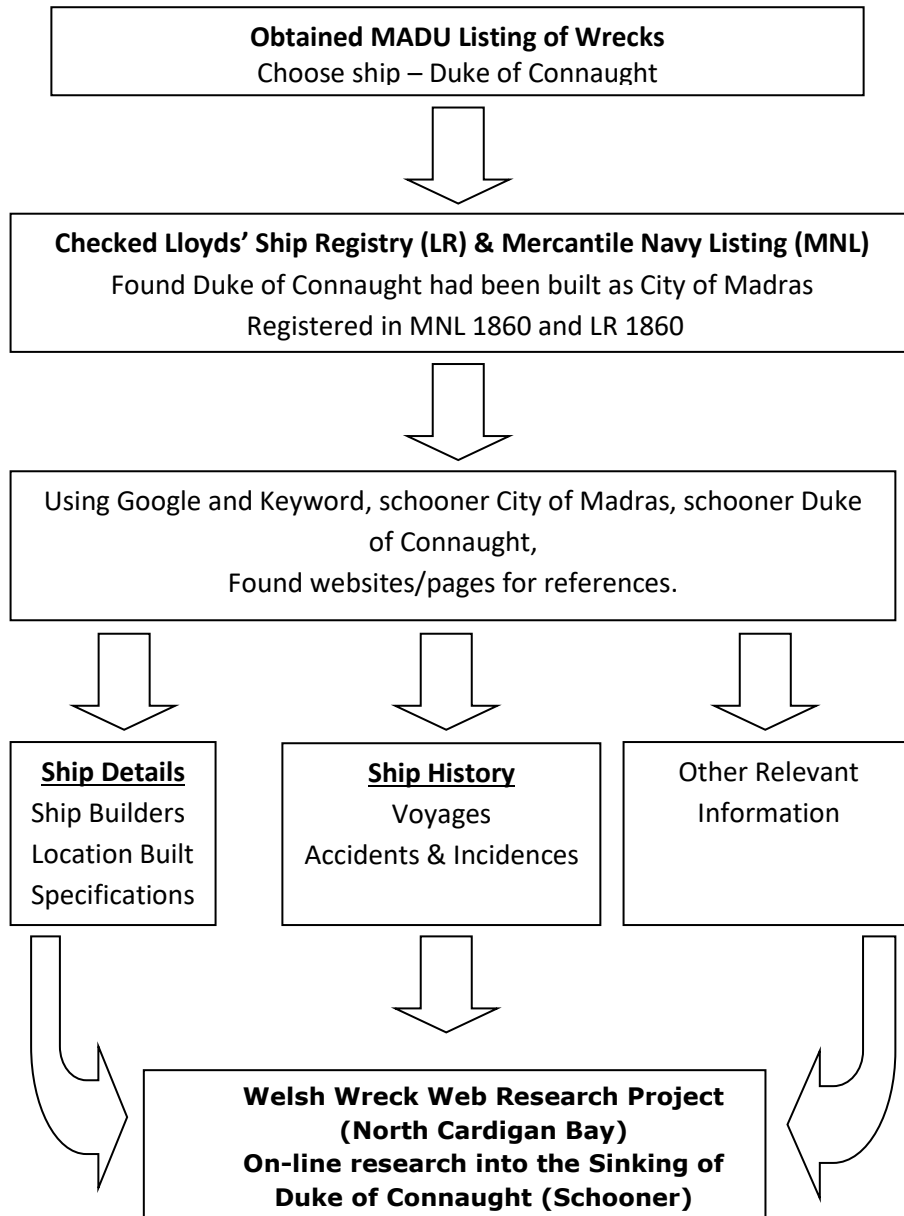
## 5.0 Research Methodology

### Computer System

Acer Desktop 64 bit OS; 8 GB Memory, wireless connection.  
Windows 10Pro  
Microsoft Office 2007

Search engines used: Google Chrome

### Methodology



See Section 9 for list of websites viewed

## 6.0 Results

**Table 2: Duke of Connaught (Schooner) Specification and History**

|              |              |  |       |   |
|--------------|--------------|--|-------|---|
| Vessel       | Name/s       | Built as City of Madras. Renamed Duke of Connaught 1881.                                   |       |   |
|              | Type         | Schooner   |       |   |
|              |              | General Cargo  |       |   |
| Built        | Date         | Laid Down: N/A   |       |   |
|              |              | Launched: 28/09/1859   |       |   |
|              |              | Delivered: 03/10/1859  |       |   |
|              |              | Cost: N/A  |       |   |
|              | Builder      | Alexander Stephen & Sons Ltd,<br>Kelvinhaugh, Glasgow; Yard: Front Yard; Yard #: 23        |       |   |
| Construction | Materials    | Iron frame and wood  |       |   |
|              | Decks        | 1  |       |   |
|              | Bulkheads    | 4  |       |   |
|              | Other        | N/A  |       |   |
| Propulsion   | Type         | Sail   |       |   |
|              | Details      | Built with 3 masts. Refurbished to 4 masts (data unknown)                                  |       |   |
| Dimensions   | Length       | 209 ft   | 0 ins | m |
|              | Beam         | 32ft   | 0 ins | m |
|              | Draught      | 21 ft  | 9 ins | m |
| Tonnage      | Gross        | 1034 grt   |       |   |
|              | Net          | 999 nrt  |       |   |
|              | Deadweight   | N/A  |       |   |
| Owners       | First        | George Smith & Sons, City Line, Glasgow. Registered 03/10/1859                             |       |   |
|              | Second       | Montgomerie & Workman, Glasgow,<br>Registered London and renamed Duke Of Connaught in 1881 |       |   |
| Registry     | Port         | Glasgow - 1859. London - 1881  |       |   |
|              | Flag         | GBR  |       |   |
|              | Number       | 27953  |       |   |
|              | Code         | P.K.T.L  |       |   |
| History      | Routes       | U.K, Australia, West Coast North America, India  |       |   |
|              | Cargo        | Various  |       |   |
| Final Voyage | From         | London   |       |   |
|              | To           | Maryport, Cumbria  |       |   |
|              | Captain      | G. Falconer  |       |   |
|              | Crew         | 18   |       |   |
|              | Passengers   | 0  |       |   |
|              | Cargo        | Ballast  |       |   |
|              | Date         | 02/01/1887   |       |   |
|              | Location     | 8 miles, NNW of Bardsey Lighthouse   |       |   |
|              | Cause        | Collision with SS Dragoman in fog  |       |   |
|              | Loss of life | 14   |       |   |
|              | Saved        | 4  |       |   |
| Outcome      | Sank         |  |       |   |

**Table 3: Dragoman (Steamship) Specification and History**

|              |              |  |      |   |
|--------------|--------------|--|------|---|
| Vessel       | Name/s       | Dragoman   |      |   |
|              | Type         | Steamship  |      |   |
|              |              | Cargo  |      |   |
| Built        | Date         | Laid Down: N/A   |      |   |
|              |              | Launched: 24/10/1885   |      |   |
|              |              | Delivered: 1885  |      |   |
|              |              | Cost: N/A  |      |   |
|              | Builder      | Sir WG Armstrong, Mitchell & Co Ltd<br>Low Walker, Tyneside, Yard# 484 |      |   |
| Construction | Materials    | Steel  |      |   |
|              | Decks        | 1, b.deck 71ft / f.castle 27ft   |      |   |
|              | Bulkheads    | 6  |      |   |
| Propulsion   | Type         | Steam  |      |   |
|              |              | Single screw   |      |   |
| Engine       | Details      | T3cyl; 2DB; 12pf; GS 156; HS 4600                                      |      |   |
|              |              | Size: 24, 39 & 64 x 42ins  |      |   |
|              |              | HP: 300nhp   |      |   |
|              |              | Manufacturer: Wallsend Slipway & Engineering Co Ltd                    |      |   |
|              |              | Boilers: 3   |      |   |
| Drive        | Type         | Propeller  |      |   |
|              | Number       | 1  |      |   |
| Dimensions   | Length       | 310ft  | 3ins | m |
|              | Beam         | 39ft   | 2ins | m |
|              | Draught      | 19ft   | 4ins | m |
| Tonnage      | Gross        | 2821 grt   |      |   |
|              | Net          | 1797 nrt   |      |   |
| Owner        | First        | 1885: Bedouin Steam Navigation Co Ltd<br>(W & R Thomson), Liverpool    |      |   |
|              | Second       | 1897: JT Lunn & Co, Newcastle; renamed IVYDENE                         |      |   |
| Registry     | Port         | Liverpool  |      |   |
|              | Flag         | GBR  |      |   |
|              | Number       | 91269  |      |   |
|              | Code         | K.F.D.T  |      |   |
| History      | Routes       | N/A  |      |   |
|              | Cargo        | General  |      |   |
| Final Voyage | From         | Hamburg  |      |   |
|              | To           | Wilmington   |      |   |
|              | Captain      | N/A  |      |   |
|              | Crew         | N/A  |      |   |
|              | Passengers   | N/A  |      |   |
|              | Cargo        | Kainite  |      |   |
|              | Date         | 02/01/1901   |      |   |
|              | Location     | Wrecked at La Manche River, Newfoundland                               |      |   |
|              | Cause        | N/A  |      |   |
|              | Loss of life | N/A  |      |   |
| Outcome      | Wrecked      |  |      |   |

## 7.0 Analysis

- The schooner City of Madras was build in Glasgow in 1859 by Alexander Stephen & Sons Ltd, for George Smith & Sons of Glasgow and registered in Glasgow (Appendix A, B, C).
- The City of Madras sailed predominately between Glasgow and London to India, Australia and New Zealand.
- In 1881, new ownership changed the name to the Duke of Connaught (Appendix D, E, F, G).
- The Duke of Connaught continued to sail between the UK (Glasgow, London) to India, Australia, New Zealand and the West Coast of North America.
- On Jan 2 1887, the Duke of Connaught while sailing from London to Maryport Cumbria collided with the steamer Dragoman (Appendix H) about 8miles NNW of Bardsey Island Lighthouse. The Duke of Connaught sank within minutes in approximately 70m water depth with the loss of 14 crew members (Appendix I, J).
- A Bureau of Trade Inquiry found the Second Officer of the Dragoman severely to blame for the collision (Appendix K, L).

From newspaper articles the City of Madras and Duke of Connaught was recorded:

### 1859:

- Nov 02: Sailed Glasgow. Arrived Calcutta Feb 20 1860.

### 1860:

- Jul 25 : Arrived Deal from Calcutta.
- Sep 04-Dec 20: Sailed Glasgow for Calcutta.

### 1861:

- Jan 24-May 16: Cleared Calcutta for London.  
Mar 21: passed St Helena.  
May 5: 50S 14W.
- May 29: Sailed Deal for Glasgow.
- Jul 09-Oct 14: Sailed Glasgow for Calcutta.  
Aug 27: 18N, 26W.

### 1862:

- Mar 05: Sighted 0, 22 W.
- Mar 28: Arrived Deal for Clyde.
- Apr 11: Arrived Glasgow from Calcutta.
- Oct 06: Arrived Calcutta from Glasgow.
- Oct 25: Sailed Calcutta.

### 1863:

- Feb 02: Arrived Calcutta from London.
- Mar 17: Sailed Deal for Sydney.  
Apr 09: 3S, 21W heading south.

### 1864:

- Sep 11-Jan 12: Sailed Sydney for London.
- Feb 11: Arrived Glasgow from London & Sydney.
- Mar 28-Jun 24: Sailed Glasgow for Calcutta.
- Nov 20: Arrived Gravesend from Calcutta.

### 1865:

- Jan 19: Sailed London for Calcutta.
- Nov 16: Arrived Glasgow from London & Calcutta.

