

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



*A similar schooner*

Report compiled by:

**Graeme Perks**

Report Title:

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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 *Ellen and Esther* was a schooner of 82 tons built in 1840 by Griffith Thomas at Barmouth. The master and part owner was Lewis Vaughan who was master until his death in 1863 at Port Penrhyn, Bangor. She carried cargos of slates to London and Europe returning with any cargo available often via Ireland. The *Ellen and Esther* was badly damaged by a fire in buildings in Brindley’s wharf, London in 1852 when she was trapped by the low tide. The *Ellen and Esther* was run ashore near Newport, Pem. in the Royal charter storm of October 1859, to save her and refloated. The *Ellen and Esther* unloaded to repair but sailed to Milford to reload due to the shallow draft at Newport.

The *Ellen and Esther* was sold by auction in 1867 and moved to Portmadoc. The *Ellen and Esther* continued sailing to London and Europe with slates until in 1869 she struck the Sarn Badrig ( St Patricks Causeway). The *Ellen and Esther* was abandoned by her crew sinking and they spent eleven hours in the ships boat before reaching land. The wreck was washed ashore near Towyn and stripped by wreckers before daylight.

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**2.4 Contributors**

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**2.5 Abbreviations**

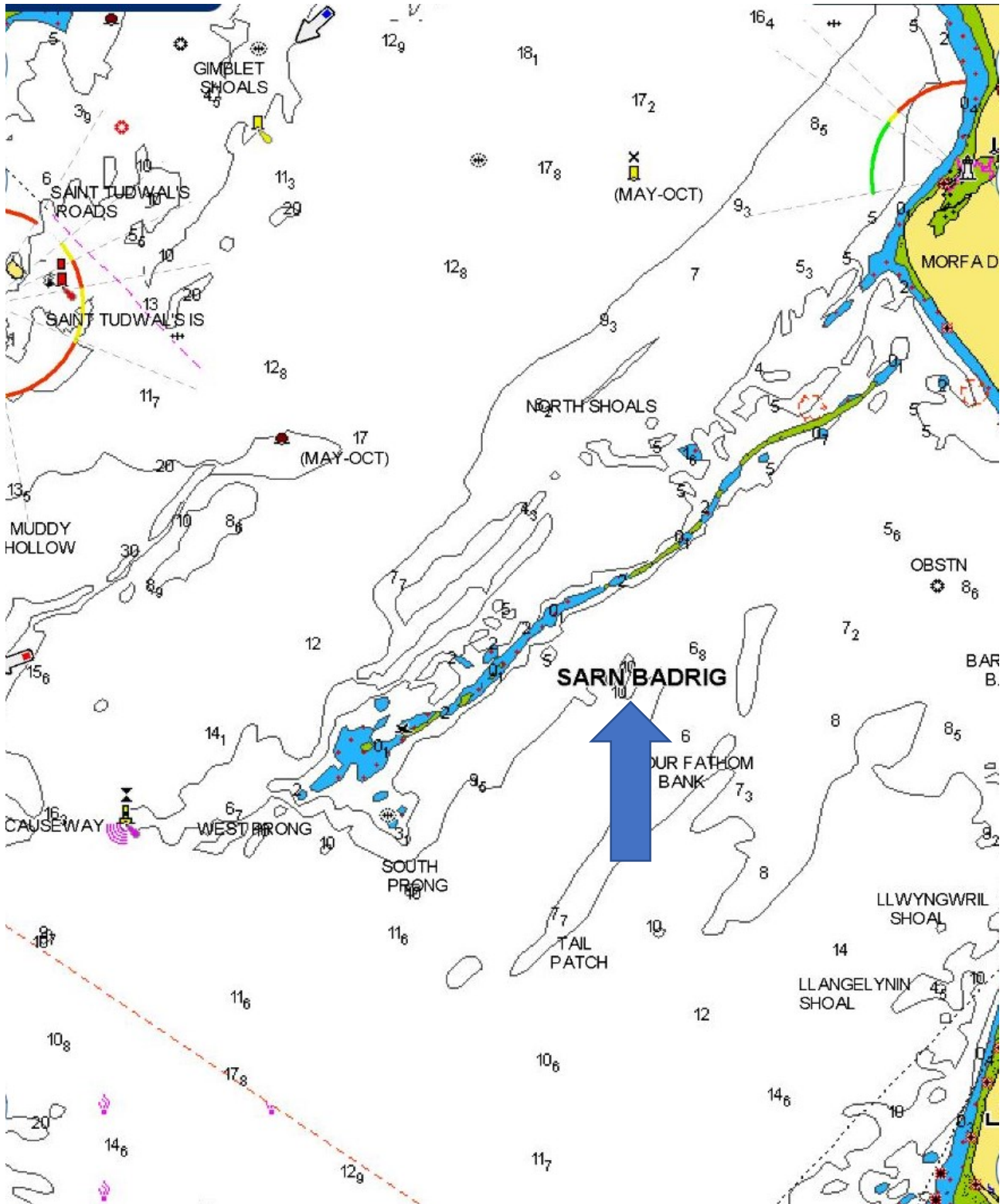
BNA	British Newspaper Archives
LR	Lloyds Register of shipping
MADU	Malvern Archaeological Diving Unit
SMG	Shipping & Mercantile Gazette
NAS	Nautical Archaeology Society
NAW	National Archives of Wales
NPRN	National Primary Resource Number
WNL	Welsh Newspapers on Line
w/e	Week ending

