

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



A similar schooner

Report compiled by:

Graeme Perks

Report Title:

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

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1.0 Abstract

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

The schooner Economy was built in 1829 at Portmadoc and registered at Beaumaris. The Economy sailed between Wales, England and the Baltic until 1838 when it was sold to George Guy of Newry. Economy then initially sailed between Newry and London before starting sailing to Scotland. In 1839 the Economy was driven ashore in Luce Bay and after discharging its cargo continued to Warren Point for repairs. The Economy continued similar voyages before it sank on Priestholm causeway, Anglesey in a storm with the loss of the crew. Economy was re-floated and taken in Beaumaris and apparently broken up.

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2.4 Contributors

Madu

2.5 Abbreviations

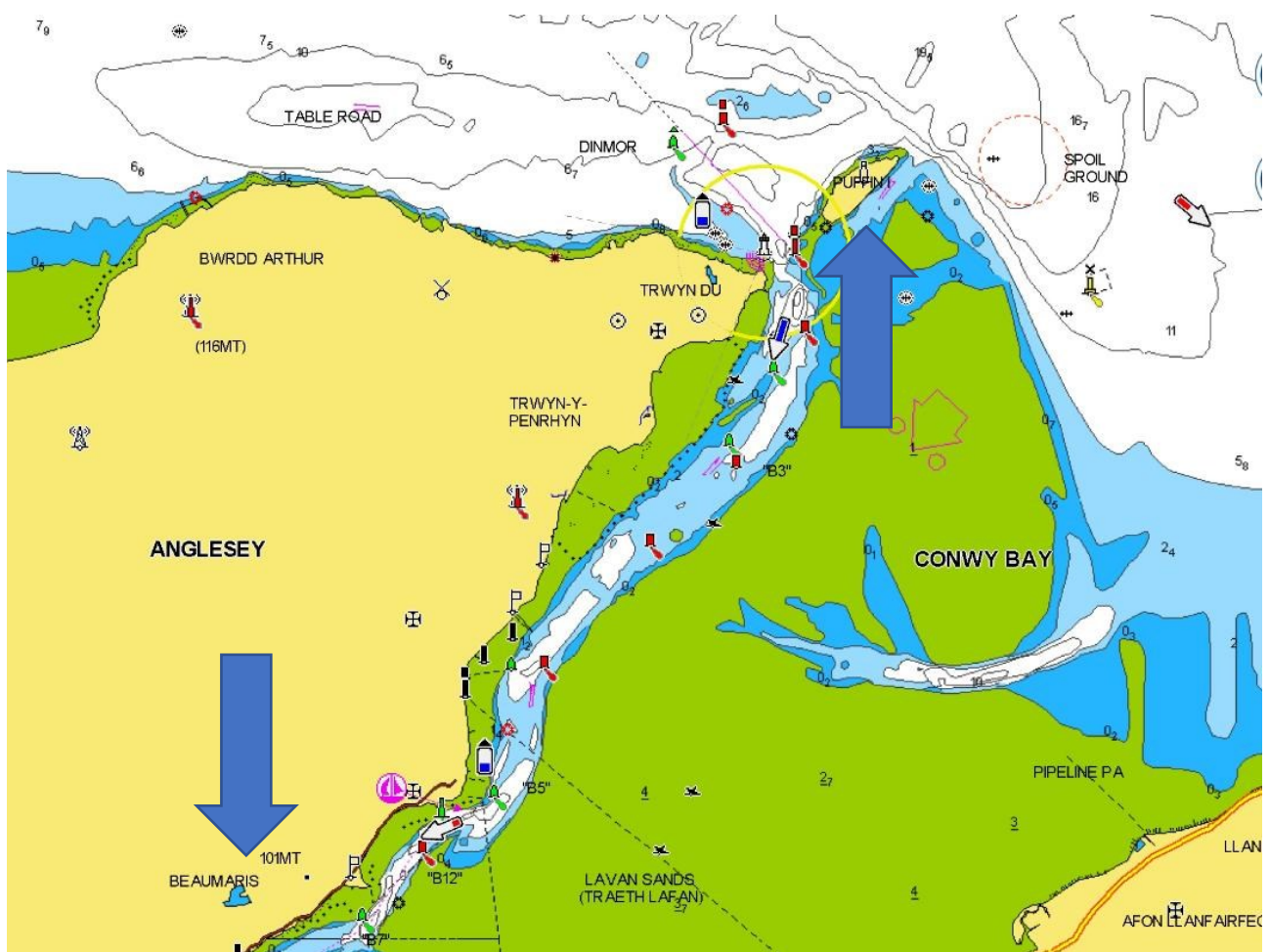
LR	Lloyds Register of shipping
BNA	British Newspaper Archives
MADU	Malvern Archaeological Diving Unit
NAS	Nautical Archaeology Society
NAW	National Archives of Wales
WNL	Welsh Newspapers on Line
w/e	Week ending

3.0 Introduction

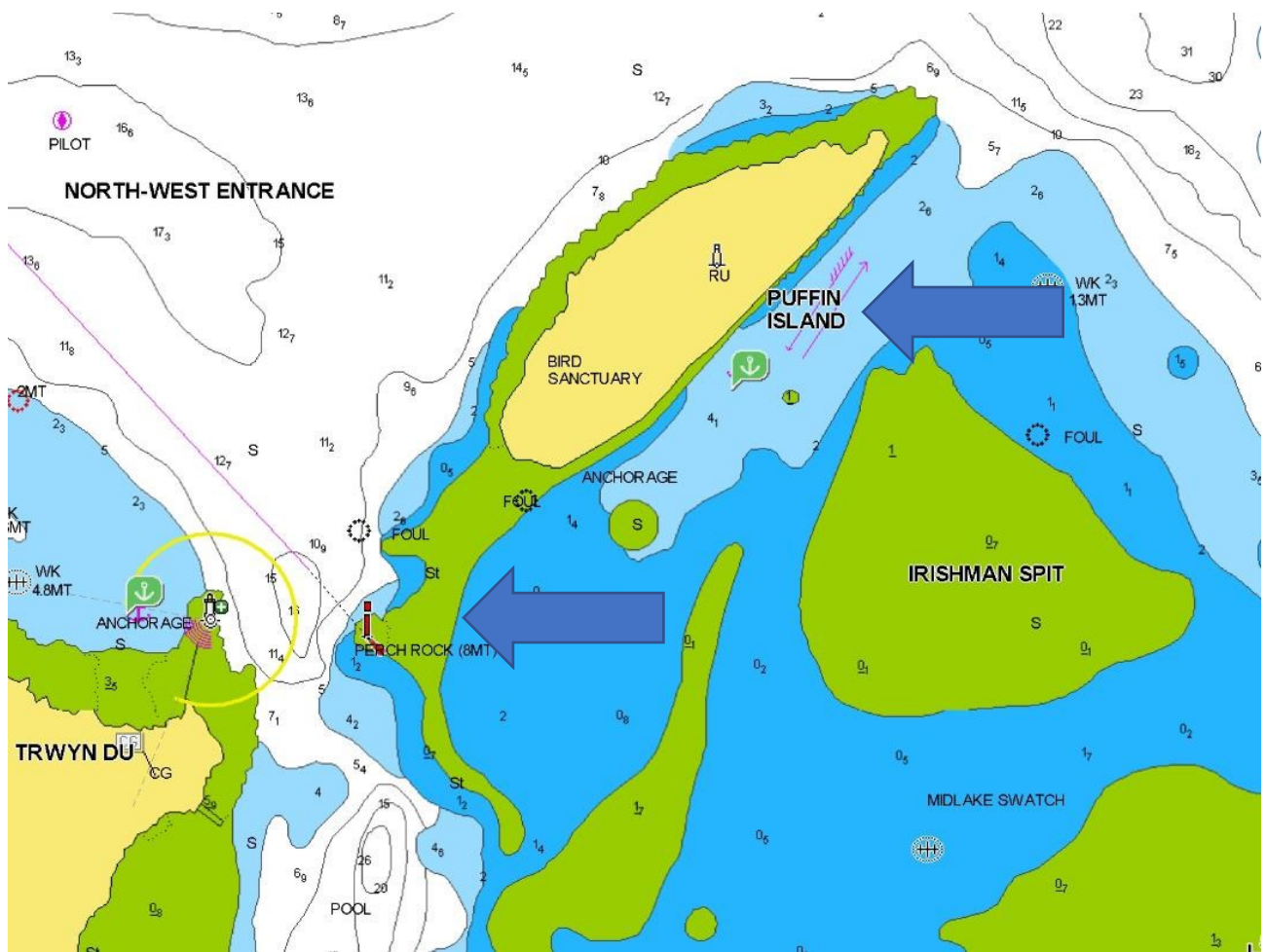
1. I selected Economy to research because she had been lost near the causeway and I wished to see how much information I could find about her, and I wanted to find out what happened and I also wanted to discover:
2. The dimensions of the vessel, although for this period of time apart from the draught, they would have only been recorded in on line information if the Lloyd's survey was available or the vessel had been advertised for sale in a surviving newspaper. Who the builder was and when she was built and any other information available about her.
3. Information concerning the voyages, cargo's, any events affecting the vessel, details of its masters, crew and owners.
4. To find out the sequency of events leading up to the loss of the vessel, whenever that was and the event in 1843.
5. To discover the cause of the event in 1843 and if the vessel survived, the cause of its eventual loss.
6. The events that happened after the incident in 1843 and up to and after its loss if it survived.
7. If there were any previous research of the vessel for the 1843 incident and its story.
8. If there was a wreck site for Economy and if it had been identified, dived and recorded.
9. If any salvage of the vessel and its cargo had been carried out
10. If any previous reports had been produced for the Economy