- Dec 12: Sailed Glasgow for Bombay.

**1866:**

- Jul 06: Sailed Bombay for Liverpool.
- Aug 20: Passed St Helena.
- Oct 18: Sailed Glasgow for Bombay.

**1867:**

- Aug 03: Passed St Helena.
  - Sep 15: Arrived Liverpool from Bombay.
  - Sep 17: Sailed Liverpool for Calcutta.
- Nov 26: 11N 24W, heading S.  
Dec 13: 31S 26W, heading SE.

**1868:**

- Feb 22: Arrived Calcutta from London.
  - Mar 27: Sailed Calcutta for London.
- Jun 13: arr St Helena.  
Jul 16: 22S 11E.

**1869:**

- Mar 13: Arrived Bombay from Havre France.
- Oct 12: Sighted 28S 28W sailing Glasgow to Bombay.

**1870:**

- Feb 26: Arrived Calcutta from Bombay.
  - Mar 22-Jul 26: Sailed Calcutta for Marseilles.
- Apr 11: 7S 89E.
- Sep 17: Arrived Gibraltar from Oran Algeria. Sailed for Glasgow and arrived Oct 06.
  - Nov 14: Sailed Glasgow for Calcutta.
- Nov 20: 41N 10W.

**1871:**

- Mar 11: Arrived Calcutta from Glasgow.
  - Jul 22: Arrived Deal from Calcutta.
- May 1: 8S 86E.
- Sep 15-Dec 19: Sailed London for Sydney.
- Oct 4: 15N 26W.

**1872:**

- Feb 17: Sailed Sydney for London.
- May 21: 41N 14W.
- Jul 11-Oct 30: Sailed from Glasgow for Calcutta.
  - Nov 30: Sailed Calcutta for Glasgow.
- Jan 25: 19S 2W.

**1873:**

- Mar 13: Arrived Glasgow from Calcutta.
  - Apr 22-Jul 19: Sailed Glasgow for Calcutta.
- Apr: 24 50N 10W.  
May 16: 3S 23W.
- Aug 13-Dec 16: Sailed Calcutta for London.

**1874:**

- Jan 13-Apr 16: Sailed London for Calcutta.
- Jan 24: 47N 6W.
- May 21-Sep 07: Sailed Calcutta for London.
- Jun 27: 27S 5E.

- Nov 09: Jul 16: put in at Struys Bay South Africa with sprung bowsprit.  
Sailed London for Adelaide.  
Between the island of Fernando Noronha and Brazilian Coast collided with the barque Anazi.
  
- 1875:**
  - Feb 02 Arrived Adelaide from London.
  - Mar 04: Sailed Adelaide for Glasgow.
  - Aug 16-Dec 10: Sailed Glasgow for Calcutta.  
Aug 26: 46N 7W.
  
- 1876:**
  - Jan 01-Apr 11: Sailed Calcutta for London.  
Feb 23: passed St Helena.
  - May 31-Aug 25: Sailed London for Adelaide.  
Jun 21: 9N 25W.
  - Nov 09: Sailed Adelaide for London.
  
- 1877:**
  - Feb 12: Arrived London from Adelaide.
  - Apr 14-Jul 12 Sailed London for Wellington.
  
- 1878:**
  - Mar 26: Arrived Queenstown Ireland from Astoria Oregon with cargo of wheat.
  - Mar 29: Sailed Queenstown for Bristol. Lost bulwarks, boat etc in the Atlantic.
  - May 16: Arrived Cardiff.
  
- 1879:**
  - Jan 15: Arrived London from Calcutta.
  - Mar 18-Jun 20: Sailed London for Wellington.  
Apr 01: 4N 23W.
  - Sep 28: Arrived Astoria Oregon.  
Oct 31: grounded below Astoria on way to Port Stevens. Refloated.
  - Nov 03-Mar 07: Sailed Astoria Oregon for Liverpool.
  
- 1880:**
  - Mar 28: Sailed Liverpool for Glasgow.
  - Jun 23-Oct 11: Sailed Glasgow for Calcutta.
  - Dec 24: Sighted off Agulhas Bank South Africa.
  
- 1881:**
  - Feb 23: Passed east of Beachy Head in tow of India tug.
  - Feb 24: Arrived London from Calcutta.
  - Mar 21: Lloyd's List – request for change of name.
  - Apr 26: Official permission to change name.
  - May 10: Sailed London for Algoa Bay South Africa.  
Jun 06: 7N 27W SW.  
Jun 17: 11S 30 W.
  
- 1882:**
  - Jan 04: Arrived Astoria Oregon from Algoa Bay South Africa.
  - Feb 18: Sailed Astoria Oregon for Queenstown Ireland.
  - Mar 06: At 12N 123W picked up lifeboat from the burnt Noval of Greenock containing the first mate and seven crew. Three men were later transferred in the South Pacific to the Indiana which was sailing from Oregon to France. The mate and 4 crew members remained onboard.

- Jun 27: Arrived Liverpool from Astoria Oregon.
- Jul 19: Sailed Liverpool for Maryport Cumbria.
- Sep 01: Sailed Maryport Cumbria for Adelaide.

**1883:**

- Jan 06 Arrived Adelaide from Maryport Cumbria.
- Feb 15 Sailed Adelaide for Galle Sri Lanka.
- Apr 04-Sep 27: Sailed Gopaulpore India for London via Calingapatam India.
- Dec 25: Sailed Falmouth for Victoria Vancouver.

**1884:**

- May 03: The Princess of Wales Ferry from Belfast to Fleetwood had to return to port. Her cargo of passengers and cattle were transported on the Duke of Connaught for the voyage to Fleetwood.

**1886:**

- Dec 20: Departed London for Maryport Cumbria, 100tons cargo, 500tons ballast.  
Jun 23: returned and anchored off Walmer Castle Kent.  
Dec 29: continued voyage passing the Lizard on Dec 31.

**1887:**

- Jan 01 At 10pm, passed the lightship in Caernarfon Bay on a NNE course.
- Jan 02: At 2am recorded a bearing of Bardsey Island at SE ½ E standard compass.

Between 2-3am, port and starboard lights were observed in the vicinity of the Duke of Connaught.

At 3am, the Duke of Connaught collided with the steamship Dragoman which was travelling from Liverpool to Bombay. The crew of the Duke of Connaught attempted to board the Dragoman but the Dragoman had backed out before they could board.

The Duke of Connaught was struck right amidships and sunk within 3 minutes. Of a crew of 18, 14 were drowned. A boat launched immediately by the Dragoman found the 4 survivors, the captain, first mate, the steward and a crew member holding on to wreckage and they were picked up by the Dragoman and landed at Liverpool.

The crew on the Duke of Connaught comprised predominately "runners" from London. A proper crew was to board in Maryport for the voyage to Normanton Queensland.

- Jan 21: Bureau of Trade Inquiry into the Collision of the Duke of Connaught and SS Dragoman was conducted at Westminster.

## **8.0 Conclusions & Recommendations**

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

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

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

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

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

From the research conducted, setting a goal and how to reach that goal should be mapped out first. Careful use of specific words in search engines is very important. Due to the name a more specific search through archived newspapers was made using specific newspapers to view e.g. Lloyd's List. This vastly reduced the number of articles but keep the search focused.

From the information gathered the Duke of Connaught sailed predominately between the UK, India, Australia, New Zealand and later the West Coast of North America.

## 9.0 References

### 9.1 Online WebPages

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

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

Keyword: schooner Duke of Connaught

[http://www.clydeships.co.uk/view.php?official\\_number=&imo=&builder=294&builder\\_eng=&year\\_built=&launch\\_after=&launch\\_before=&role=&propulsion=&category=&owner=&port=&flag=&disposal=&lost=&a1Page=3&ref=23464&vessel=CITY+OF+MADRAS](http://www.clydeships.co.uk/view.php?official_number=&imo=&builder=294&builder_eng=&year_built=&launch_after=&launch_before=&role=&propulsion=&category=&owner=&port=&flag=&disposal=&lost=&a1Page=3&ref=23464&vessel=CITY+OF+MADRAS)

<https://coflein.gov.uk/en/site/274861/details/duke-of-connaught>

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

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

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

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

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

[https://plimsoll.southampton.gov.uk/SOTON\\_Documents/Plimsoll/15280.pdf](https://plimsoll.southampton.gov.uk/SOTON_Documents/Plimsoll/15280.pdf)

<http://www.rhiw.com/>

<http://www.tynebuiltships.co.uk/D-Ships/dragoman1885.html>

<https://www.wrecksite.eu/wreck.aspx?69852>

### 9.2 Personal Correspondences

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

**Appendices:**

**Appendix A: Appropriation Book 1859, City of Madras**

| Official Number. | Name of Ship.  | Tonnage. | Whether Steam or Sailing Ship. | Port of Registry. | Date of Registry.         | Occasion of Appropriation. | Date of Appropriation.    |
|------------------|----------------|----------|--------------------------------|-------------------|---------------------------|----------------------------|---------------------------|
| 27951            | Henrietta      | 101      | Sailing                        | Glasgow           | 16 <sup>th</sup> Jan 1859 | First Registry             | 9 <sup>th</sup> Sept 1859 |
| 27952            | Menorca        | 161      | Steamer                        | "                 | 12 - "                    | " "                        | 28 <sup>th</sup> Sept "   |
| 27953            | City of Madras | 999      | Sailing                        | "                 | 15 - "                    | " "                        | 3 <sup>rd</sup> Oct "     |

**Appendix B: Lloyd's Register 1860, City of Madras**

**C**

| No. | Ships.                | Masters.  | Tons. | BUILD.  |       | Owners.    | Port belonging to. | Destined Voyage. | Classification.           |                             |
|-----|-----------------------|-----------|-------|---------|-------|------------|--------------------|------------------|---------------------------|-----------------------------|
|     |                       |           |       | Where.  | When. |            |                    |                  | No. Years first assigned. | Character for Hull & Store. |
| ✱5  | — of Lucknow S (Iron) | F. Brown  | 889   | Gls'g'w | 1859  | Smith & S. | Glasg'w            | Cly. India       | 13                        | A-1                         |
|     |                       |           |       | Stephen |       |            | 3 Blk Hds          |                  |                           | 59                          |
| ✱6  | — of Madras S (Iron)  | W Connell | 999   | Gls'g'w | 1859  | Smith & S. | Glasg'w            | Cly. India       | 13                        | A-1                         |
|     |                       |           |       | Stephen | 9mo.  |            | 4 Blk Hds          |                  |                           | 59                          |

**Appendix C: Mercantile Navy Listing 1860, City of Madras**

ALPHABETICAL LIST OF BRITISH REGISTERED VESSELS.