### 3.0 Introduction

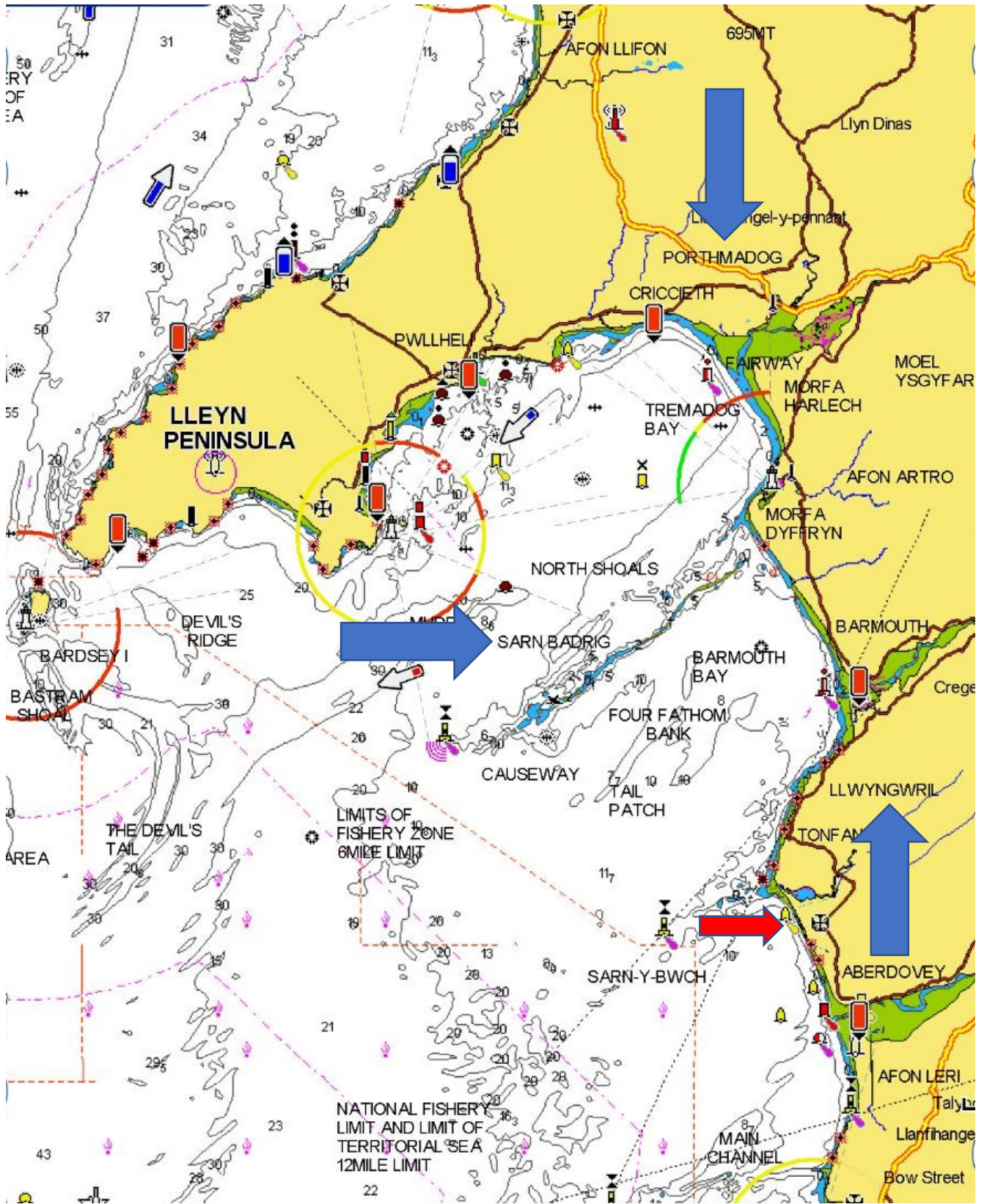
1. I selected *Ellen and Esther* to research because she was a schooner sunk on Sarn Badrig and wished to identify her and see how much information I could find about her. I also wanted to find out what happened and I wanted to discover:
2. The dimensions of the vessel, although for this period of time apart from the draught, they would have only been recorded in on line information if the Lloyd's survey was available or the vessel had been advertised for sale in a surviving newspaper. Who the builder was and when she was built and any other information available about 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 1869.
5. To discover the cause of the event in 1869 and if the vessel survived, the cause of its eventual loss.
6. The events that happened after the incident in 1869 and up to and after its loss if it survived.
7. If there were any previous research of the vessel for the 1869 incident and its story.
8. If there was a wreck site for *Ellen and Esther* 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 *Ellen and Esther*.