4.0 Background

When I started by research it was reported that the Economy was a schooner lost near the causeway in Cardiganshire during 1843.



Puffin Island and Beaumaris



Puffin Island and its causeway

5.0 Research Methodology

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

I searched Lloyds Register of Shipping (LR) for "Economy " looking for details of her dimensions, master, builders and owners from 1843 with a match. I then searched yearly from 1829.until 1844.

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

I searched the Crewlist Project for " Economy" looking for her official number and links to MNL, appropriation book, crew lists, owner and master with no match

I searched The British Newspaper Archives (BNA) for "Economy Watkins", "Economy Williams", "Economy Mc Garry", "Economy M'Garry", "Economy Magarry", "Economy Rae", "Economy Rea", "Economy Quinn" , "Economy Beaumaris" and "Economy Newry" looking for sailings, arrivals, a launch, owners, builders, mishaps and any details of her loss and found a number of matches. I also searched ""Economy Newry", when the matches were few in a year looking for the vessel and found matches with the masters name miss spelt.

I also searched "George Guy" in Newry newspapers and found numerous matches of advertisements for his business and involvement in local businesses and politics. I searched "Martin ship owner" and " Martin Beaumaris" with no matches.

I searched Welsh newspapers on line for "Economy" looking for sailings, arrivals, a launch, owners, builders and any details of her loss and found no matches.

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

I searched wreckeu site for "Economy" looking for any details of the wreck with no matches.

I searched on Google for "Schooner Economy" and found a match in the National Library of Wales for accounts for Watkin Williams.

6.0 Results

Vessel	Name/s	Economy		
	Type	Schooner		
		Cargo		
Built	Date	1829		
	Builder	Unknown		
		Portmadoc		
Construction	Materials	Wood		
	Decks	One		
	Bulkheads	None		
Propulsion	Type	Sail		
	Details			
Engine	Details	N/A		
	Boilers			
Drive	Type			
	Number			
Dimensions	Length	Unknown	ft	ins
	Beam		ft	ins
	Draught		ft	ins
Tonnage	Gross	81 tons		
	Net	79 tons		
Owner	First	Martin & Co		
		Beaumaris		
	Last	George Guy		
		Newry		
	Others			
Registry	Port	Beaumaris, Newry,		
	Flag	British		
	Number			
History	Routes	Wales to London and Baltic		
		Newry to London and Scotland		
	Cargo	Coal, Oats, Oatmeal, Wheat, Potatoes, Hay, Butter, Herrings, Iron, Salt, Barrels, Slates, Apples		
Final Voyage	From	Runcorn October 26th 1843		
	To	Newry		
	Captain	J. Quinn		
	Crew	5 or 6		
	Passengers	None		
	Cargo	Coal		
Wrecking	Date	28th October 1843		
	Location	Priestholm Causeway, Anglesey		
	Cause	Storm force winds		
	Loss of life	Crew all drowned		
	Outcome	Sank, raised and towed into Beaumaris		

Cheltenham Chronicle - Thursday 16 September 1830

Arrived Gloucester Docks last week. From London Fame, of Hull, Cooper, with 523 qrs. Wheat to order; and the schooner Economy, of Beaumaris, Watkins, with 563 qrs. wheat to order

Gloucestershire Chronicle - Saturday 09 November 1833 #

BRISTOL WEEKLY IMPORTS. (" From The Bristol Presentments.")

In the Economy, W. Williams, from Liverpool, Prichard and Croft, 15 jars 30 half-jars 100 half-chests oil—J. Thomas, Sons , and Co., 100 bags coffee.

Newry Telegraph - Tuesday 31 October 1837

LOADING AT LONDON FOR NEWRY,
To Sail In November,

THE remarkably fine Schooner ECONOMY, of Newry,
A I at Lloyd's, WILLIAM MAGARRY, Master.

Apply to OGILBY & MOORE, London; or , Agents
GEORGE GUY, Newry

LOADING AT DUBLIN FOR NEWRY,
Sail early in November,

the Sloop MARY JANE, of Newry, JAMES QUIN, Master.

Apply to Mr. UNDERDOWN, 5, Crampton-1 quay, Dublin ; or Agents. GEORGE GUY. Newry,
27th October. 1837.

Newry Telegraph - Saturday 02 June 1838**LABORATORY**

40, HILL-STREET. NEWRY

DR. CONNOR begs respectfully to inform his Friends and the Public, that he has lately received, per the Economy, from London, a large and Choice Assortment of DRUGS and CHEMICALS; and daily expects a further supply, per the Hawk, from the same place, comprising every Article the

OIL AND DRUG TRADE.

The selection contains DOMESTIC and PROPRIETARY MEDICINES,—generally useful, and particularly wanted for Benevolent Individuals and Public Charities.--- which, together with TRUSSES, SURGICAL INSTRUMENTS, and

10 Pipes of LINSEED OIL.

Will be offered to the Trade on Liberal Terms.

SODA WATER and ANTIBILIOL'S SOLUTION of MAGNESIA, prepared on approved principles.

Newry Examiner and Louth Advertiser - Saturday 01 December 1838

NEW ARRIVALS, or ST. JOHN'S DEALS, STAVES. BATTERNS AND LATHWOOD)
BAR. ROD. AND HOOP IRON ; THE SUBSCRIBER IS now Landing the following
Cargoes of Goods, in addition his Large Stock of IRON, DEALS, STAVES. PINE,
BIRCH. AND MEMEL TIMBER, MEMEL DEALS, STAVES. LATH WOOD, SWANSEA
COAL, for Smiths' use, SPADES, SHOVELS, and CHAINS, of his own Manufacture;

Ex schooner Economy, Quin, master, from Pembery 130 Tons Smiths' Coal.