| Cha to Che |                                 | Che to Cho |                             | Cho to Chr |                                  | Cis to Cla |                              |
|------------|---------------------------------|------------|-----------------------------|------------|----------------------------------|------------|------------------------------|
| Off. No.   | Name of Vessel and Port.        | Off. No.   | Name of Vessel and Port.    | Off. No.   | Name of Vessel and Port.         | Off. No.   | Name of Vessel and Port.     |
| 32297      | Charlotte, Dartmouth            | 17301      | Chenamus, Folkestone        | 28149      | Choice, Solly                    | 15197      | Cistus, Lancaster            |
| 21973      | Charlotte, Derbyhaven           | 18301      | Chepstow, Chepstow          | 2484       | Choice, Shields                  | 33803      | Cité, Montreal               |
| 42010      | Charlotte, Digby, N. S.         | 13256      | Chepstow, Cork              | 799        | Cholmley, Whitby                 | 33389      | Cîte, Quebec                 |
| 1061       | Charlotte, Dublin               | 26566      | Cherokee, Glasgow           | 91         | Chouringhee, Belfast             | 17801      | Citizen, Aberdeen            |
| 11002      | Charlotte, Exeter               | 1077       | Cherokee, Liverpool         | 7204       | Chowdean, Sunderland             | 18702      | Citizen, Boston              |
| 11250      | Charlotte, Faversham            | 22763      | Cherokee, Liverpool         | 17298      | Christabel, Sunderland           | 9880       | Citizen, Maidon              |
| 16687      | Charlotte, Gibraltar            | 40301      | Cherokee, Liverpool, N. S.  | 3502       | Christian, Aberdeen              | 578        | Citizen, Waterford           |
| 11111      | Charlotte, Gloucester           | 580        | Cherry, Truro               | 18025      | Christian, Aberdeen              | 29434      | Citizen A, London            |
| 14819      | Charlotte, Guernsey             | 21150      | Cherry, Hull                | 4459       | Christian, Dartmouth             | 29435      | Citizen B, London            |
| 14893      | Charlotte, Guernsey             | 19900      | Cherub, Arbroath            | 31847      | Christian, Geelong               | 29436      | Citizen C, London            |
| 12739      | Charlotte, Hastings             | 4903       | Cherub, Dartmouth           | 3213       | Christian, Glasgow               | 29437      | Citizen D, London            |
| 32065      | Charlotte, Hobart Town          | 11064      | Cherub, Exeter              | 26482      | Christian, Glasgow               | 29438      | Citizen E, London            |
| 843        | Charlotte, Ipswich              | 35671      | Cherub, Pr. Edward's Island | 41123      | Christian, St. John's, Nfld.     | 29439      | Citizen F, London            |
| 1435       | Charlotte, Ipswich              | 8411       | Cherub, Skibbercan          | 3131       | Christian, Sligo                 | 29440      | Citizen G, London            |
| 13069      | Charlotte, Irvine               | 17303      | Cherub, Sligo               | 1593       | Christian Charlotte, Sudd.       | 29441      | Citizen H, London            |
| 21161      | Charlotte, Jersey               | 14107      | Cherub, Swansea             | 16505      | Chris and Othne, Campta.         | 29442      | Citizen I, London            |
| 20681      | Charlotte, London               | 8619       | Cherub, Whitehaven          | 20637      | Christian & Charlotte, Perth.    | 29443      | Citizen K, London            |
| 26461      | Charlotte, Maldon               | 6535       | Cherub, Yarmouth            | 18644      | Christian and Jenn, Lerwick      | 29444      | Citizen L, London            |
| 6663       | Charlotte, Padstow              | 10170      | Chesapeake, Hull            | 3203       | Chris. and Margt., Berne.        | 29445      | Citizen M, London            |
| 3951       | Charlotte, Penzance             | 14583      | Chesapeake, Shields         | 21993      | Christiana, Douglas              | 12779      | Citizen N, London            |
| 30337      | Charlotte, Port Louis           | 37228      | Chesapeake, Windsor, N. S.  | 1112       | Christiana, Dublin               | 12780      | Citizen O, London            |
| 19925      | Charlotte, Ramsgate             | 38003      | Chesapeake, Yarmouth, N. S. | 4503       | Christiana, Gool                 | 18468      | City, Chester                |
| 4576       | Charlotte, Rochester            | 16406      | Cheshire Lass, Chester      | 17404      | Christiana, Gool                 | 8159       | City, London                 |
| 20048      | Charlotte, Rochester            | 19581      | Cheshire Lass, Liverpool    | 30062      | Christiana, Halifax, N. S.       | 24742      | City of Aberdeen, Glasgow    |
| 34821      | Charlotte, St. John, N. B.      | 24123      | Cheshire Witch, Liverpool   | 18735      | Christiana, Milford              | 46270      | City of Auckland, Auckland   |
| 34922      | Charlotte, St. John, N. B.      | 24786      | Cheshire Witch, London      | 34803      | Christiana, Newcastle            | 14560      | City of Baltimore, Liverpool |
| 34009      | Charlotte, St. John's, Nfld.    | 16496      | Chester, Chester            | 23999      | Christiana, Plymouth             | 90560      | City of Bangor, Beaumaris    |
| 34050      | Charlotte, St. John's, Nfld.    | 2378       | Chester, Liverpool          | 35081      | Christiana, Quebec               | 6376       | City of Benares, Glasgow     |
| 25215      | Charlotte, Shields              | 26251      | Chester, London             | 16784      | Christiana, Rochester            | 23079      | City of Boston, Liverpool    |
| 28744      | Charlotte, Shields              | 13895      | Chester, Southampton        | 10093      | Christiana, Shoreham             | 24733      | City of Boulogne, London     |
| 13690      | Charlotte, Shoreham             | 19159      | Chesterfield, Lynn          | 20005      | Christiana, Sligo                | 23363      | City of Bristol, Bristol     |
| 19084      | Charlotte, Southampton          | 1756       | Chevalier, Glasgow          | 22583      | Christiana, South Shields        | 12587      | City of Brussels, Sunderland |
| 26742      | Charlotte, Swansea              | 7401       | Chevalier, Greenock         | 14797      | Christiana Carnall, London       | 24639      | City of Calcutta, Glasgow    |
| 37446      | Charlotte, Sydney, C. B.        | 14736      | Chevalier, Sunderland       | 27311      | Christiana, Flatwood             | 23049      | City of Canterbury, London   |
| 21109      | Charlotte, Truro                | 5806       | Cheviot, Aberdeen           | 5382       | Christina, Glasgow               | 20136      | City of Canton, Glasgow      |
| 6427       | Charlotte, Waterford            | 14991      | Cheviot, Hull               | 21383      | Christina, Glasgow               | 24709      | City of Carlisle, Newcastle  |
| 21229      | Charlotte, Wells                | 22226      | Cheviot, Quebec             | 3017       | Christina, Greenock              | 21036      | City of Chester, Chester     |
| 4497       | Charlotte, Westport             | 23984      | Chevy Chase, Bristol        | 2548       | Christina, Hartlepool            | 31139      | City of Colombo, Galle       |
| 1129       | Charlotte, Wexford              | 27907      | Chevy Chase, London         | 18192      | Christina, London                | 13527      | City of Delhi, Glasgow       |
| 21536      | Charlotte, Weymouth             | 3620       | Chevy Chase, Newcastle      | 31568      | Christina, London                | 3277       | City of Dublin, Glasgow      |
| 8927       | Charlotte, Whisby               | 2692       | Chichester, Arundel         | 3347       | Christina, Montreal              | 2406       | City of Durham, Sunderland   |
| 21725      | Charlotte, Wigton               | 8935       | Chichester, Waterford       | 30483      | Christina, Port Louis            | 6396       | City of Edinburgh, Glasgow   |
| 4766       | Charlotte, Woodbridge           | 21484      | Chicora, Liverpool          | 36563      | Christina, St. Andrew's, N. B.   | 27672      | City of Exeter, Tynemouth    |
| 8238       | Charlotte, Yarmouth             | 22770      | Chieftain, Glasgow          | 12683      | Christina, St. John's, Nfld.     | 27180      | City of Glasgow, Glasgow     |
| 25401      | Charlotte Ann, Aberystwith      | 22911      | Chieftain, Greenock         | 40071      | Christina, Wellington, N. Z.     | 257        | City of Hamburg, London      |
| 11467      | Charlotte Ann, Fowey            | 12822      | Chieftain, Hartlepool       | 40171      | Christina, Wellington, N. Z.     | 32811      | City of Hamilton, London     |
| 15         | Charlotte Ann, London           | 17590      | Chieftain, Jersey           | 10694      | Christina Stuelar, Cardiff       | 31828      | City of Hobart, Hobart, Tas. |
| 19911      | Charlotte Ann, Ramsgate         | 18935      | Chieftain, Kirkrady         | 20166      | Christina Turner, Greenock       | 1214       | City of Kandy, Liverpool     |
| 16206      | Charlotte Askinson, Ballina     | 52820      | Chieftain, Lancaster        | 25091      | Christina and Janet, Greek.      | 12114      | City of Limerick, London     |
| 41825      | Charite, Bennett, S. Jn., N. B. | 14633      | Chieftain, Liverpool        | 99746      | Christine, London                | 2394       | City of Lincoln, Cardiff     |
| 7480       | Charlotte Harrison, Cardiff     | 5804       | Chieftain, London           | 13017      | Christine, Greenock              | 26349      | City of London, Aberdeen     |
| 21761      | Charlotte Helen, Lancaster      | 25130      | Chieftain, London           | 11366      | Christopher, Liverpool           | 22908      | City of London, Glasgow      |
| 23285      | Charlotte Jane, London          | 30818      | Chieftain, Madras           | 33797      | Christopher, St. Jn's, Nfld.     | 18847      | City of London, Maldon       |
| 29224      | Charlotte Maria, St. Ives       | 34882      | Chieftain, St. John, N. B.  | 3706       | Christopher Dove, Shields        | 46884      | City of London, Singapore    |
| 39474      | Charle. Mirva, Nassau, N. P.    | 34593      | Chieftain, St. John, N. B.  | 32247      | Christopher George, Sydney       | 25298      | City of Lucknow, Glasgow     |
| 8012       | Charlotte Newman, Belfast       | 19581      | Chieftain, Shields          | 7240       | Christopher Newton, Mntree       | 37353      | City of Madras, Glasgow      |
| 11400      | Charlotte and Maria, Fowey      | 5832       | Chieftain, Swansea          | 24368      | Christoph. and Elzth., Liverpool | 3307       | City of Manchester, Glasgow  |