### 4.0 Background

When I started this research it was reported that *Ellen and Esther* was a schooner of 91 tons built in 1840 involved in an incident at Bardsey, Sarn Badrig on 4<sup>th</sup> November 1869.



Sarn Badrig (St Patricks Causeway)



Cardigan Bay incl Sarn Badrig, Porthmadog, Llw yngw ryl,  Towyn (Tywyn)

## 5.0 Research Methodology

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

I searched Lloyds Register of Shipping ( LR ) for "*Ellen and Esther*" looking for details of her dimensions, master, builders and owners from 1840 with a match in the supplement. I then searched yearly until 1869 after finding a gap in entries between 1856 and 1869.

I searched LR ships, plans and survey reports for "*Ellen and Esther*" with three matches.

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

I searched The British Newspaper Archives (BNA) for "*Ellen and Esther*", "*Esther Vaughan*", "*Esther Jones*" and "*schooner Ellen Esther*" looking for sailings, arrivals, a launch, owners, builders, mishaps and any details of her loss and found a number of matches. I started searching "*Esther Vaughan*", and "*Esther Jones*" after I found *Ellen* being abbreviated and corrupted.

I searched Welsh newspapers on line for "*Ellen and Esther*" looking for sailings, arrivals, a launch, owners, builders and any details of her loss and found matches. I also searched "*Griffith Thomas Shipbuilder*", "*Lewis Vaughan*", "*Robert Vaughan*", "*Owen Jones*" "*Rees Richards*" and "*Hugh Thomas*" with no identifiable matches.

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

I searched wreckeu site for "*Ellen and Esther*" looking for any details of the wreck with no matches.

I searched "*schooner Ellen & Esther*" and "*Barmouth ship building*" on google with no matches.