Francis Carvill

Newry 6th November 1839

Lloyd's List - Wednesday 13 November 1839

Stranraer, 11th Nov. "The Economy, Quinn, from Maryport to Newry, was driven on shore in the Bay of Luce, during a heavy gale 9th inst., is sunk four feet in the sand, and not expected to be got off."

Morning Advertiser - Saturday 23 November 1839

STRANRAER, Nov. 19.—The Economy, Quinn, from Maryport to Newry, which was on shore in the Bay of Luce, on the 9th Instant, got off on the 17th, after discharging her cargo, and proceeded.

Belfast News-Letter - Friday 29 November 1839

The Economy, of Newry, Quin. master, which was driven ashore in Glenluce Bay, on the 9th inst. during a heavy gale, has been got off, and is now at Warrenpoint, without it having had a but, or even a treenail, started by the accident -a fact which proves the substantial quality of the vessel.

Hereford Times - Saturday 02 May 1840

GLOUCESTER. IMPORTS from Apr. 17 to Apr. 24. 1840.

From the Economy, Newry, Rea. 79, with 70 tons potatoes, 2 tons oatmeal, 1 ton hay, and 9 crocks 1 firkin butter, for J. G. Francillon, agent

Newry Telegraph - Thursday 27 August 1840

NEW HERRINGS. THE Subscriber is now Landing, from on board the Patricia, Capt. Skelly, from the SCOTCH FISHERIES,

300 Barrels Prime New HERRINGS ;

and daily expects the arrival of the Barbara & Margaret, Captain DalGLISH, with

300 Barrels:

also, the Economy, Captain Rea, with

730 Barrels ;

which, with further supplies now Shipping, will be Sold on reasonable terms.

ALEX. MACDONELL.

Newry, 20th August, 1840.

Gore's Liverpool General Advertiser - Thursday 10 August 1843

LIVERPOOL ARRIVALS

Ireland

The Economy. J Quin, from Newry. with 140 qrs oats for J M'Creighton, 40 Ids meal J Bristow, 110 tons oatmeal G Lewis - In Canning Dock

Evening Mail - Wednesday 01 November 1843

A small craft has been lost on Salisbury-bank and a schooner sunk on Puffin Island; the latter is supposed to be the Economy, of Amlwch. It is feared the crews have perished.

Public Ledger and Daily Advertiser - Tuesday 07 November 1843

The Economy, Quinn, from this port to Newry struck on Priestholm Causeway the 28th ult., and sunk, but has been raised and towed into Beaumarls harbour, not much damaged ; crew drowned.

Evening Mail - Friday 10 November 1843

BEAUMARIS.-Nov. 7. It blew a hurricane last night from the south west

North Wales Chronicle - Tuesday 14 November 1843

BEAUMARIS.-The schooner, mentioned in our shipping report, wrecked on the causeway off Priestholm Island, on the night of Saturday sennight, has been raised, -and was floated up this harbour, on Thursday night. She is called the Economy, of Newry, Quin, master, from, Liverpool for Newry, with coals, and carried a crew of five or six persons, all of whom have perished. Her boat is still missing, and she does not appear to be very seriously damaged.



Fig. 1 Puffin Island 1815

Belfast Commercial Chronicle - Saturday 25 November 1843

Wreck of the *Schooner "Economy"* seaman of the name Robert Griffin supposed to have been lost in the schooner *Economy*, Newry, J. Quin, master, bound from Liverpool to Newry, on the coast of North Wales, 28th October, 1843. A small round tin box was found on board (the vessel having since been raised), containing a certificate, partly defaced, signed "James Loutt" or "Louth," for service as seaman on board the brig *Victor* or *Victoria*, in a voyage from Newcastle to the Baltic, and back to Belfast, dated 1st September, 1843 ; also a small scrap of paper, with the name Hannah Roy, No. 5, Blakley's lane, off Tombstreet, Belfast" (supposed to be a lodging-house) ; a ticket, signed John Grannan, pawnbroker," No. 66,451, 3rd October last, 6s. 1d. for bluejacket, in the name "Catherine Daly, Parliament-street, Waterford." As a notice of these documents may meet the eye of the poor sailor's relations, who are supposed to reside in Belfast or its neighbourhood, the owner of the *Economy* has requested the insertion of this paragraph. The Belfast Press is requested to copy the same. —Newry Telegraph.

MR GEORGE GUY

Newry Telegraph - Friday 25 December 1829

GEORGE GUY

IS now landing the Cargoes of the Princess Charlotte and Brig Resolution, from QUEBEC, consisting of

- . 500 Tons Pine TIMBER,
- . 40 Do. ASH amt ELM Do.
- . 30 Da. OAK and BIRCH Do. F
- . 7000 DEALS, different Dimensions,
- . 7000 OAK STAVES, do. do.
- . 5 Cords of LATH WOOD ;

Which, with his usual supply of BUILDING MATERIALS, offers for Sale on reasonable terms. Newry, Merchants'-quay,
7th Dec. 1829.

Newry Telegraph - Tuesday 23 July 1833

GEORGE GUY

IS NOW LANDING AND OFFERS FOR SALE,

150 Tons PINE TIMBER,
20 Do. OAK Do.
20 Do. ELM Do.
7000 DEALS and BATTENS,
7000 PIPE and BARREL STAVES,
10 Fathom LATH WOOD,
Ex Ship Princess Charlotte, from QUEBEC and daily expects the Brig Guardian,
from ST. ANDREW'S, with
PLANK and STAVES;
the Victoria, from MEMEL, with Crown Memel TIMBER and STAVES.
Newry, 22nd July, 1833.

Newry Telegraph - Tuesday 23 July 1833

FOR QUEBEC,

The Well-known Coppered Ship,

PRINCESS CHARLOTTE, 700 tons,

GEORGE ROCHE, COMMANDER.

HIS Favourite Ship is just arrived, super short Passage of only Seventeen days from Land to Land. She will Sail again for QUEBEC on the 1st of AUGUST next, positively, with whatever Goods and Passengers may offer.

For Freight or Passage, apply to the CAPTAIN, on Board, at WARRENPOINT, or to

GEORGE GUY 36, Merchants-Quay ; or

HENRY BLACKHAM, 42 Merchants'Quay.

22nd July, 1833

Newry Telegraph - Saturday 03 June 1837

COUNTY OF LIST of NOTICES of APPLICATION REGISTER VOTERS for said County, at a Quarter Sessions the Peace, Holden at ARMAGH, on the 16th Day of JUNE. 1837:

Name, Description and Residence of Applicant.	Description of Property,
Guy, George, Newry, Merchant	Counting House, warehouse & Yard, Ballinear, Newry
Townland and Parish	Right Claiming, Yearly Value.
BARIONY OF UPPER ORIER.	Freeholder £10

Newry Telegraph - Tuesday 26 February 1839

Launch—Newport, Monmouthshire. Feb. 19. Launched on Saturday last, from the building yard of Mr. John Young, fine schooner of 220 tons burthen, named the "Isabella," built for Mr. George Guy. of Newry, and intended for the Mediterranean trade. She is excellent model, and built with the best English oak timber, under the inspection of Mr. William M'Garry

Shipping Gazette.

Newry Telegraph - Thursday 02 May 1844

MARRIAGES.

On the 26th ult., at the Parish Church, Newry, by the Rev. Hugh Cunningham, Incumbent Omeath, George Guy, Esq ., Merchants'-quay, to Margaret, younger daughter Henry Ogle, of Ashton House, in the County Armagh, Esq

Newry Telegraph - Saturday 26 February 1848

FOR NEW YORK,
THE ONLY PACKET-SHIP PORT,
1000 TONS BURTHEN.