**Appendix D: Lloyd's Register (Supplementary) 1880, Duke of Connaught**

| 1880-81                               |  | LLOYD'S REGISTER OF BRITISH AND FOREIGN SHIPPING. |   |          |        |   |   |      |   |                    |                 |                  | D   |
|---------------------------------------|--|---|---|----------|--------|---|---|------|---|--------------------|-----------------|------------------|---|
| Ships' Names, &c.                     | Masters.   | Registered Tonnage                                | Registered Dimensions.                      |          |        | Engines of Steamers.<br>Builders of Engines.<br>Materials.<br>Repairs of Ships, &c.,<br>if Classed. | Build.  |      | Owners.   | Port belonging to. | Port of Survey. | Years of Survey. | Character, of assigned, for Hull and Masts. Also Date of Last Survey. |
|                                       |  |   | Length.                                     | Breadth. | Depth. |   | Where.  | When |   |                    |                 |                  |   |
| 17 Dalhanna<br>72637                  | Bk   | 972   | 187-4                                       | 36-2     | 22-1   | .....   | M'tlnd  | 1880 | G. Browne   | Glasg'w            |                 |                  |   |
|                                       |  | 1004<br>918                                       |   |          |        |   | N.S.<br>A.M. Dougall  |      |   |                    |                 |                  |   |
| 18 Douro<br>81367 (Iron)              | Scw Sr   | 466   | 211-5                                       | 27-2     | 16-6   | C.L.2Cy.26'x52'-33'<br>100HP.<br>Oswald, Mordaunt & Co. Sec.  | Stumptn<br>Oswald,  | 1880 | SteamShip<br>Douro Co.<br>(Lim.)                              | Liverp'l           |                 |                  |   |
|                                       |  | 738<br>660  | F.21tons                                    |          |        |   | Mordaunt & Co   |      |   |                    |                 |                  |   |
| 19 Deepdale<br>81484 (Iron)           | Scw<br>G.D.Hds<br>Cem.80                                     | Humphrey<br>1715                                  | 310-8                                       | 38-1     | 29-4   | C.L.2Cy.37'x71'-45'<br>75lb. 280HP.<br>G. Clark, Sunderland   | Sndrid<br>J. Laing  | 1880 | Dixon & Wilson<br>Lloyd's & C <sup>o</sup> .                  | Sndrind Sld.       |                 | 100              | A 1<br>12.80<br>Anng Dk.  |
|                                       |  | 2404<br>2669                                      | 1 Dk. & Awng Dk<br>3tr B, Iron Dk           |          |        |   | D.Ba. 90 ft. 7.56 ft. 243 tons A.P. 7.25 tons<br>LLOYD'S C. 12.80 |      |   |                    |                 |                  |   |
| 20 Diana<br>82348                     | Pad Stm<br>Steel   | 372   | 160-3                                       | 26-0     | 8-7    | CD2Cy.31'x55'-40'<br>150HP.<br>Denny & Co. Dmb.   | Dmbtn<br>W Denny<br>& Bra.  | 1880 | P. Denny  | Glasgow            |                 |                  |   |
|                                       |  | 519<br>238  | P. 93 tons F. 58 tons                       |          |        |   |   |      |   |                    |                 |                  |   |
| 21 Dalton<br>84071 (Iron)             | Scw Sr   | 1332  | 315-4                                       | 34-3     | 24-9   | C.L.2Cy.26'x60'-45'<br>200HP.<br>R. Stephenson & Co. Nwe.   | Nwestl<br>A. Leslie & Co.   | 1881 | Liverpool<br>Brazil & Riv'r<br>Plate Steam<br>Nav. Co. (Lim)  | Liverp'l           |                 |                  |   |
|                                       |  | 2039<br>1889                                      |   |          |        |   |   |      |   |                    |                 |                  |   |
| 22 Drummond Castle<br>82861 (Iron)    | Scw Bg<br>8 B. Hds<br>Cem. 81                                | A Winch'str<br>2381                               | 365-0                                       | 43-5     | 31-3   | C.L.2Cy.51'x88'-57'<br>75lb. 500HP.<br>J. Elder & Co., Gla.   | Glasg'w<br>J. Elder & Co. 2mo.                                    | 1881 | D. Currie & Co.<br>D.Ba. 40 ft. 166 tons M.T. 20 ft. 230 tons | London Cly.        |                 | 100              | A 1<br>4.81   |
|                                       |  | 3705<br>3537                                      | B.D. 96 ft. F. 48 ft.<br>3 Dks. 2 Iron Dks. |          |        |   |   |      |   |                    |                 |                  |   |
| 23 Dido<br>82861 (Iron)               | S<br>1 B. Hds<br>(late Oualpa) Cem. 79                       | F.G. Crantz<br>676                                | 187-7                                       | 30-6     | 18-6   | .....   | Sndrid<br>W. Pile<br>& Co.  | 1869 | CH Donner<br>1mo. s.s. Lon. No. 3-81                          | H'mbrg Lon.        |                 | *                | A 1<br>4.81   |
|                                       |  | 766<br>633  | P. 50 ft. F. 30 ft.<br>1 Dk. 2tr B.         |          |        |   |   |      |   |                    |                 |                  |   |
| 24 Dunstaffnage<br>82861 (Iron)       | S<br>1 B. Hds<br>Cem. 81                                     | Sutherland<br>1891                                | 268-4                                       | 39-7     | 24-0   | .....   | Stumptn<br>Oswald<br>Mordaunt & Co.                               | 1881 | J. Houston  | Liverp'l Son.      |                 | 100              | A 1<br>3.81   |
|                                       |  | 1945<br>1810                                      | P. 52 ft. F. 31 ft.<br>2 Dks                |          |        |   |   |      |   |                    |                 |                  |   |
| 25 Duke of Connaught<br>827953 (Iron) | S<br>P.T.K.L. pt Asp. 59 pt Cem. 67<br>(late City of Madras) | J Houston<br>999                                  | 209-0                                       | 32-0     | 21-9   | .....   | Glasg'w<br>A. Stephen<br>& Sons                                   | 1859 | Montgom'rie<br>& Workman<br>4s. Cly. No. 3-80                 | Glasg'w Lon.       |                 | *                | A 1<br>4.81   |
|                                       |  | 1034<br>954                                       | P. 16 tons<br>1 Dk. 2tr B.                  |          |        |   |   |      |   |                    |                 |                  |   |

## Appendix E: Official Notice of Proposal to Change Name

**OFFICIAL NOTICES.**

**OFFICIAL NOTICE.—PROPOSAL TO CHANGE A SHIP'S NAME.**

We, MONTGOMERIE and WORKMAN, of No. 17, Gracechurch-street, in the City of London, hereby give NOTICE, that in consequence of the present name of the vessel being unsuitable and likely to lead to confusion, as she has hitherto belonged to a firm whose line of vessels are all named after "Cities," and our vessels are named after "Dukes." it is our intention to APPLY to the BOARD OF TRADE, under Section 6 of the Merchant Shipping Act, 1871, in respect of our Ship "City of Madras," of Glasgow, Official Number 27953, of gross tonnage 999 35'100 tons, of register tonnage 999 35'100 tons, heretofore owned by Mr. George Smith, Mrs. Eliza Smith, Mrs. Jane Allan, Mr. William Service, Junior, Mr. William Connell, and Mr. James Brown, all of Glasgow, for PERMISSION to CHANGE her NAME to "DUKE OF CONNAUGHT." to be registered under the said new name at the Port of London as owned by Mr. Hugh Edmonstone Montgomerie, Mr. Henry Workman, Mr. James Montgomerie, Mr. Bryde, Mr. Thomas Workman Orr, Mr. Wm. Dalrymple, Mr. John Houston, Mr. Charles William Haswell, and Mr. George Buchan.

Any objections to the proposed change of name must be sent to the Assistant Secretary, Marine Department, Board of Trade, within 15 days from the appearance of this advertisement.

Dated at London this 26th day of March, 1881.

MONTGOMERIE & WORKMAN.

## Appendix F: Permission Notice to Change Name

**OFFICIAL NOTICE.**

**PERMISSION to CHANGE a SHIP'S NAME.—**

We hereby give NOTICE that we have received AUTHORITY from the BOARD OF TRADE to CHANGE the NAME of our Ship "City of Madras," of Glasgow, Official Number 27,953, to that of "DUKE OF CONNAUGHT." to be registered at the Port of London.

MONTGOMERIE & WORKMAN.

London, April 26, 1881.

# Appendix G: Mercantile Navy Listing 1882, Duke of Connaught

ALPHABETICAL LIST OF BRITISH REGISTERED SAILING VESSELS.