## 6.0 Results

Vessel	Name/s	<i>Ellen and Esther</i>	
	Type	schooner	
		Cargo	
Built	Date	1840	
Launched		June 2 1840	
	Builder	Griffith Thomas	
		Barmouth	
Construction	Materials	Wood	
	Decks	One	
	Bulkheads	None	
Propulsion	Type	Sail	
	Details	Fore and aft rigged	
Engine	Details	N/A	
	Boilers		
Drive	Type		
	Number		
Dimensions	Length	64 ft	0 ins
	Beam	18 ft	6 ins
	Draught	10 ft	0 ins
Tonnage	Gross	91 tons	
	Net	82 tons	
Owner	First	Lewis Vaughan, John Vaughan & Co	
		Barmouth	
	Last	Captain Rees Richards	
		Portmadoc	
	Others	Hugh Tomas, Barmouth	
Registry	Port	Beaumaris , Caernarvon	
	Flag	British	
	Number	991	
History	Routes	North Wales to London and Europe. Returning via eastern England and Ireland	
	Cargo	Slates, Oats, Grain, Limestone, Barley, Iron, Bark, Grain, Beans, Dunnage mats, Coal, Indian Corn, Sulphur ore, Flour, Minerals, Clay, Boulders	
Final Voyage	From	Portmadoc November 2 1869	
	To	London	
	Captain	Owen Jones	
	Crew	5	
	Passengers	None	
	Cargo	Slates	
Wrecking	Date	November 4 1869	
	Location	Sarn Badrig (St Patricks Causeway)	
	Cause	Navigational error in contrary Gale force winds	
	Loss of life	none	
	Outcome	Sank, washed ashore at Towyn, Cardigan Bay	

**Lloyd's List - Thursday 26 November 1840**

ST. MAWES arrived from

*Mary*, Williams London for Gloster

*Ellen Esther*, Doughan do

*Ann*, White do both for Liverpool—all with cargoes shifted

**Shipping and Mercantile Gazette - Monday 26 April 1841**

TELEGRAPH CUTTER OSPREY, in the Downs— April 25: wind S. W., moderate breeze, clear. Spoke in the Downs, 11 p.m. — *Ellen and Esther* schooner, from Bangor for London

**Shipping and Mercantile Gazette - Thursday 19 October 1843**

DEAL Oct. 18 It has been blown hard this day from N.N.W., and N.W., with squalls of rain, from 2 a.m., until 3 p.m., when the wind moderated. The *Leda*, Glenday, of Dundee, from Greenock; and *Ellen and Esther*, Vaughan, of Barmouth, from Bangor, both for London, have put back to the Downs from off the North Foreland, with the loss of an anchor and chain each, and have been supplied with others from Hence.

**Belfast Mercantile Register and Weekly Advertiser - Tuesday 19 December 1843**

EXPORTS

LIVERPOOL

*Ellen & Esther*, W, Williamson, 175 tons Limestone.

**Dover Chronicle - Saturday 12 December 1846**

On Monday last, in consequence of the wind shifting soddenly from north to north-east and east, a number of vessels left their anchorage in the Roads, and came into port: among them, the schooner *Ellen and Esther*, Captain Vaughan, from Bangor, for London with slates.

**Glasgow Courier - Saturday 16 September 1848**

IMPORTS AT PORT-GLASGOW.

Sept. 11. *Ellen and Esther* of Caernarvon, from Dordt, with 54 tons bark, 80 dunnage mats, to order -R. Davie, agent.

**Bristol Mercury - Saturday 13 January 1849**

GLOUCESTER FOREIGN IMPORTS.

From Antwerp: the *Ellen and Esther*, 1918 hecets beans, Messrs. J. and C. Sturge.

A Hectogram is 10 Kilos

**Limerick Chronicle - Wednesday 18 September 1850**

PORT OF LIMERICK. IMPORTS.

Ellen & Esther from London—663 qrs Indian corn, T M Usborne.