To Sail direct from WARRENPOINT to NEW YORK, on the 12th MARCH next, with whatever Goods and Passengers may offer. The magnificent First-class Coppered and Copper-fastened Ship

"SERAPHINE,"

OF NEWRY,

WILLIAM M'KEVITT, commander

superior Ship is three years old, and has just arrived at Warrenpoint, and will be punctually dispatched the above date to New York. She will be fitted up in a most superior style, under the Immediate inspection of the Government Emigration Agent, and will have abundance of pure Water and Bread stuffs for the Passengers during the Voyage. Parties intending to emigrate, will please examine the SERAPHINE before engaging any other Ship, as she will command a decided preference; and as large number of Berths are already engaged, early application is necessary to secure a place in her.

For terms of Freight or Passage. Apply to

GEORGE GUY, Owner, Newry

HUGH M'MAHON, Newby; or.

The CAPTAIN, on Board at Warrenpoint.

N.B.—A few First and Second Cabin Passengers can accommodated.

Newry, January 25. 1848.

Newry Telegraph - Thursday 31 May 1849

DEATHS.

On the 16th inst., after a long and painful illness, Jane, the beloved wife of Mr. George Guy, of Ballybot, Newry, and the last surviving sister of the late Doctor Thomas Black, of Rostrevor, and Doctor Wm. Black, of Newry.

Newry Telegraph - Thursday 19 July 1849

DISSOLUTION PARTNERSHIP. THE PARTNERSHIP hitherto carried at No. 54, MERCHANTS' QUAY, Newrt, under the Firm of GUY A FINLAY, as Ship Brokers, Commission and American Passenger Agents, is this day DISSOLVED by mutual consent.

GEORGE GUY, Jun.
ROBERT FINLAY, Newry

1st July, 1849.

GEORGE GUY, Jun., respectfully takes leave return his sincere thanks to his many Friends, for their kind and generous support since his commencement in Business, and further begs leave to inform Ship Owners, and Masters of Vessels generally, his intention of carrying on the Business himself, Ship Chandler, Rope and Sail Maker, Grocer and Spirit Merchant, and Ship Broker, Ac., above stated, at Nos. 45 & 54, MERCHANTS' QUAY, Ballybot Bridge, Dated, 18th July, 1849.

N.B.—Flags of all Nations, in Silk or Bunting, Oil Cloths, Horse and Cart Covers, India Rubber Coats, Ac., Ac. Prices Moderate.

Williams, Watkin, master of Economy 1829 to 1836

Ships -- Wales – Porthmadog The National Library of Wales

Accounts of the 'Economy',

An account book of the schooner 'Economy' of Portmadoc? (Watkin Williams, master), 1829-1831. At the end are debts due to, and other accounts of, Watkin Williams, 1857.

Portmadoc ship building

Porthmadog came about after William Madocks built a sea wall, the Cob, in 1808–1811 to reclaim much of Traeth Mawr from the sea for farming use. Before construction of the Cob, ships had been built at locations round Traeth Mawr. As the town developed, several shipbuilders from the Meirionnydd side moved to the new port, building brigs, schooners, barquentines and brigantines. After the arrival of the railway there was a reduction in trade, but a new type of ship, the Western Ocean Yacht, was developed for the salt cod industry in Newfoundland and Labrador. Shipbuilding came to an end in 1913, the last vessel built being the Gestiana, which was lost on its maiden voyage. The First World War marked the end of Porthmadog's exports. No new ships were built, several were sunk by enemy action, and most of the survivors were sold.

7.0 Analysis

The Economy disappears after it is wrecked, raised and taken into Beaumaris in November 1843. There is no record of an auction or any other method of disposal, but it no longer appears in LR and no longer recorded arriving or sailing.

I then mistakenly started researching another schooner called Economy which was built at Newport in 1825 is larger at 143 tons and was sunk a couple of times, converted to a brigantine, before foundering in 1860 off Bardesy Island. I also started following another schooner Economy of 81 tons also built at Portmadoc in 1844 in LR when the entry's for this Economy stopped. I need to be more careful particularly over build dates for vessels of the same name, built at the same location.

Beaumaris was the registration port for vessels in North Wales until 1840 and the Economy was registered there with Pwllheli added underneath in LR 1834. It was sold and registered at Newry before the Pwllheli sub port for registration was opened in 1840.

The claim in the newspaper report that the Economy was completely undamaged after sinking in November 1839 is not supported by the repair invoice for the work carried out to repair it from November 1839 until March 1840. It was reported to be under 4 feet of sand.

The Economy sank in what was described by one newspaper as a hurricane, with the crew apparently attempting to reach shore in the ship's boat before perishing. There were no witnesses, Puffin Island is uninhabited, so the circumstances are not known except that the severe weather undoubtedly was the cause.

Watkin Williams the master of the Economy from 1829 until 1835 appears to have used his first name instead of his surname in at least some of the period to supply on arriving or departing ports. In 1820's there is another schooner Economy with a master Jasper Williams sailing to Italy but this was lost burnt, off Lisbon in 1832. In June 1829 Economy, Williams arrives at Bristol carrying Flour and Oats from Galway. It then sails from Bristol to Genoa, so it is not this Economy. There is also a Economy, Williams making voyages after this date but I was unable to identify it as this vessel. In June 1833 Economy, W Williams arrives at Bristol from Liverpool. On 10th January 1833 Economy, Watkins arrives at Pentewan and on 26th January Economy, Williams sails from the same small port. I have included some voyages of Economy, Williams in the timeline but marked them with a #, if they fit the voyages for this Economy or are to its home ports. In 1834 I have included a season's voyages starting at Bangor,

finishing at Liverpool but mainly between Hull and Hamburg because they are a possible explanation of Economy's use that year. There is no record of an Economy, Williams sailing or arriving from Hull in the year before or after. The Economy, Watkins was however making voyages to Newcastle and Hamburg, it also made a voyage at the end of the season from Newcastle to Jersey then to Liverpool, the same as 1834.

The accounts of the Economy by Watkin Williams held by the National Library of Wales (not available on line) are a further area worth investigating.

George Guy who was the owner of the Economy from about 1838 was a wood merchant in Newry and was succeeded by his son George Guy Junior. He owned other vessels involved in carrying Emigrants to New York and British North America returning with Timber for sale in Newry. The public notice of his application to vote was in the Newry Telegraph in 1837 listing his property and its yearly value. The notice of his son's partnership being dissolved in 1849 gives details of the businesses they were involved in apart from a ship owner and wood merchants. He was also a committee member promoting the NEWRY and CARLINGFORD RAILWAY. He served on numerous Grand Jury's and was elected a Commissioner for Borough of Newry. George Guy supported the Conservative M.P. for Newry and was active in a meeting in 1847 following his re- election to Parliament.

Later his son was an agent for an American Packet ship line and steam ship lines travelling between various American cities and Ireland. He also became a Licensed Emigration Agent.

William McGarry who was recorded as supervising the build in 1839 of the schooner "Isabelle" for George Guy is the same name as the master of Economy in 1837-38. This was one of the masters names that was most mis-spelt in the newspapers (M'Gavy, Magarry, McGarry, M'Garry, Agary, Garry). He also appears to have been the master of the "Isabelle" in 1840-41.

The BNA produced almost all the reports of the Economy and its owner George Guy with WNL producing the remainder. Martin & was insufficient detail to achieve any matches in searches.

8.0 Conclusions & Recommendations

I have spent about 25 hours on this project with about 95% of the time spent on line. The master's name Watkin/Williams of the Economy caused more research in to attempt to clarify.

It looks likely that Watkin Williams used both Watkin and Williams, in entering or leaving ports. He was sailing in the days before masters were required to deposit their crew list with the British Consul on arriving at Hamburg.

There is no wreck site for the Economy, its fate after being towed into Beaumaris is unknown. I have seen other accounts of vessels floated into port after sinking where the vessel was a total loss.