255

| Official No. | Name of Ship and Port of Registry.  | Rtg. | Where built.        | When built. | International Code Signal Regd. | Registered Tonnage. | Name and Address of Sole Registered Owner, or of Messing Owner when there are more Owners than One. |
|--------------|-------------------------------------|------|---------------------|-------------|---------------------------------|---------------------|---|
| 11150        | Delfos, Portmouth                   | Rg.  | Portsmouth          | 1846        |                                 | 27                  | Thos. Haris, Havant St., Portsea, Hants.  |
| 25114        | Delving Mill, Devonport             | Rg.  | Devonport           | 1854        | K.M.D.F.                        | 143                 | Edward Jones, Bokerly St., Whitstable, Kent   |
| 4703         | Delving Mill, Falmouth              | Rg.  | Guernsey, Gu.       | 1852        | V.J.W.H.                        | 23                  | Edwin A. Gouzet, Newport, Cornwall  |
| 31206        | Delvon, Sydney, N.S.W.              | Rg.  | Aberdeen            | 1846        | Q.T.H.B.                        | 173                 | Benjamin Jenkins, St. Leonards, North Shore, Sydney, N.S.W.   |
| 7432         | Demaris, May, Halifax, N.E.         | Sp.  | St. John's, N.S.    | 1877        |                                 | 19                  | Charles Fisher, Drury, Halifax, N.S.  |
| 54394        | Demaris, Barnegate                  | Rg.  | St. John's          | 1871        | E.J.J.W.                        | 33                  | George Penford, Barnegate   |
| 17297        | Demid, Dublin                       | Rg.  | Coburg, I.W.        | 1873        | M.G.W.V.                        | 27                  | W. M. Allen, Dunmore East, on Waterford   |
| 12339        | Demid, Fleetwood                    | Ch.  | Highgate, Dub.      | 1848        |                                 | 31                  | John Bradshaw, Fleetwood  |
| 11730        | Demid, Gloucester                   | Tr.  | Sturport            | 1876        |                                 | 50                  | Reuben Charles, Frampton-on-Severn, Gloucester  |
| 54336        | Demid, London                       | Yl.  | Wiverton            | 1864        | H.T.H.L.                        | 40                  | Benj. Alfred Arnold, The Rowena, Tottenham, Devon   |
| 45705        | Demios, London                      | Yl.  | Dartmouth           | 1871        | M.B.V.W.                        | 19                  | James A. L. Miles, Gosport, Hants.  |
| 73469        | Demios, Andros                      | Rg.  | Andros, N.S.        | 1874        | Q.K.G.B.                        | 105                 | Hugh Hogarth, Clacha Villa, Antrosman   |
| 44131        | Demios, Liverpool                   | R.   | Port Glasgow        | 1861        |                                 | 1490                | James Gillson, Mersey Chambers, Liverpool   |
| 50206        | Demios, Liverpool                   | R.   | Port Glasgow        | 1874        |                                 | 1475                | James Gillson, Mersey Chambers, Liverpool   |
| 50209        | Demios, Liverpool                   | R.   | Liverpool           | 1877        | Q.W.H.H.                        | 1470                | James Gillson, Mersey Chambers, Liverpool   |
| 20252        | Demios, Aberystwyth                 | Rg.  | Stanhurst           | 1875        | W.W.J.D.                        | 283                 | Reuben Charles, Frampton-on-Severn, Gloucester  |
| 16814        | Demios, Benares                     | Rg.  | Kingstown           | 1844        | M.U.G.B.                        | 29                  | Richard Howland, 1 Thomas's Buildings, Bangor, Carnarvonshire                                       |
| 5920         | Demios, Leeward                     | Ch.  | Gosport             | 1845        | Q.P.C.B.                        | 83                  | James Taylor, Aberdeen  |
| 70589        | Demios, Liverpool                   | R.   | Liverpool           | 1874        | W.H.H.K.                        | 1025                | John B. Walker, J. Holt Street St., Water St., Liverpool  |
| 7170         | Demios, Whitehaven                  | Rg.  | Whitehaven          | 1871        | J.H.L.G.                        | 163                 | William R. Kelly, Whitehaven, Liverpool   |
| 72223        | Demios, Shields, North              | Rg.  | Shields             | 1873        |                                 | 48                  | Wm. Dyer, Canning Quay, North, Northumbria  |
| 52582        | Demios, Glasgow                     | R.   | Edinburgh           | 1875        | L.H.P.N.                        | 11                  | Alexander Bain, Glasgow   |
| 71700        | Demios, Antrosman                   | Ch.  | Edinburgh           | 1874        |                                 | 25                  | Duncan Kerr, St. George St., Antrosman  |
| 76025        | Demios, Chester                     | Rg.  | Connaught Quay      | 1871        | H.T.H.G.                        | 29                  | Charles Haslam, Connaught Quay, Flintshire  |
| 12647        | Demios, Cowes                       | Rg.  | Eples               | 1844        |                                 | 21                  | Wm. Cochrane, Eples, Hants.   |
| 54675        | Demios, Liverpool                   | Yl.  | Northwich           | 1845        |                                 | 38                  | Thomas Thompson, 1 Cornhill Buildings, St. Charles Street, Liverpool                                |
| 49726        | Demios, Shields                     | Rg.  | Stanhurst           | 1875        | W.F.L.D.                        | 171                 | William Davison, 6, Laird St., Nth. Shields   |
| 74742        | Demios, Yarmouth                    | K.   | Dartmouth           | 1875        |                                 | 38                  | Samuel Scott, The Pine, Gorleston, Suffolk  |
| 70667        | Demios, Lymm, Liverpool             | R.   | St. Helens          | 1874        | V.L.H.P.                        | 1420                | George W. Goss, 4 Drury Lane, Water St., Lym.   |
| 70644        | Duchess of Edinburgh, London        | Rg.  | Stanhurst           | 1874        | M.H.C.H.                        | 162                 | Edw. Thompson, Gosport, Hampshire   |
| 51114        | Duchess of Gordon, Kirkwall         | Rg.  | Aberdeen            | 1873        | N.H.B.Q.                        | 23                  | William Gairdner, Buccrossna, Orkney Isles  |
| 51708        | Duchess of Kent, Adelaide, S.A.     | K.   | Franklin, Tas.      | 1873        | Q.T.V.G.                        | 70                  | John Whitaker, North Adelaide, S.A.   |
| 70528        | Duchess of Kent, Rochester          | Rg.  | Whitehaven          | 1871        |                                 | 40                  | Thomas G. Bennett, jun., Alfred St., Margate  |
| 23065        | Duchess of Lancaster, Liverpool     | R.   | Worthington         | 1873        | N.T.W.Y.                        | 272                 | K. Jones, Clock Hall, Bethesda, Carnarvon   |
| 23067        | Duchess of Northumberland, Drogheda | Rg.  | Northampton         | 1873        |                                 | 20                  | Samuel Munce, Drogheda  |
| 74774        | Duck, Adelaide, S.A.                | Rg.  | Gosport, S.A.       | 1875        |                                 | 37                  | Thomas Debb, South Terrace, Adelaide, S.A.  |
| 60869        | Duck, Liverpool                     | Rg.  | Rumson              | 1871        |                                 | 34                  | John Ann. Johnson, Liverpool  |
| 7272         | Duck, Rochester                     | Rg.  | Whitehaven          | 1874        |                                 | 20                  | David Bromfield, 4 Gosport St., Rochester   |
| 34229        | Duck, St. John's, N.F.L.            | Rg.  | Trinity Bay, N.F.L. | 1870        | E.J.V.M.                        | 50                  | Walter B. Greaves, St. John's, N.F.L.   |
| 51243        | Duckwing, Liverpool                 | F.   | Whitehaven          | 1845        |                                 | 54                  | John Foster, Leffwich, Cheshire   |
| 27124        | Dun, Greenock                       | Rg.  | Greenock            | 1841        | K.M.A.Y.                        | 45                  | John D. Reardon, Greenock   |
| 36463        | Dunlop, St. John's, N.F.L.          | F.   | St. John's, N.F.L.  | 1879        | K.V.L.G.                        | 151                 | Alfred Wick, St. Martin's, Greenock   |
| 70205        | Dunlop, Newcastle                   | Dy.  | St. John's          | 1871        |                                 | 36                  | Ralph Chambers, jun., Middleborough, Yorkshire  |
| 1244         | Dun (Thal), Liverpool               | Rg.  | Liverpool           | 1872        |                                 | 42                  | Thomas Perry, St. Francis Village, Liverpool  |
| 54821        | Dun, Liverpool                      | Rg.  | Liverpool           | 1865        |                                 | 32                  | Thomas Thompson, 1 Cornhill Buildings, St. Charles St., Liverpool                                   |
| 70594        | Dun, London                         | Dy.  | Dartmouth           | 1877        |                                 | 36                  | Maximo Crosby, Gorleston, Suffolk   |
| 59974        | Dun, Penang                         | Sp.  | Penang              | 1874        |                                 | 106                 | Chap. Chong Choo, Penang  |
| 51117        | Dun, Swansea                        | Sp.  | Swansea             | 1843        |                                 | 74                  | J. Bennett, Breckford Villa, Swansea  |
| 56429        | Dun, Shields                        | Rg.  | Stanhurst           | 1847        | K.G.P.O.                        | 37                  | Wm. Dutton, 47, Laird St., North Shields  |
| 63263        | Dun of Aberdeen, London             | Rg.  | Glasgow             | 1869        | J.H.K.V.                        | 1456                | Hugh E. Montgomery, 11, Greenchurch Street, City, London  |
| 52204        | Dun of Appin, London                | Rg.  | Dumfries            | 1841        | H.F.H.V.                        | 966                 | Hugh E. Montgomery, 11, Greenchurch Street, City, London  |
| 25242        | Dun of Ayr, London                  | Rg.  | Dumfries            | 1826        | H.R.F.V.                        | 963                 | George Allen, jun., 24, Finchurch St., City, London   |
| 27283        | Dun of Connaught, London            | Rg.  | Glasgow             | 1870        | P.T.H.L.                        | 290                 | Henry Workman, 11, Greenchurch St., City, London  |
| 70229        | Dun of Connaught, Lowestoft         | Dy.  | Penzance, Cornwall  | 1875        |                                 | 27                  | Samuel Turrell, Beach, Lowestoft  |
| 14280        | Dun of Cornwall, Capesay            | Rg.  | Portsmouth          | 1874        |                                 | 13                  | John Tolman, High St., Pellish, Carnarvon   |
| 42843        | Dun of Cornwall, Newcastle, N.S.W.  | Rg.  | Highgate, N.S.W.    | 1861        |                                 | 154                 | Thomas Trevelan, Newcastle, N.S.W.  |
| 10220        | Dun of Cornwall, Penzance, N.S.W.   | Rg.  | Highgate, N.S.W.    | 1846        | M.H.K.W.                        | 70                  | Christopher H. Westlock, St. Ives, Cornwall   |
| 41209        | Dun of Edinburgh, Leith, Fife       | Rg.  | Penzance            | 1874        | W.N.S.F.                        | 470                 | Adolphus M. Brodick, Leith, Fife  |
| 40845        | Dun of Edinburgh, Liverpool         | Rg.  | Liverpool           | 1867        | H.T.V.J.                        | 117                 | "Dun of Edinburgh" Co., Ltd., 47, St. John St., Liverpool   |
| 50201        | Dun of Newcastle, St. John, N.B.    | Rg.  | Grand Lake, N.B.    | 1874        | W.J.H.B.                        | 43                  | John Stewart, St. John, N.B.  |
| 702          | Dun of Northumberland, Swansea      | Rg.  | Stanhurst           | 1871        | H.F.D.G.                        | 448                 | Thomas Robinson, 5, Adelaide St., Swansea   |
| 41427        | Dun of Richmond, Bath               | Rg.  | Kingston, High      | 1871        | K.M.D.L.                        | 593                 | Alexander Hendry, Bath, Bathshire   |
| 42206        | Dun of Stanhurst, London            | Rg.  | Aberdeen            | 1875        | H.D.V.H.                        | 1049                | Griffith A. Baker, St. John St., Bedford Row, London  |
| 4245         | Dun of Wellington, Bridgewater      | K.   | Sturport            | 1840        |                                 | 54                  | Charles Giles, Bridgewater  |
| 14222        | Dun of York, Liverpool              | F.   | Sturport, Lanc.     | 1875        |                                 | 30                  | Mrs. Dinah Edgway-Baskyridge, Lancashire  |
| 42104        | Dun (Thal), St. John's, N.F.L.      | Tr.  | St. John's, N.F.L.  | 1870        |                                 | 30                  | Alexander W. Bennett, Trinity, N.F.L.   |
| 49828        | Dun (Thal), London                  | Tr.  | St. John's, N.F.L.  | 1871        | I.K.N.Q.                        | 440                 | Ulrik E. Ruck, J. St. Winchester St., City, London  |
| 48719        | Dunlop, Glasgow                     | Rg.  | Liverpool           | 1861        | V.W.F.O.                        | 1746                | John Walsh, 11, Irwell Chambers, Union St., Glasgow   |
| 60209        | Dunbar, Glasgow                     | Sp.  | Bowling, Dumf.      | 1867        | N.D.V.G.                        | 42                  | Angus Hamilton, 11, Argyle St., Glasgow   |
| 48114        | Dunbar, Glasgow                     | Rg.  | Glasgow             | 1874        |                                 | 115                 | Thos. Lee, 121, Howe St., Glasgow   |
| 52248        | Dunbar, Liverpool                   | Sp.  | Port Glasgow        | 1877        | Q.S.H.D.                        | 122                 | James Gordon, 16, Broad St., Liverpool  |
| 12844        | Dunbar, London                      | Sp.  | London              | 1875        |                                 | 35                  | Dal. Brier, West Ferry Rd., Millwall, Poplar  |

\* Foreign Name "Dynamite."

† Formerly the "City of Madras."

; Foreign Name "St. Louis."