**Limerick and Clare Examiner - Wednesday 25 September 1850**

LIMERICK BILL OF ENTRY AND COMMERCIAL LIST,  
FOR WEEK ENDING SEPTEMBER. 18

Outwards coastwise

Per Ellen and Esther, for London, T, F. Mulcahy. 600 qrs. oats.

**Gloucester Journal - Saturday 22 February 1851**

BRISTOL (Foreign and Irish) IMPORTS.

From Boulogne. in the *Ellen and Esther*, F. Edwards, 960 sacks flour

**Globe - Wednesday 19 May 1852****TERRIFIC CONFLAGRATION LAST NIGHT. £30,000 LOSS.**

Between nine and ten o'clock last night fire, attended by loss equal to that of Alderman Humphry's destruction, took place at Bermondsey Wall. It originated in the premises of Mr. B. Owst, hop vender, and here it would have stopped, but for want of water. The flames having proceeded with uninterrupted rapidity, speedily reached seven other buildings, and also three vessels. Without the least delay, not less than ten land engines and the lower float, manned altogether about 300 auxiliaries, were present, the majority of whom at first were for the most part idle, from want of water. At last supply from the New River, Southwark, and Thames mains was obtained, but this was too late, and the ultimate loss of the whole property was beyond doubt, far concerned land buildings, &c. By the great aid afforded from the lower floating engine, three vessels, the *Providence*, *Violet*, and *Ellen and Esther*, were saved from total destruction; but it was with great trouble and exertion that the other vessels escaped. The fire continued raging for upwards of three hours, when inquiry was set on foot, but to the cause of the accident no clue could be obtained. Notwithstanding host of the police force was present, so desperate was the gang present on the spot, that the constables were almost overpowered, and one of the brigade, Joseph Gerard, shamefully treated. By four o'clock this morning the fire was completely subdued, when the following official account was furnished by Mr. Braidwood to the various insurance companies, and the loss may be said to amount to at least £29,000. The following is extract:—

**BERMONDSEY WALL.**

Mr. R, Owst, hop vender; timber shed and wharf, destroyed, and contents landside all but destroyed. Insured in the Imperial and other offices. Front windows of (dwelling house also burnt out, and the furniture damaged by water and heat.

Mr. J, Brindley, slate merchant, insured in the Alliance Office ; waterside premises burnt down, and land side ditto seriously damaged.

Messrs. W. and J. Heywood, boat builders, insured in the Phoenix Office; contents and building destroyed.

Mr. T. Crisp, shipwright; insured in the Alliance Office ; furniture damaged by removal.

Mr. Downing, sail maker, insurance unknown ; furniture damaged by removal.

Mr. Thomas Fox, private, insured in the Atlas Office ; furniture damaged removal.

Mr. Thomas Burton, granary keeper, insured in the Legal and Commercial Office ; front windows burnt out, and stock damaged by water.

The smack *Providence*, Captain Ham, vessel and cargo damaged water.

Schooner *Violet*, Captain Lees, like damage.

Schooner *Ellen and Esther*, Captain Vaughan, like damage.

New River, Thames, and Southwark Water. The land engines of the Brigade, and 1 float; also ten parish and West of England; with about 350 assistants.