There are no other areas worth investigating on line until the accounts held at The National Library of Wales of Watkin Williams for the Economy at investigated.

The project answered most of my questions including where and when the Economy was lost, on a causeway on Anglesey, not Caernarvonshire. I was unable to identify the builder, of find any information concerning the first owner Martin & Co., there is insufficient information to trace the masters or any of the crew.

The Economy had a short life, with little to use to expand on in any further publication beyond this report.

9.0 References

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

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

<https://www.google.com/>

<https://hec.lrfoundation.org.uk/>

<https://www.navionics.com/>

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

<http://ontheworldmap.com/>

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

<https://en.wikipedia.org/>

Appendices:

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

8—	Sr	W. Young	93	Sndrlld 1826	J. Murray	Aberd'n	Abn.	8	A	1
9—	Packet	J.C.Grant	77			London				5
130	Economist Bk	Slocombe	324	P.E.Isl 1829	Bromham	Plym'th	Mpt.Queb'c	5	A	8
1	Economy	E. Frock	227	<i>B.B.P & Hk</i>		Sndrlnd				
2—		J. Garner	101			Wthavn				
3—		W Greggs	153			Wthavn				
4—		Isemong'r	167			Arundel				
5—		C. John	143			Cork				
6—	Sr	J. Jones	65	Crdign 1825	T&JJones	Cardign	Lon.Wales	10	A	1
7—		J. Liddle	93	<i>ptND.33</i>		Nwcastl				5
8—	§	Watkins	92	P ¹ Mdk 1829	Martin&	B'maris	Bms. Dndlk	8	A	1
9	Eddystone Bk	J. Wesley	244	Hull 1802	T. Benson	Pwllhely	Liv.Narva	Æ1	Æ1	9-4
140	E d en	Bley	70	<i>PP.TSds someReprs 33</i>		St. tn	Stk.			
1—	Bg	J. Franklin	206	Ncastl 1822	Franklin	London	Lon.Jamai.	Æ1		9
2—		W. Cover	57			London				
3—		W. Hearn	191			London				
4—	Sw	H. Parsell	246	Sndrlld 1830	P. Oswald	Sndrlnd	Glr.London		A	1

1834 Economy shown as a fully rigged ship, Master Watkins, 92 tons, built Portmadoc 1829, owners Martin & Co., Registered at Beaumaris, amended to Pwllhely, sailing Beaumaris to Dundalk, surveyed in Beaumaris Classified A1 for 8 years.

1835 Now a Schooner no other changes

1836, 1837 No Changes

1838 Master amended to McGarry, net weight 79 tons added, owners amended to Guy, port amended to Newry, sailing amended London to Newry, some repairs 1838

1839 Master W M'Garry amended to J Rea, thorough repairs undertaken 1840, restored 1840 for 4 years, amended to Newry Coaster, new survey 1838

1840 New survey in Newry April 1840, no other changes

1841 Master amended to P Quinn, sailing amended to Liverpool coaster, new survey June 1841 still A1

1842, 1843 No changes

1844 No Entry

Appendix B – The Timeline for the *Economy*

1830

w/e September 16 1830 Gloucester arrived schooner *Economy* of Beaumaris,
 . Watkins from London - wheat

1831

w/e February 22 1831 Cardiff arrived *Economy*, Watkins from Gloucester –ballast

1832

June 9 1832 Pentewan sailed *Economy*, Watkins for Liverpool

November 8 1832 Lynn arrived *Economy*, Williams from Port Maddock – Slates #

December 21 1832 Plymouth sailed *Economy*, Williams for Beaumaris #

1833

January 10 1833 Pentewan arrived *Economy*, Watkins from Liverpool

January 26 1833 Pentewan sailed *Economy*, Williams for Liverpool #

February 17 1833 Port Penryn, Bangor arrived *Economy*, Watkins

June 22 1833 Fowey sailed *Economy*, Williams for Liverpool #

w/e November 9 1833 Bristol arrived *Economy*, W Williams from Liverpool -
 . Oil & Coffee #

December 24 1833 Liverpool arrived *Economy*, Williams from Dublin –
 . Wheat & Oats #

December 26 1833 Beaumaris arrived *Economy*

1834

March 17 1834 Falmouth arrived *Economy*, Williams from Bangor #

w/e March 31 1834 Goole arrived *Economy*, Williams from Bangor #

April 11 1834 Hull outwards *Economy*, Williams for Hamburg #

April 20 1834 Cuxhaven arrived Economy, Williams from Hull #
 April 21 1834 Hamburg arrived Economy, Williams from Hull #
 May 9 1834 Hull arrived Economy, Williams from Hambro #
 June 14 1834 Hull sailed Economy, Williams for Hamburg #
 June 17 1834 Cuxhaven arrived Economy, Williams from Hull #
 June 17 1834 Hamburg arrived Economy, Williams from Hull #
 July 4 1834 Hull arrived Economy, Williams from Hambro #
 July 13 1834 Hull outwards Economy, Williams for Hamburg #
 July 15 1834 Cuxhaven arrived Economy, Williams from Hull #
 July 16 1834 Hambro arrived Economy, Williams from Hull #
 August 2 1834 Hull arrived Economy, Williams from Hambro #
 August 13 1834 Newcastle sailed Economy, Williams for Jersey #
 September 24 1834 Liverpool arrived Economy, Williams from Jersey #
 December 21 1834 Port Penryn, Bangor cleared out Economy, Watkin – slates

1835

January 17 1835 Newry sailed Economy, Watkins for London - grain
 January 18 1835 Kingstown arrived Economy, Watkins from Newry – Oats
 February 1 1835 Gravesend arrived Economy, Watkins from Newry
 February 3 1835 London customs house inwards Economy, Watkins from Newry
 February 23 1835 London customs house outwards for loading Economy, Watkins
 . for Hamburg
 March 18 1835 London customs house cleared with cargo Economy, Watkins for
 . Hamburg
 March 20 1835 Gravesend sailed Economy, Watkins for Hamburg
 April 2 1835 Hamburg arrived Economy, Watkins from London
 July 10 1835 Deal arrived Economy, Watkins from Newcastle for Plymouth

October 1 1835 Newcastle cleared Economy, Watkins for Jersey

November 7 1835 Liverpool arrived Economy, Watkins from Jersey - Apples

1836

April 21 1836 Cove of Cork arrived Economy, Watkins from London for Limerick -
General cargo