**Appendix H: Lloyd's Register 1887, Dragoman**

| Official No. | Name of Ship. | International Code Signal (if any). | Port and Year of Registry. | Where Built.      | When Built. | Whether Iron, Steel, or Composite. | Dimensions. |          |                | Registered Tonnage. |                | Horse Power of Engines and description of Propeller. | Name and Address of Sole Registered Owner, or of Managing Owner when there are more Owners than One. |
|--------------|---------------|-------------------------------------|----------------------------|-------------------|-------------|------------------------------------|-------------|----------|----------------|---------------------|----------------|--|--|
|              |               |                                     |                            |                   |             |                                    | Length.     | Breadth. | Depth of Hold. | Net Tonnage.        | Gross Tonnage. |  |  |
| 73795        | Dorunda       | W.T.G.J                             | Glasgow, 1875              | Dumbarton         | 1875        | Iron                               | 368 5       | 37 3     | 23 5           | 1924                | 2977           | 400 Sc.  | British India Associated Steamers, Lim., 13, Austin Friars, City, London.                            |
| 91838        | Dot           | ..                                  | London, 1885               | Port Glasgow      | 1885        | Iron                               | 49 9        | 12 1     | 5 4            | 10                  | 22             | 15 Sc.   | Port Said International Coaling Co., Lim., 156, Leadenhall St., City, London.                        |
| 88292        | Dot           | ..                                  | Quebec, 1884               | Quebec            | 1884        | Wood                               | 33 8        | 9 5      | 4 0            | 7                   | 10             | 10 Sc.   | Evan J. Price, Quebec.   |
| 76865        | Dotterel      | S.D.Q.K                             | Cork, 1878                 | Liverpool         | 1878        | Iron                               | 264 8       | 32 1     | 21 8           | 910                 | 1402           | 150 Sc.  | The Cork Steam Ship Co. South Mall, Cork.  |
| 82716        | Douglas       | ..                                  | Auckland, N.Z., 1882       | Auckland, N.Z.    | 1882        | Wood                               | 83 4        | 17 8     | 7 8            | 60                  | 93             | 20 Sc.   | The Northern Steam Ship Co., Lim., Auckland, N.Z.  |
| 45470        | Douglas       | V.D.L.H                             | Douglas, 1869              | Greenock          | 1864        | Iron                               | 227 4       | 26 2     | 14 2           | 249                 | 610            | 250 Pa.  | Iale of Man Steam Packet Co., Lim., Douglas, Isle of Man.  |
| 90084        | Douglas       | ..                                  | Glasgow, 1885              | Paisley           | 1885        | Comp.                              | 66 0        | 16 5     | 6 3            | 33                  | 55             | 14 Sc.   | Jas. Warnock, 16, Middy St., Paisley, Renfrew.   |
| 73860        | Douglas       | ..                                  | Granton, 1884              | Port Glasgow      | 1876        | Iron                               | 97 2        | 17 2     | 7 9            | 48                  | 101            | 30 Sc.   | General Steam Fishing Co., Lim., 45, Frederick St., Edinburgh.                                       |
| 67539        | Douglas       | M.D.F.W                             | Hartlepool, West 1873      | Whitby            | 1873        | Iron                               | 225 3       | 30 1     | 16 7           | 648                 | 1022           | 99 Sc.   | Thomas Bell, 5, Quayside, Newcastle-on-Tyne.   |
| 83664        | Douglas       | ..                                  | St. John, N.B., 1882       | Nashwaakias, N.B. | 1880        | Wood                               | 86 3        | 19 0     | 5 1            | 32                  | 51             | 9 Pa.  | George S. Peters, Gibson, York co., N.B.   |
| 43732        | Douglas       | T.Q.F.K                             | Sunderland, 1871           | South Shields     | 1861        | Iron                               | 211 0       | 29 0     | 17 2           | 461                 | 768            | 90 Sc.   | Henry T. Morton, Biddick Hall, Durham.   |
| 93503        | Douglas       | ..                                  | Sydney, N.S.W., 1886       | Grafton, N.S.W.   | 1884        | Iron                               | 47 8        | 9 2      | 4 4            | 9                   | 13             | 12 Sc.   | George Spears, Sydney, N.S.W.  |
| 78459        | Douro         | S.P.Q.N                             | Bristol, 1879              | Bristol           | 1879        | Iron                               | 171 3       | 20 1     | 17 4           | 277                 | 430            | 65 Sc.   | George K. Stothert, Steam Ship Works, Bristol  |
| 81387        | Douro         | T.K.R.S                             | Liverpool, 1880            | Woolston          | 1880        | Iron                               | 211 5       | 27 2     | 16 6           | 466                 | 728            | 100 Sc.  | S.S. "Douro" Co., Lim., 27, James St., Livrpl.   |
| 16720        | Douro         | M.C.Q.P                             | London, 1864               | North Shields     | 1850        | Wood                               | 95 0        | 18 7     | 9 8            | 19                  | 102            | 56 Pa.   | John Wm. Spicer, Ibbetson House, Deal.   |
| 68999        | Douro         | S.M.G.T                             | Sunderland, 1879           | Sunderland        | 1879        | Iron                               | 263 0       | 33 7     | 20 7           | 1060                | 1644           | 150 Sc.  | James H. W. Culliford, Sunderland.   |
| 77118        | Dove          | ..                                  | London, 1878               | Whiteinch         | 1878        | Iron                               | 48 1        | 9 6      | 5 2            | 4                   | 18             | 20 Sc.   | The Point of Ayr Collieries, Lim., Abchurch Chambers, Abchurch Yard, City, London.                   |
| 83758        | Dove          | ..                                  | Sydney, N.S.W., 1883       | Jerris Bay        | 1883        | Wood                               | 75 0        | 18 4     | 6 0            | 53                  | 78             | 25 Sc.   | Donald Miller, Bowen, Queensland.  |
| 83817        | Dowlais       | V.F.N.Q                             | Cardiff, 1880              | Jarrow            | 1880        | Iron                               | 241 0       | 33 2     | 14 5           | 763                 | 1174           | 99 Sc.   | The "Dowlais" S.S. Co., Lim., 2, Stuart St.  |
| 82539        | Draco         | W.H.B.D                             | Hull, 1882                 | Hull              | 1882        | Steel                              | 270 2       | 34 1     | 18 4           | 1113                | 1713           | 140 Sc.  | Charles H. Wilson, Hull. [Cardiff.]  |
| 89067        | Draconia      | J.M.L.F                             | Dundee, 1884               | Dundee            | 1884        | Steel                              | 294 0       | 35 7     | 24 1           | 1245                | 1903           | 210 Sc.  | William Thomson, Dundee. [Liverpool.]  |
| 91289        | Dragoman      | K.D.F.T                             | Liverpool, 1885            | Low Walker        | 1885        | Steel                              | 310 0       | 39 2     | 26 9           | 1839                | 2815           | 300 Sc.  | The Bedouin Steam Nav. Co. Lim., Mersey Chmbrs.  |
| 91918        | Dragon        | ..                                  | London, 1886               | Bristol           | 1886        | Steel                              | 66 9        | 13 6     | 7 0            | 8                   | 40             | 40 Sc.   | Charles E. Gaslee, 90, Lower Thames St., City.   |
| 43084        | Dragon        | ..                                  | Pictou, N.S., 1863         | Miramichi, N.B.   | 1863        | Wood                               | 112 2       | 19 6     | 10 0           | 59                  | 136            | 80 Pa.   | (c) General Mining Association of Londn. [Ldn.]  |
| 87106        | Dragonfly     | H.Q.G.B                             | London, 1883               | West Hartlepool   | 1883        | Iron                               | 257 2       | 34 9     | 19 6           | 1134                | 1761           | 150 Sc.  | Joseph W. Baxendale, "Castle," Wood St., City, London.   |

**Appendix I: Lloyd's Register 1888, Duke of Connaught**

| 1887-88 LLOYD'S REGISTER. DUK     |   |  |                             |          |        |  |   |            |             |  |                       |                          |                         |   |
|-----------------------------------|---|--|-----------------------------|----------|--------|--|---|------------|-------------|--|-----------------------|--------------------------|-------------------------|---|
| 1<br>Official No.<br>Code Letters | 2<br>Ship's Name, Material, Rig, &c.<br>Master, and Dates of Appointment to present Owner & to Ship.<br>Ship's Late Name. No. of Decks, &c. | 3<br>Registry<br>No., Gross, Under Deck. | 4<br>Registered Dimensions. |          |        | 5<br>Masted depth.<br>Freeboard<br>ft. in. | 7<br>Engines of Steamers.<br>Builders of Engines.<br>Materials.<br>Repairs of Ships, &c., if Classed. |            | 8<br>Built. |  | 10<br>Owners.         | 11<br>Port belonging to. | 12<br>Port of Registry. | 14<br>Character of design, for Hull and Stores.<br>Also Date of Last Survey |
|                                   |   |  | Length.                     | Breadth. | Depth. |  | Where.  | When.      |             |  |                       |                          |                         |   |
| 441<br>73746                      | Duke of Connaught PadStm Iron<br>Sr Coal 81-85<br>4BHds 1PRH  | 497<br>1082<br>879                       | 267.5                       | 30.2     | 15.7   | 17.0                                       | C.D. & Cy. 34" x 64" - 72"<br>400HP   | Barrow     | 1875        | Lan. & Yorks. & London & N.W. Railway Co. Third Surrey | Fleetw'd Brw. Lan. 85 | Lon                      | +                       | A1,1<br>7.20  |
| 442<br>0563                       | PadStm Iron<br>(ex Arlescuple)  | 71<br>127<br>104                         | 159.1                       | 16.1     | 6.4    |  | O.2Cy. 28" - 36"<br>NB75 50HP<br>Rankin & Blackmore, Grk.   | Pt Glasgow | 1866        | River Thames Steam Bt Co. (Lim.)                       | London                | Lon                      |                         |   |
| 443<br>73953<br>PTKL              | COLLISION (ex City of Madras)<br>1D22trB 4BHds pt Asp pt Cem  | 999<br>1034<br>054                       | 209.0                       | 32.0     | 21.9   | 22.10<br>4.1                               | .....<br>8050   | Glasgow    | 1859        | Montgomerie & Workman<br>ex Cly. No 3-80               | London                | Lon                      |                         | *A1<br>12.50  |

## Appendix J: Newspaper Report of Collision

### THE SHIPPING DISASTER IN CARDIGAN BAY.

#### THE COLLIDING STEAMER A CARDIFF-BOUND VESSEL.

Full particulars have now been received of the collision in Cardigan Bay between the steamer *Dragoman* and the sailing ship *Duke of Connaught*, by which fourteen lives were lost. The steamer *Dragoman*, belonging to Mr. W. R. Thompson, of Liverpool, left the Mersey on Saturday for Cardiff to take on board a cargo of coal. About three o'clock on Sunday morning, when off Barlsey, she came into collision with a four-masted sailing ship, which proved to be the *Duke of Connaught*, bound from London for Maryport, apparently in ballast trim, and being worked by a crew of runners. The sailing vessel sank in a few minutes, and fourteen of her crew were drowned. Her captain, first officer, the steward, and a seaman were saved by the *Dragoman*, and were landed at Liverpool on Sunday night. The steamer, which lost her jibboom and received serious injury to her bows, was under the command of Captain Rosa, and was intended to convey to the Suez Canal the coals for which she was going to Cardiff. It seems that, owing to the hazy weather, the *Duke of Connaught* was not observed until in such close proximity that all efforts to avoid coming into contact with her were futile. The officers in charge of each vessel seem, however, to have adopted precisely similar courses, for both first showed their starboard light and then their port one. The steamer's engines were turned full speed astern, but too late to avert the collision. The *Dragoman* struck the other vessel right amidships with great force, almost cutting her in two, and it was at once seen that she would sink. Captain Rosa promptly stopped his vessel, and had a boat lowered to rescue as many as possible of the *Duke of Connaught's* crew, but the ship had sunk before this could be accomplished, leaving only some wreckage on the surface to indicate the spot where she had been. To some of the floating wreckage, however, the captain, chief mate, steward, and an able seaman were found clinging, and they were promptly taken into the boat and conveyed on board the *Dragoman*. The men in the boat searched vainly about for others of the crew. The serious injuries received by the *Dragoman* rendered it necessary that she should at once put back to Liverpool. A proper crew was to have been taken on board the *Duke of Connaught* at Maryport, and most of the fourteen men who sank with her were runners belonging to London. It is believed that most of them were married. Fortunately, the water was smooth at the time of the collision, or the consequences might have been still more terrible.

**Appendix K: Newspaper Report on Bureau of Trade Inquiry into Collision**

## The Loss of the Duke of Connaught.

The Board of Trade inquiry into the collision between the sailing ship Duke of Connaught, of London, bound for North Queensland, and the steamship Dragoman, of Liverpool, bound from that port for Cardiff, was concluded before Mr H. C. Rothery, the Chief Wreck Commissioner, assisted by nautical assessors, at Westminster, on Saturday afternoon. It appeared that the Dragoman, when both vessels were in Carnarvon Bay, near Bardesley Island lighthouse, about two o'clock on the morning of the 2nd of the present month, ran into the Duke of Connaught amidships on the starboard side, causing her to sink rapidly, with the loss of fourteen of her crew. The Court was of opinion that the Duke of Connaught had kept on her course, and that the second officer of the Dragoman, Mr Syvrett, was seriously and greatly to blame for not having stopped and reversed the engines of his vessel when he saw that there was danger of a collision. He held a master's certificate, and the Court must suspend it for six months; but in the meantime he would be allowed to hold a chief officer's certificate. No blame whatever attached to the master of either vessel.

## Appendix L: Bureau of Trade Official Report on Collision

(No. 3129.)

## "DUKE OF CONNAUGHT"

AND

## "DRAGOMAN" (S.S.)

The Merchant Shipping Acts, 1854 to 1876.

In the matter of the formal Investigation held at Westminster, on the 21st and 22nd of January 1887, before H. C. ROTHERY, Esquire, Wreck Commissioner, assisted by Captains PARISH, CASTLE, and DYER, R.N., as Assessors, into the circumstances attending the loss of the sailing ship "DUKE OF CONNAUGHT," of London, and of the lives of 14 of her crew, through collision with the steamship "DRAGOMAN," of Liverpool, off Bardsey Island, in the Irish Channel, on the 2nd of January instant.