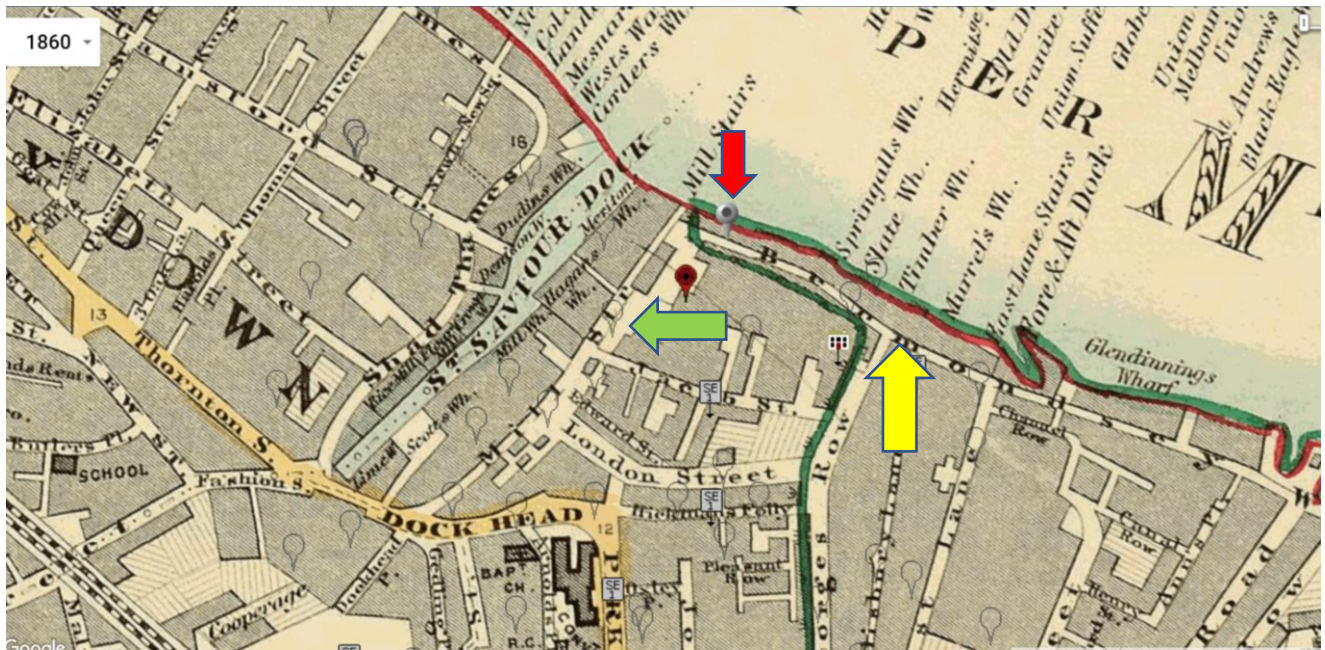


Fig. 1 Area of Bermondsey with Mill Street and Bermondsey Wall 1860

 Jacobs Island  Bermondsey Wall  Mill Street

### London Evening Standard - Thursday 20 May 1852

#### EXTENSIVE CONFLAGRATION.

On Tuesday night a fearfully destructive fire raged on the banks of the Thames at Dockhead, Bermondsey. The scene of its havoc was in Mill-street, in the landside premises or warehouses belonging to Messrs. Owst and Co., hoop-benders. Ere 15 minutes had transpired the flames had attacked the waterside and opposite premises. Several engines reached the fire in the course of a quarter of an hour, but the firemen were unable to put them into operation for the want of a supply of water. One of the large floating engines of the brigade was as soon as possible brought from its station off Rotherhithe, which proved very efficient. Meanwhile the destructive element swept everything within its range. Of Messrs. Owst's premises very little are standing. Both the landside and waterside warehouses are almost in ruins. Next to these stood the warehouses of Mr. Brindley, sail maker, as also that of Messrs. W. and J. Heywood, boat-builders; these

subsequently shared a similar fate. The fire spread to some half-a-dozen other premises that adjoined, and among them the extensive granary of Mr. Barton. The firemen, after considerable exertion, prevented the fire making further progress on the landside. It was not so, however, at the waterside. Three fine schooners, lying alongside of the burning wharves, had ignited, and being aground it was impossible to extricate them. All the shipping lying in the river near the fire sent their crews to assist the firemen in their efforts to preserve the vessels, but eventually the ships were enveloped in the general conflagration. By four o'clock yesterday morning the fire was completely subdued, when the following official account was furnished by Mr. Braidwood to the various insurance companies, and the loss may be said to amount to at least £20,000. The following is an extract : —

" BERMONDSEY WALL. "

Mr. R. Owst, hop vender ; timber shed and wharf destroyed, and contents landside all but destroyed. Insured in the Imperial and other offices. Front windows of dwelling-house also burnt out, and the furniture damaged by water and heat.