April 22 1836 Cork arrived Economy, Watkins from London

June 8 1836 London customs house inwards Economy, Watkins from Galway

w/e July 6 1836 Boston sailed Economy, Watkins for Newcastle

July 15 1836 Liverpool arrived Economy, Watkins from Boston - Wheat

November 10 1836 Limerick arrived Economy, Watkins from Port Maddock-Slates

1837

February 25 1837 Newry arrived Economy, Watkins from Glasgow - Pig iron

March 20 1837 Newry sailed Economy, M'Garry for Glasgow - General cargo

May 12 1837 Newry sailed Economy, M'Garry for London - Grain

May 21 1837 Off Ramsgate Economy of Newry from Youghal for London

May 22 1837 Gravesend arrived Economy, Garry from Newry

May 23 1837 London customs house inwards Economy, Garry from Newry

August 20 1837 Beaumaris arrived Economy, Agary from Newry

September 19 1837 Newry arrived Economy, M'Garry from Bangor - Slates

October 4 1837 Newry sailed Economy, M'Garry for London- General cargo

October 18 1837 Deal arrived & sailed for the river Economy, M'Garry from Newry

October 28 1837 Bristol arrived Economy from Newry

November 20 1837 London customs house outwards Economy, M'Garry for Newry

December 3 1837 Newhaven sailed Economy, M'Carry for Newry

December 14 1837 Newry arrived Economy, M'Garry from London -General cargo

December 31 1837 Newry cleared Economy, M'Garry of Newry for London

1838

January 11 1838 Newry sailed Economy, M'Garry for London – Grain

January 20 1838 Penzance arrived Economy, Hallard from Newry for London

March 2 1838 Deal arrived Economy from Newry & proceeded to the river

April 5 1838 London customs house outwards Economy, M'Garry for Newry

April 22 1838 Newry arrived Economy, M'Garry from London – General cargo

May 9 1838 Newry sailed Economy, M'Garry for London – Oats

w/e May 28 1838 Newry arrived Economy, M'Garry from London - Provisions

July 7 1838 London customs house outwards Economy, M'Garry for Newry

July 27 1838 Newry arrived Economy, M'Garry from London – General cargo

September 5 1838 Lancaster cleared Economy, M'Garry for Newry – coals

September 18 1838 Waterford Passage arrived Economy, M'Gry from Newry -
ballast

w/e November 6 1838 Newry arrived Economy, Quin from Pembrey - Coal

December 3 1838 Newry sailed Economy, Quin for Liverpool - Grain

December 23 1838 Newry arrived Economy, Quin from Liverpool – Salt

1839

February 3 1839 Newry arrived Economy, Quin from Liverpool-General cargo,Salt

March 16 1839 Newry sailed Economy, Quin for Liverpool-General cargo

March 20 1839 Liverpool arrived Economy, Quin from Newry

April 1 1839 Newry arrived Economy, Quin from Liverpool-General cargo

April 15 1839 Newry sailed Economy, Quin for Port Glasgow – Flax

May 2 1839 Newry arrived Economy, Quin from Glasgow – General cargo

May 20 1839 Newry sailed Economy, Quin for Glasgow – General cargo

June 2 1839 Glasgow sailed Economy, Quin for Newry

June 6 1839 Newry arrived Economy, Quin from Glasgow – General cargo

July 29 1839 Newry sailed Economy, Quin for Wick – Salt & c.

w/e August 7 1839 Lybster arrived Economy, Quin from Newry – Barrels and salt

August 31 1839 Newry arrived Economy, Quin from Wick - Herrings

October 7 1839 Maryport arrived Economy, Quin from Drogheda & Belfast

November 9 1839 Bay Luce driven ashore Economy, Quinn from Maryport to
Newry

November 23 1839 Warren Point arrived Economy, Quinn after being on shore in
Bay of Luce

November 1839 Warren Point schooner Economy under repair

1840

March 1840 Warren Point schooner Economy repairs completed

w/e April 24 1840 Gloucester arrived Economy, Rea from Newry – Potatoes & c.

w/e May 14 1840 Newport sailed Economy, Rae – Iron & Tin plates

July 1 1840 Dublin arrived Economy, Rea from London - Wheat

July 11 1840 Dublin sailed Economy, Rea for Bangor

July 25 1840 Bangor sailed Economy, Rea for Newry

September 19 1840 Wick loading Economy, Rae for Newry

September 29 1840 Long Hope, Orkney put in Economy, Rae rom Wick for Newry

October 2 1840 Long Hope, Orkney sailed Economy, Rae for Newry

October 9 1840 Newry arrived Economy, Rae from Wick

November 16 1840 Newry arrived Economy, Rea from Cardiff - Iron

December 26 1840 Newry arrived Economy, Rea from Liverpool – General cargo

1841

January 10 1841 Runcorn sailed Economy, Rae for Liverpool

January 31 1841 Newry loaded and ready for sea Economy, Rae for Liverpool -
windbound by easterly's

February 20 1841 Runcorn arrived Economy, Rea from Newry

March 12 1841 Liverpool sailed Economy, Rae for Newry

May 2 1841 Port Penryn, Bangor cleared out Economy, Rae - Slates

August 10 1841 Liverpool arrived Economy, Rae from Newry

September 18 1841 Beaumaris sailed Economy, Quin for Newry

November 12 1841 Runcorn arrived Economy, Quin from Newry

1842

January 3 1842 Newry arrived Economy, Quin from Liverpool – Iron

January 28 1842 Ayr arrived Economy, Quinn from Newry

April 11 1842 Troon sailed Economy, Mc Queen for Newry

June 2 1842 Liverpool arrived Economy, Quinn from Newry

June 23 1842 Liverpool arrived Economy, Quinn from Newry

July 8 1842 Rothesay I B arrived Economy, Quinn from Liverpool

October 6 1842 Liverpool arrived Economy from London

August 16 1842 Port Penryn, Bangor arrived Economy, Quinn from Newry

September 23 1842 Port Penryn, Bangor arrived Economy, Quinn

1843

June 1 1843 Runcorn sailed Economy for Newry

July 7 1843 Troon sailed Economy, Queen for Newry

August 5 1843 Liverpool arrived Economy, Quinn from Newry

August 23 1843 Tobermory sailed Economy, Quin for Wick

October 28 1843 Near Puffin Island Economy, Quin from Runcorn for Newry
struck Priestholm Causeway and sank

Appendix C Port Locations

Beaumaris is a town on the Isle of Anglesey in Wales. Located at the eastern entrance to the Menai Strait, the tidal waterway separating Anglesey from the coast of North Wales

Boston is a port and market town in Lincolnshire, on the east coast of England, about 100 miles north of London.

The port, was first called "Cove" ("The **Cove of Cork**") in 1750. It was renamed as "Queenstown" in 1849 to commemorate a visit by Queen Victoria. The name was changed to Cobh, in 1822

Cuxhaven is a seaside town on Germany's North Sea coast at the mouth of the Elbe River, leading to Hamburg.

Drogheda is an industrial and port town in County Louth on the east coast of Ireland, 56 km north of Dublin

Hambro It is simply another (English) name for Hamburg, no longer used.

The town was built following the 1816 legislation that allowed the building of a major port to serve Dublin. It was known as Dunleary until it was renamed **Kingstown** in honour of King George IV's 1821 visit, and in 1920 was given its present name, Dún Laoghaire

Longhope is a coastal settlement on the island of South Walls, in Orkney, Scotland. South Walls is linked to Hoy by causeway;

Lybster is a village on the east coast of Caithness in northern Scotland. It was once a big herring fishing port.

King's **Lynn**, known until 1537 as Bishop's Lynn and colloquially as Lynn, is a seaport and market town in Norfolk, England, 98 miles north of London

Maryport is a town in Cumbria, England, historically in Cumberland. The town is situated, at the northern end of the former Cumberland Coalfield.

Newhaven is now a channel ferry port in East Sussex in England, with regular passenger services to Dieppe. It lies at the mouth of the River Ouse

Newry is a city in Northern Ireland, divided by the Clanrye river in counties Armagh and Down, 34 miles from Belfast and 67 miles from Dublin.

Pembrey is a village in Carmarthenshire, Wales, situated between Burry Port and Kidwelly, overlooking Carmarthen Bay

Pentewan is a coastal village and former port in south Cornwall, England. It is situated 3 miles south of St Austell at the mouth of the St Austell River and previously exported China clay.

Portmadoc the anglicised form of since 1874 Porthmadog, is a Welsh coastal town in the Eifionydd area of Gwynedd and the historic county of Caernarfonshire

Puffin Island is an uninhabited island off the eastern tip of Anglesey, Wales. It was formerly known as **Priestholm** in English and Ynys Lannog in Welsh.

Rothesay is the principal town on the Isle of Bute, in the area of Argyll and Bute, Scotland. It lies along the coast of the Firth of Clyde.

Runcorn is an industrial town and cargo port in in Cheshire, England. The town is in the southeast of the Liverpool City Region, with Liverpool 11 miles to the northwest across the River Mersey.

Tobermory is on the Isle of Mull in the Scottish Inner Hebrides. It is located on the east coast of Mishnish, the most northerly part of the island, near the northern entrance of the Sound of Mull.