*Report of Court.*

The Court, having carefully inquired into the circumstances of the above-mentioned shipping casualty, finds, for the reasons annexed, that the said collision was due to the wrongful acts and defaults of Charles Francis Le Vesconte Syvret, the second officer of the "Dragoman," and it accordingly suspends his master's certificate for six months, but recommends that during the period of the suspension of his master's certificate he be allowed a first mate's certificate.

The Court is not asked to make any order as to costs.

Dated this 22nd day of January 1887.

(Signed) H. C. ROTHERY,  
Wreck Commissioner.

We concur in the above report.

(Signed) ALFRED PARISH, }  
JOHN S. CASTLE, } Assessors.  
RICHD. C. DYER, }

*Annex to the Report.*

This case was heard at Westminster on the 21st and 22nd days of January instant, when Mr. Muir Mackenzie and Mr. Lushington appeared for the Board of Trade, Mr. Charles Hall, Q.C., Dr. Raikes, and Mr. Seeales for the owners, master, and officers of the "Duke of Connaught," and Sir Walter Phillimore, Q.C., and Mr. Barnes for the owners, master, and officers of the "Dragoman." Ten witnesses having been produced by the Board of Trade and examined, Mr. Muir Mackenzie handed in a statement of the questions upon which the Board of Trade desired the opinion of the Court. A witness was then produced on behalf of the "Dragoman," and Dr. Raikes and Mr. Barnes having been heard on behalf of their respective parties, and Mr. Muir Mackenzie having replied for the Board of Trade, the Court proceeded to give judgment upon the questions on which its opinion had been asked.

The present case relates to a collision which occurred early on the morning of the 2nd instant, off Bardsey Island, between the sailing ship "Duke of Connaught" and the steamship "Dragoman," resulting in the total loss of the sailing ship and 14 out of 18 of her crew. Owing to the large number of the "Duke of Connaught's" crew who were drowned, the evidence from her as to the circumstances which preceded the collision is somewhat meagre; but so far as can be gathered from the statement of the master and of the look-out man, the only person out of the watch on deck who was saved, the facts, so far as she is concerned, are as follow:

She was an iron sailing ship, belonging to the Port of London, of 1,034 tons gross, and 999 tons net register;

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was built at Glasgow in the year 1859, and at the time of her loss was the property of Mr. Henry Workman, of No. 17, Gracechurch Street, in the City of London, shipowner, and others, Mr. Workman being, I presume, the managing owner. She left London on the 20th of December last, with a crew of 18 hands all told, 100 tons of cargo, and 500 tons of ballast, bound to Maryport in Cumberland, and thence to Normanton in Queensland. In going down Channel she encountered bad weather, which compelled her to put back to the Downs, and on the 23rd she came to anchor off Walmer Castle. There she remained until the 29th, when the voyage was resumed; and at 10 p.m. of the 1st instant she passed the lightship in Carnarvon Bay on a N.N.E. course by the standard compass, equivalent to N.E. magnetic, there being 2 points of easterly deviation on that course, and making about 4 knots an hour, the wind being light from about S.W. with a smooth sea. At midnight the light on Bardsey Island was sighted, and on the captain being informed he came up on deck, and took the bearings, which he told us were E.N.E. by the standard compass, or, allowing for deviation, east magnetic. At 2 a.m. the captain, who was in his cabin, hearing four bells strike came up on deck, and again took the bearings of Bardsey Island, which he found to be S.E.  $\frac{1}{2}$  E. by the standard compass, or, allowing for deviation, S.E. by S.  $\frac{1}{2}$  S. magnetic. It was then the second officer's watch, and he and the man at the wheel were on the poop; there was a man forward on the look-out, and the rest of the watch, four in number, were about the deck. After remaining on deck for about a quarter of an hour the captain again went below, leaving orders with the second officer to call him if he saw anything of a steam tug, and in about 10 minutes or a quarter of an hour afterwards, which would bring it nearly to half past 2, he heard the look-out man report two lights nearly right ahead, or a little on the starboard bow. He then heard the second officer go forward, and in about a quarter of an hour afterwards return, and as he passed the cabin door the second officer asked whether he was asleep, and on receiving an answer in the negative, he stated that he thought there was a tug boat coming. The captain then came out, and on doing so saw the masthead and green lights of a steamer, which afterwards proved to be the "Dragoman," about two points on the starboard bow, and distant from a mile to three quarters of a mile; and upon looking at the lights he told the second officer that it was not a tug boat but a passing steamer. At this time he said Bardsey Island Light appeared to be from  $1\frac{1}{2}$  to 2 points abaft the beam, but he did not take the bearings by compass; it shewed him however, he said, that the vessel was on her course. He continued to watch the green light until it had got about four points on his starboard bow, when all of a sudden she opened her red light, and very shortly afterwards ran into them, striking the "Duke of Connaught" on the starboard side nearly abreast of the main hatchway, and cutting about 8 feet into the deck. That is the captain's statement, and it is confirmed in great measure by Langley, the look-out man, the only other witness from the "Duke of Connaught" who can speak to the facts, the other two who were saved having been below until the collision. According to Langley, he went on the look-out at 2 a.m., and about half an hour afterwards he saw two lights, one nearly ahead, but a little on the starboard bow, and which afterwards proved to be that of the "Dragoman," the other rather less than a point upon the starboard bow. He told us that on his reporting them the second officer came forward, and, after looking at them through his glasses, told him that they were the lights of two steamboats, and that he could see their green lights. After staying there some time, Langley told us that the second officer went aft, and that he then saw the "Dragoman's" green light come in sight, still very nearly ahead; that he then saw her red light appear, but that shortly afterwards the red light disappeared, and the green light again came in sight; that he continued to watch it, and as it approached it got broader on their starboard bow, when all of a sudden the red light again appeared, and she came straight for them, striking them in the way described by the master. Immediately after the collision the crew of the "Duke of Connaught," all or most of whom were by that time on deck, made a rush for the steamer, but before they could get on board,

the "Dragoman" had backed out, and in about three minutes afterwards the "Duke of Connaught" sank. The chief officer, having succeeded in jumping clear of the vessel before she went down, swam off to the steamer, which was lying about a ship's length off, and was holed up on board; but the rest of the crew went down with the vessel, and of these the master, the steward, and the look-out man were subsequently picked up by a boat which had been lowered by the "Dragoman," the others, 14 in number, having been drowned. That is the "Duke of Connaught's" case.

The case of the "Dragoman" is as follows:—She is an iron screw steamship belonging to the Port of Liverpool, of 2,815 tons gross and 1,639 tons net register, and is fitted with engines of 300 horse-power. She was built at Low Walker, on the Tyne, in the year 1885, and at the time of the casualty was the property of the Bedouin Steam Navigation Company, Limited, Mr. William Thomson, of Mersey Chambers, Liverpool, being the manager. She left Liverpool at 2.45 p.m. of the 1st of January instant, in water ballast, and with a crew of 29 hands all told, bound to Cardiff; passed the South Stack at 11.40 p.m., and at 1.40 a.m. of the 2nd was abreast of the Carnarvon Bay Lightship, distant 4 miles. At this time, we are told, it was blowing a fresh breeze from the S.W., and the vessel was on a S.W. by S. course, making from 7 to 8 knots an hour. It was the second officer's watch, and he and the man at the wheel, the vessel being under steam steering gear, were on the upper bridge; there was a man forward on the top gallant forecassle looking out, and the two others, who made up the watch, were on the main deck. On being informed that they were off the Lightship in Carnarvon Bay, the captain came out of the chart-room, and after remaining a short time on deck returned to the chart-room, leaving word with the second officer that he was to be called when they made Bardsey Light, or at all events in an hour. Accordingly at 2.40 the second officer, having made out Bardsey Light and taken its bearings, went down to the chart-room door, and told the master that Bardsey Light was in sight bearing S. by W.  $\frac{1}{2}$  W., and having done so he returned to the upper bridge, and in about two minutes afterwards, whilst looking round with his glasses, he saw the green light of a vessel, which proved to be the "Duke of Connaught," about a point and a half on his starboard bow, and distant from two to two and a half miles. After watching her for about half a minute through his glasses, he ordered the man at the wheel to starboard a point, which brought the light two and a half points on his starboard bow, and in about a minute afterwards the green light was reported by the look-out man forward. The second officer told us that he kept his glasses upon her, and in about another half minute he saw the red light appear, and after looking at her for another half minute, thinking that she had ported her helm, he ordered the helm of the "Dragoman" to be put hard-a-port. He said that he kept watching her with his glasses, and in another half minute he heard his name called by the captain, upon which he left the upper bridge and went down to the port side of the chart-room, where he saw the captain, who asked him what that light was; he answered that it was a sailing vessel showing her red and green lights, and coming towards them. They then both went up on to the upper bridge, when the captain took the glasses, and said that he could only see the green light, upon which he asked how the helm was, and was told that it was hard-a-port. Seeing, however, to use his own words, that they were "uncomfortably close," he then ordered the engines to be stopped and reversed full speed, but before her way could be taken off she struck the "Duke of Connaught" in the way already stated. Orders were at once given by the captain to lower one of the boats, and in about a quarter of an hour the pinnac got away, but not before the chief officer of the "Duke of Connaught" had swam alongside and been taken on board. In about an hour they returned, bringing back the master, the steward, and the look-out man of the "Duke of Connaught," but the "Dragoman" remained on the spot till daylight, when, seeing nothing of any of the remainder of the crew, put about and returned to Liverpool, where she arrived the same afternoon.

These being the facts of the case, the first question upon which our opinion has been asked is, "Did the 'Duke of Connaught,' when approaching the 'Dragoman' so as to involve risk of collision, comply with the Regulations for Preventing Collisions at Sea; and in particular, did she keep her course as required by the said regulations?" We were told

by the master of the "Duke of Connaught," that when he came on deck some five minutes before the collision the green light of the "Dragoman" was about 2 points on their starboard bow, and that at that time Bardsey Island Light bore from  $1\frac{1}{2}$  to 2 points abaft the beam, shewing him, he said, that his vessel was keeping her course. On the other hand, it was said by Mr. Barnes that as the "Duke of Connaught" intended to take a tug boat, if she fell in with one, it is very probable that the second officer, when he saw the lights of the "Dragoman" on his starboard bow, and believed, as it is admitted he did, that they were those of a steam tug, ported his helm to get nearer to her, and thus brought her red light into view. It was further argued by Mr. Barnes that the fact mentioned by the master that, when he came on deck, Bardsey Island Light bore  $1\frac{1}{2}$  to 2 points abaft the beam, shews that she must at that time have ported her helm, for that at 2 or 2.15 a.m., when he had before taken the bearings of Bardsey Light, it bore S.E.  $\frac{1}{2}$  E. by standard compass, or S.E. by S.  $\frac{1}{2}$  S. magnetic, which would be a point and a half abaft the beam; and that by 2.45, when the master came up just before the collision, the light would necessarily have got further aft, and would have been S. by E.  $\frac{1}{2}$  E. magnetic, and not, as the master said, S.E. by S.  $\frac{1}{2}$  S., or S.S.E. magnetic. But the master stated that he did not then take the bearings of the light by compass, and only guessed it to be  $1\frac{1}{2}$  to 2 points abaft the beam; and the assessors tell me that, if you do not take the bearings by compass, you are very likely to be out as much as a point, or even more; it is therefore quite possible that the light, instead of being S.S.E., as the master supposed, may have been S. by E.  $\frac{1}{2}$  E., or  $\frac{1}{2}$  of a point more to the southward, as Mr. Barnes has stated. Moreover, we are told that it never is the practice for a vessel to alter her course to pick up a steam tug, but that the steam tug, being anxious to get employment, always alters her course towards the vessel, and that the second officer, being an old channel pilot, would know this, and would not be likely to alter his course, even if he had thought it was a steam tug. But we have the evidence of Langley, the look-out man on board the "Duke of Connaught," which, if we believe it (and I know no reason why we should not do so), conclusively proves that, from the time of first seeing the "Dragoman's" light, the "Duke of Connaught" could not have ported her helm, as is contended; he tells us that, when he first saw the light of the "Dragoman," it was nearly ahead, but a little on the starboard bow; that when the green light appeared it was also nearly ahead, but a little on the starboard bow; that he watched the lights from that time, and that they continued on the starboard bow, growing broader as the vessel approached, until suddenly all three lights appeared, and she came into them; and that the "Dragoman's" lights were never on his port bow; and, if so, it is impossible that the "Duke of Connaught" could have ported substantially as is pretended. At the same time, we are quite prepared to admit that the red light of the "Duke of Connaught" may have been seen, and probably was seen, by those on board the "Dragoman," for otherwise it is inconceivable that the second officer of that vessel should have ordered the helm to be put hard-a-port; and, if we consider the relative courses and positions of the two vessels, nothing is more reasonable than to suppose that the "Duke of Connaught's" red light may at one time or another have become visible to the "Dragoman." It must be remembered that the two vessels were not on directly opposite courses, but, whilst that of the "Duke of Connaught" was N.E., that of the "Dragoman" was S.W. by S., crossing one another at an angle of one point, so that when the "Dragoman" was directly ahead of the "Duke of Connaught" she would have the "Duke of Connaught" one point on her starboard bow; and when a little on the "Duke of Connaught's" starboard bow, the "Dragoman" might very well have had the "Duke of Connaught" a point and a half upon her starboard bow. And this was probably the position in which they were when the "Dragoman's" lights were first seen from the "Duke of Connaught," for Langley tells us that those lights were nearly ahead, but a little on the starboard bow. Now with the two vessels in this position, the assessors tell me that it is extremely probable that the "Duke of Connaught," being as she was before the wind, would yaw as much as a point one way or the other, and if so she would bring her red light into view; but this would not be altering her course; and if the second officer of the "Dragoman" had exercised only the same amount of discretion that the look-out of that vessel did, who

saw the "Duke of Connaught's" red light for a short time, and then saw it disappear and the green light appear again, he would have seen that the red light had come into view, not because she was altering her course, but because she was yawing about, as a vessel would naturally do under such circumstances. In our opinion the "Duke of Connaught" when approaching the "Dragoman" did keep her course as required by the Regulations for Preventing Collisions at Sea.

The second question which we are asked is, "Was a good and proper look-out kept on board the 'Duke of Connaught,' and was the casualty in any and what way due to the lack of a sufficient look-out on board that vessel?" From the evidence of Langley it appears that he saw the "Dragoman's" masthead light some 20 minutes before the collision, and reported it, and that the second officer thereupon went forward and examined it with his glasses. There is not, therefore, the slightest ground for thinking that there was not a good and proper look-out kept on board the "Duke of Connaught."

The third question which we are asked is, "Was the master or the second officer of the 'Duke of Connaught' absent from the deck at a time when the safety of the vessel required his presence there? And was the casualty in any and what way due to the absence of the master or second officer from the deck?" It does not appear that the second officer was ever absent from the deck. He went forward when the lights were reported, as it was natural for him to do, and in returning along the main deck he would necessarily pass the cabin door, and when there he informed the captain, as it was his duty to do, that there were two steamers in sight, and that he thought one of them was a steam tug, and he then returned to the poop, and remained there till the collision. As to the master he was lying down on a couch in the cabin, and there seems to have been no special reason for his presence on deck. The weather was fine, the night clear, and the deck was in charge of the second officer, who had been an old channel pilot, with a watch of 6 A.B.'s to assist him. If ever there was a time when a master might with safety go below it was this, and it would be unreasonable to expect that he should always be on deck day and night. He was ready in case his services were required, and that is all that could reasonably be expected under the circumstances. We do not think that the casualty was in any way attributable to the master's absence from the deck.

The fourth question which we are asked is, "When the 'Dragoman' was approaching the 'Duke of Connaught' so as to involve risk of collision, were proper measures taken on board the 'Dragoman' to keep out of the way of the 'Duke of Connaught'?" It is admitted that it was the duty of the "Dragoman" to keep out of the way of the "Duke of Connaught;" let us see then what reason the second officer, who was in charge of the deck at the time, gives for not doing so. He says that after he had got the "Duke of Connaught's" green light 2½ points on his starboard bow by starboarding his helm one point, he saw the red light of the "Duke of Connaught" appear, and, thinking that she was porting her helm, he gave the order to hard-a-port. He said that shortly after this, and when she was still shewing him both her lights, he left the upper bridge and went on to the lower bridge to speak to the master; and that when they returned to the upper bridge, the vessel was shewing her green light only, and it was then, and then only, that the master ordered the engines to be stopped and reversed full speed. In starboarding his helm, at first one point, so as to give the "Duke of Connaught" a wider berth, the second officer no doubt acted quite rightly; but in afterwards hard-a-porting his helm when the red and green lights were seen 2½ points on his starboard bow, and in then leaving the upper bridge to go and speak to the captain, the engines all the time being kept going ahead full speed, he did his best to bring about a collision. He admitted that the green light of the "Duke of Connaught" always remained in sight, and had he, when he saw the red light, waited, as the look-out man did, for a short time, instead of leaving the upper bridge to speak to the master, he would have seen the red light disappear and the green light alone remain in view, and he would have known that she had not altered her helm, but was simply yawing; and his proper course then would have been to keep his helm a-starboard, passing her starboard side to starboard side. We are of opinion that proper measures were

not taken on board the "Dragoman" to keep out of the way of the "Duke of Connaught."

The fifth question which we are asked is, "When the 'Dragoman' was approaching the 'Duke of Connaught,' so as to involve risk of collision, was the speed of the 'Dragoman' slackened, and were her engines stopped and reversed with proper promptitude, and were the provisions of Article 18 of the said Regulations duly complied with on board the 'Dragoman'?" We are told that the "Dragoman" passed the Lightship in Carnarvon Bay at 1.40 a.m., and that at 2.40 she sighted Bardsey Light, distant from 10 to 12 miles. Now the distance from the Lightship to Bardsey Light is about 21 miles, and as the tide was running, as the master has said, at the rate of about one knot an hour against them, it is clear that she must have been going at least about 10 knots an hour through the water. It is under these circumstances that the second officer leaves the upper bridge to speak to the master after hard-a-porting his helm, with the "Duke of Connaught's" red and green lights shewing 2½ points upon his starboard bow. It was clearly his duty, before he left the upper bridge, to satisfy himself which way the "Duke of Connaught" was going, and if he had had any doubt on the point to have stopped and reversed full-speed. He, however, did nothing of the kind, but left it to the captain to give the order to stop and reverse, when the vessels were so close to one another that a collision was inevitable. It is clear therefore that he has violated the provisions of Article 18 of the Regulations.

The sixth question which we are asked is, "Was a good and proper look-out kept on board the 'Dragoman,' and was the casualty in any and what way due to the lack of a good and proper look-out on board that vessel?" It was said by the second officer that there were passing banks of fog, but the last of these banks of fog seem to have passed half-an-hour before the collision; they had therefore nothing to do with this casualty, or with the vessel not having been seen sooner than she was. According, however, to the second officer, when he went down to the chart-room to report that Bardsey Light was in sight, he opened the door and saw that it was 2.40 by the chart-room clock. He then went up on to the upper bridge, and 2 minutes after he got there he saw the green light of the "Duke of Connaught" 1½ points on his starboard bow. The master, when Bardsey Light was reported to him, first laid her position down on the chart, and as he left the chart-room he said that he observed that the clock was about 2.45, a minute one way or the other; he remained on the lower bridge for a short time to get his sight, and after calling the second officer from the upper bridge and speaking to him, they both went up on to the upper bridge, and in a minute and a half to two minutes after that the collision occurred. Assuming then these estimates of the time to be correct, the green light of the "Duke of Connaught" must have been seen by the second officer of the "Dragoman" at least 6 minutes before the collision. Now it must be remembered that the speed of the "Dragoman" through the water was 10 knots at least, that of the "Duke of Connaught" 4 knots, so that they were approaching one another at a joint speed of from 14 to 15 knots an hour, or at the rate of a knot in about 4 minutes; and, if so, the green light of the "Duke of Connaught" must have been seen by the second officer of the "Dragoman" when they were yet from a mile to a mile and a half from one another, and therefore in ample time to have avoided a collision, had the proper steps been taken. There would seem, therefore, to have been a good and proper look-out on board the "Dragoman;" but to leave the upper deck when the vessels had approached to within about half that distance, and the "Duke of Connaught" was heading straight for her, shewing both her lights, was almost as bad as having no look-out at all.

The seventh question which we are asked is, "Was the casualty due to any and to what neglect or default of the master or of the second officer of the 'Duke of Connaught'?" In our opinion no blame whatever attaches either to the master or to the second officer of the "Duke of Connaught."

The eighth question which we are asked is, "Was the casualty due to any and what neglect or default of the master or of the second officer of the 'Dragoman'?" In our opinion no blame whatever is attributable to the master of the "Dragoman," who, as soon as he saw the dangerous proximity of the vessel, took the only proper step by ordering the engines to be

stopped and reversed full speed. As regards, however, the second officer, we think that he is to blame for having hard-a-ported his helm on seeing the "Duke of Connaught's" red light, and in not waiting to see whether she had really altered her course or not, she being at the time  $2\frac{1}{2}$  points on his starboard bow; in leaving the upper bridge when he did, with the "Duke of Connaught" shewing both her lights  $2\frac{1}{2}$  points on his starboard bow, and in not stopping and reversing full speed, if he had any doubt as to which side she was about to pass them.

The ninth question which we are asked is, "Whether every possible effort was made by those on board the 'Dragoman' to save life?" No doubt the master and crew of the "Dragoman" did everything in their power to save the lives of the unfortunate crew of the "Duke of Connaught" after the collision. It seems, however, that she had all her boats swung in-board and covered up, so that it necessarily took some time to get them out; and the assessors are decidedly of opinion that it would be well that these large vessels, when in the British or Irish Channels, or on the coast, should have one boat at least uncovered and ready to be lowered into the water at once in case of necessity.

Lastly, it is said that "the Board of Trade are of opinion that the certificate of the second officer of the 'Dragoman' should be dealt with." It has been urged by Mr. Barnes that even if the second officer made

a mistake in porting his helm, it was merely a mistake, for which the Court ought not to punish him by dealing with his certificate. And no doubt, if that was his only fault we might be disposed to say that the porting the helm was an error of judgment, for which the Court never deals with an officer's certificate. But in leaving the upper bridge as he did, and in not stopping and reversing the engines after he had put his helm hard-a-port, and when the "Duke of Connaught" was  $2\frac{1}{2}$  points on his starboard bow and shewing both her coloured lights, and when, consequently, there was risk of collision, we think that the second officer has been guilty, not only of great neglect, but also of a direct violation of the Regulations for Preventing Collisions at Sea; and we shall, therefore, suspend his master's certificate for six months. The Court, however, on the application of Sir Walter Phillimore, agreed to recommend to the Board of Trade that during the suspension of his master's certificate he should be allowed a chief mate's.

(Signed) H. C. ROTHEBY,  
Wreck Commissioner.

We concur.

(Signed) ALFRED PARISH, }  
JOHN S. CASTLE, } Assessors.  
RICHD. C. DYER, }