Troon is a town in South Ayrshire, situated on the west coast of Ayrshire in Scotland, about eight miles north of Ayr

Wick is a town in Caithness, in the far north of Scotland on the eastern side. The town straddles the River Wick and extends along both sides of Wick Bay.

Appendix D Copies LR Documents

Survey Report for Economy, 13th August 1838

Tonnage 79 Built at Port Maddock When built 1829
 By whom built not known Owners George Guy
 Port belonging to Norwich Destined Voyage London & return
 If Surveyed Afloat or in Dry Dock Dry Dock
See Beauchamp's Survey No 156 London 4262 Cape A 1

Length aloft.....	Extreme Breadth.....	Depth of Hold.....
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Timber and Space.....	Scantlings of Timber.			Thickness of Plank.	
	each	Moulded	Plank	Outside.	Inside
Floors.....				Keel to Bilge.....	Foot Waling.....
1 st Footboards.....				Bilge Planks.....	Bilge Planks.....
2 nd Ditto.....				Bilge to Wales.....	Ceiling in Flat.....
3 rd Ditto.....				Wales.....	Ditto Bilge to Clamp.....
Top Timbers.....				Top-sides.....	Hold Beam Clamps.....
Deck Beams.....	Number of.....			Sheer Strakes.....	Deck Beam Ditto.....
Hold Beams.....	Do. Do.....			Plank Sheers.....	Ceiling twist Decks.....
Keel.....				Water-ways.....	Hold Beam Shelves.....
Kelson.....				Upper Deck.....	Deck Beam ditto.....

Heel-Knee, and Dead Wood aloft.....	Copper.		Size of Bolts in Fastenings.		Iron.
	Copper.	Iron.	Copper.	Iron.	
Scarp of Keel.....			Bolts thro' the Bilge and Foot Waling.....	Hold Beam.....	
Floor Timber Bolts.....			Butt End Bolts.....	Deck Beam.....	
Kelson ditto.....			Lower Pintle of the Rudder.....		
Transoms and throats of Hooks.....				same in Iron above the Copper.....	
Arms of Hooks.....					

Timbering.—The Space between the Floor Timbers and Lower Footboards in this Vessel is _____ Inches. The Space between the Top-timbers is _____ Inches. The Stern, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of _____ and are _____ free from all defects.

Her Floors and first Footboards are composed of _____ Timber.

Her other Footboards and Top Timbers of _____

Her Shifts of the first and second Footboards are not less than _____ N.B. When reported by you less than the prescribed Rule, does state how many.

The rest of the Shifts of the Frame are _____

The Frame is _____ squared from the first Footboard Heads upwards, and _____ free from sag, and from thence downwards, the frame is _____

The alternate Frames are _____ bolted together.

The Butts of the Timbers are _____ close together; their thickness not less than _____ of the entire moulding at that place.

The Frame is _____ chocked with _____ Butt at each end of the chock.

The Main Kelson is composed of _____ and the Fair Kelson of _____

The Scarp of the Kelsons are not less than _____ feet _____ inches.

The Deck and Hold Beams are composed of _____

Planking Outside.—This Vessel's Plank from the Keel to the first Footboard Heads is composed of _____

From the first Footboard Heads to the Light Water Mark of _____

From the Light Water Mark to the Wales of _____

The Wales and Blank-strakes are of _____

The Top-sides of _____

The Sheer-strakes of _____ Decks, and state of, _____

The Gunwales of _____ Water-ways of _____

The Shifts of the Planking are not less than _____ Feet _____ Inches. N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship.

The Planking is wrought _____ between, the Stringers of _____

Planking Inside.—The Clamps are composed of _____ and the remainder of the Ceiling of _____

The Bilge Planks of _____

Fastenings.—To Hold Beams Lodging Keels with Strips fast aft

Deck Beams _____

Number of Breasthooks _____ Pointers _____ Crutches _____

Butt End Bolts are of _____ in the Bottom, and _____ Bolt in each Butt End through and clenched.

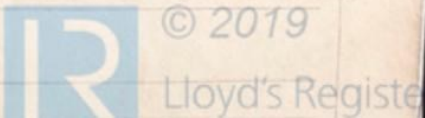
Bilge and Footwaling _____ bolted through and clenched.

General Quality of Workmanship _____

We certify that the preceding is a correct description of the above-named Vessel.

Builder's Name _____

Surveyor's Name _____



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

SAILS.		CABLES, &c.		ANCHORS.	
N ^o .	Part.	Fathoms.	Weight.	N ^o .	Part.
Two	Fore Sails.		Chain	Two	Bower
Two	Fore Top Sails.	60	Hempen Stream Cable	One	Stream
Three	Even-Topmast Staysails.	60	Hawser	One	Kedge
One	Main Sails, ¹ / ₂ Topmast.	60	Towlines	All of proper weight. <u>all different</u>	
Two	Main Top Sails.	60	Warp		
and will furnish			All of <u>best</u> quality.		

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

She has One Long Boat and

The present state of the Windlass is good. Capstan new and Rudder in good order.

General Remarks—Statement and Date of Repairs.

1838
Warrington B. Day

This vessel has been thoroughly overhauled in the Hull, being caulked all over from keel to Gunwale for 1/2 ft. Trunnels all overhauled. Waterways & Manholes caulked all round. Planking & general appearance of this vessel inside & outside is very good. She is well calculated to carry a probable Cargo to any part of Europe in Safety, being well & sufficiently furnished in Store &c.

If Sheathed, Doubled, or Felled, Single Bottom
and Date when last done

And _____ of opinion this Vessel should be Classed

The Amount of the Fee.....£ 0 : 10 : 6 is received by me, London Watson

Committee Minute 18th Decr 1838

Character assigned Fit for service

Warrington 4th April 1840

Charles Graham Esq
Sir.

Enclosed you have seen
 on the new Schooner Robert & Mary &
 Schooner Economy, former built at Newcastle
 the latter repaired under my immediate
 superintendance here, having seen
 all the requisites to entitle her to
 notation as first class vessel. The
 Economy has spent no expense in her outfit
 from the keel to the Truck, Mast & Rig,
 she is abundantly furnished with Sails &c. &c.
 The enclosed I received this morning from
 the owner shewing the Act. &c. &c. &c.
 on the repairs. The owner has fulfilled
 the regulations as presented for notation
 with the exception of not having
 a Special Survey Note on the keel
 when all the frame was exposed for
 & aft - Supplements regularly issued
 and an oblique for same.

I am Sir
 Very respectfully
 Yours Obdt. Servant
 Edward Walker

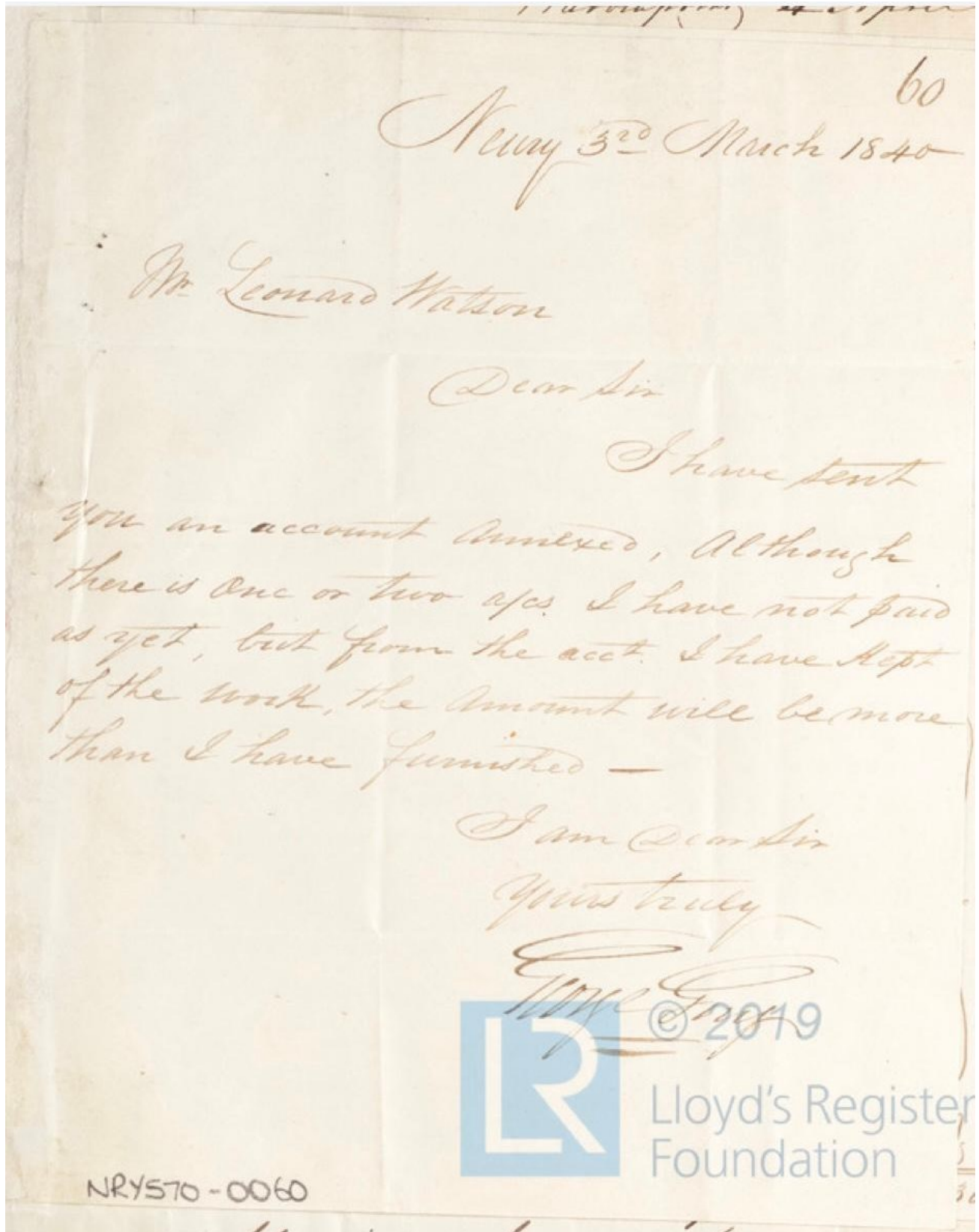


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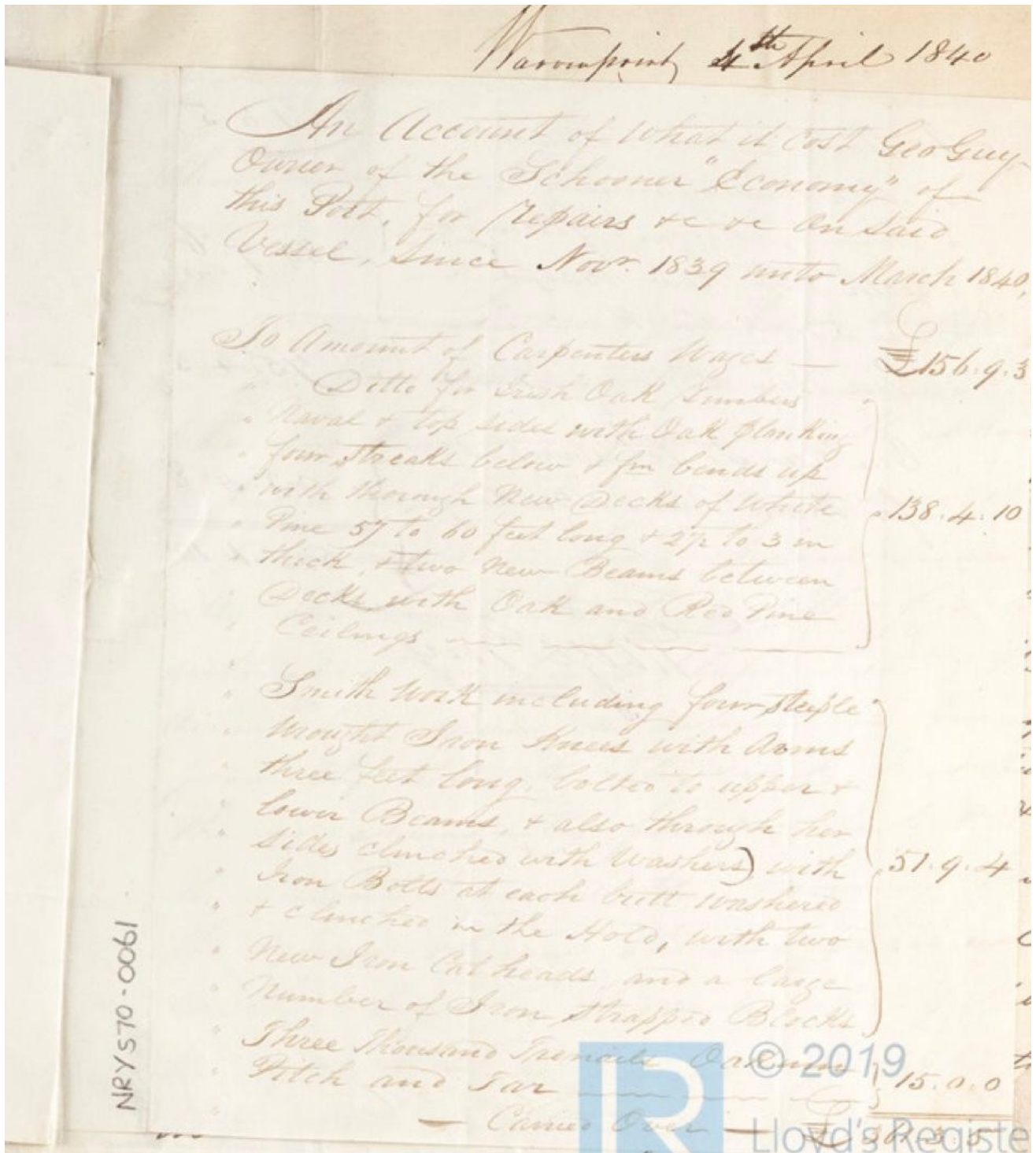
General Quality of Workmanship

well executed

Letter from Leonard Watson, Newry Surveyor, to Charles Graham Esq of Lloyd's Register, London, enclosing survey with owners having expanded on repairs & exception of not having survey on the hull for Economy, 4th April 1840



Letter from George Guy, Newry, to Leonard Watson, Newry Surveyor, regarding annexed accounts & informing account of works will amount to more than that furnished for Economy, 3rd March 1840



Account of Listed Costs incurred for the Repairs, between November 1839 & March 1840, from Owner George Guy,

To Amst Carried Forward — £361.3.5

• All New Standing and
• Running Rigging Fitting &c }
• with two New Warps 3 $\frac{1}{2}$ in } 80.9.6
• and 5 inch thick — — — — —

• One New Set of Sails — 75.4.3

• One New St Petersburg Spar }
• for Main Boom & Masting } 5.4.8

£ 522.1.10

Wm. Guy



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Lloyd's Register
Foundation



Fig. 2 Map of the United Kingdom

	Luce Bay		Pentewan		Lynn		Tobermory		Deal		Tron
	Lybster		Rothesay		Newhaven		Waterford		Maryport		
	Cork		Drogheda		Kingstown		Runcorn		Bangor		