Mr. J. Brindley, slate-merchant ; insured in the Alliance Office ; waterside premises burnt down, and land-side ditto seriously damaged.

"Messrs. "W. and J. Heywood, boat-builders ; insured by the Phoenix Office ; contents and building destroyed.

"Mr. T. Crisp, shipwright; insured in the Alliance office; furniture damaged by removal.

" Mr. Downing, sailmaker ; insurance unknown ; furniture damaged by removal. "

Mr. Thomas Fox, private ; insured in the Atlas Office ; furniture damaged by removal.

" Mr. Thomas Burton, granary-keeper ; insured in the Legal and Commercial Office front windows burnt out, and stock damaged by water.

" The smack *Providence*, Captain Ham ; vessel and cargo damaged by water.

" Schooner *Violet*, Captain Lees; like damage.

" Schooner *Ellen and Esther*, Captain Vaughan; like damage.

" New River, Thames, and Southwark Water. The land engines of the Brigade and One float: also ten parish and West of England ; with about 350 assistants."

### **Morning Advertiser - Thursday 20 May 1852**

The vessels that were lying alongside Messrs, Owst and Brindley's wharfs at the time of the fire, and could not be got away on account of the tide being out, were the following. A schooner, about 100 tons named *Ellen and Esther*, belonging to Barmouth, Mr. Vaughan master, laden with slates, and was to have sailed

yesterday morning. Larboard side-deck, masts, spars, sails, &c., destroyed supposed to be partly insured.

A schooner, 90 tons, the *Violet*, of Montrose, Mr. Lees master, laden with hoops; starboard side, masts, rigging, spars, deck and boat destroyed; vessel but partly insured.

A sloop, 50 tons, named the *Providence*, of Loudon, Mr. Ham master ; starboard side, mast, rigging, boat, and deck, all destroyed.

The crews of the various vessels escaped the fire, jumping over the vessels' sides on to the shore. The poor - fellows, however, lost all their clothes, &c.

We regret to add, that there is every reason to suspect that the fire was the work of some vile incendiary, The police have the matter in hand, and there is no doubt but in a few days a clue will be obtained of the guilty party. The amount total of the property consumed and destroyed, is not as yet ascertained.

### **The Assurance Magazine & Journal of the Institute of Actuaries – London Fires 1852 by W Baddeley**

*The Floating Fire Engine*, as intimated in my last, has been fitted with steam power for working the pump, so that no future inconvenience will arise from deficiency of manual labour. Propulsion by the jet has been attempted, without any better success than I predicted; and in consequence of its increased draught of water, much difficulty will always be experienced in conveying this powerful agent to distant fires. Mr Braidwood (the Superintendent) reports that this engine is now double the power it formerly was. The arrangement of the steam engine and mode of working the pumps is exceedingly good, and is capable of discharging an immense quantity of water; but from malfunction of the water passages, and from other causes, the character of the jets is sadly defective, and the height at which they are delivered by no means equal to what might be expected from the power employed.

An important trial, as regards Water Companies, took place recently at Bristol. The premises of a cabinet maker named Laverton, carrying on an extensive business in Redcross Street, were discovered to be on fire at 2 o'clock in the morning of September 2nd. The Firemen promptly attended with their engines, but no water could be obtained from the mains for upwards of two hours, and the sufferer brought an action against the British Water Works Company for the amount of his loss. Mr Baron Platt observed " there was stipulation in the Act of Parliament that the Company should give protection to the public, and, in the case of fire, water was to be ready to extinguish it. It was part of their bargain, that they should afford that benefit to the public as part of the service for which they were paid and the monopoly given them. It was the duty of the Company to

keep their mains full, and it was a serious dereliction of their duty to have neglected it." The jury returned a verdict for the plaintiff for the amount of his loss £531. 18s, 7d.

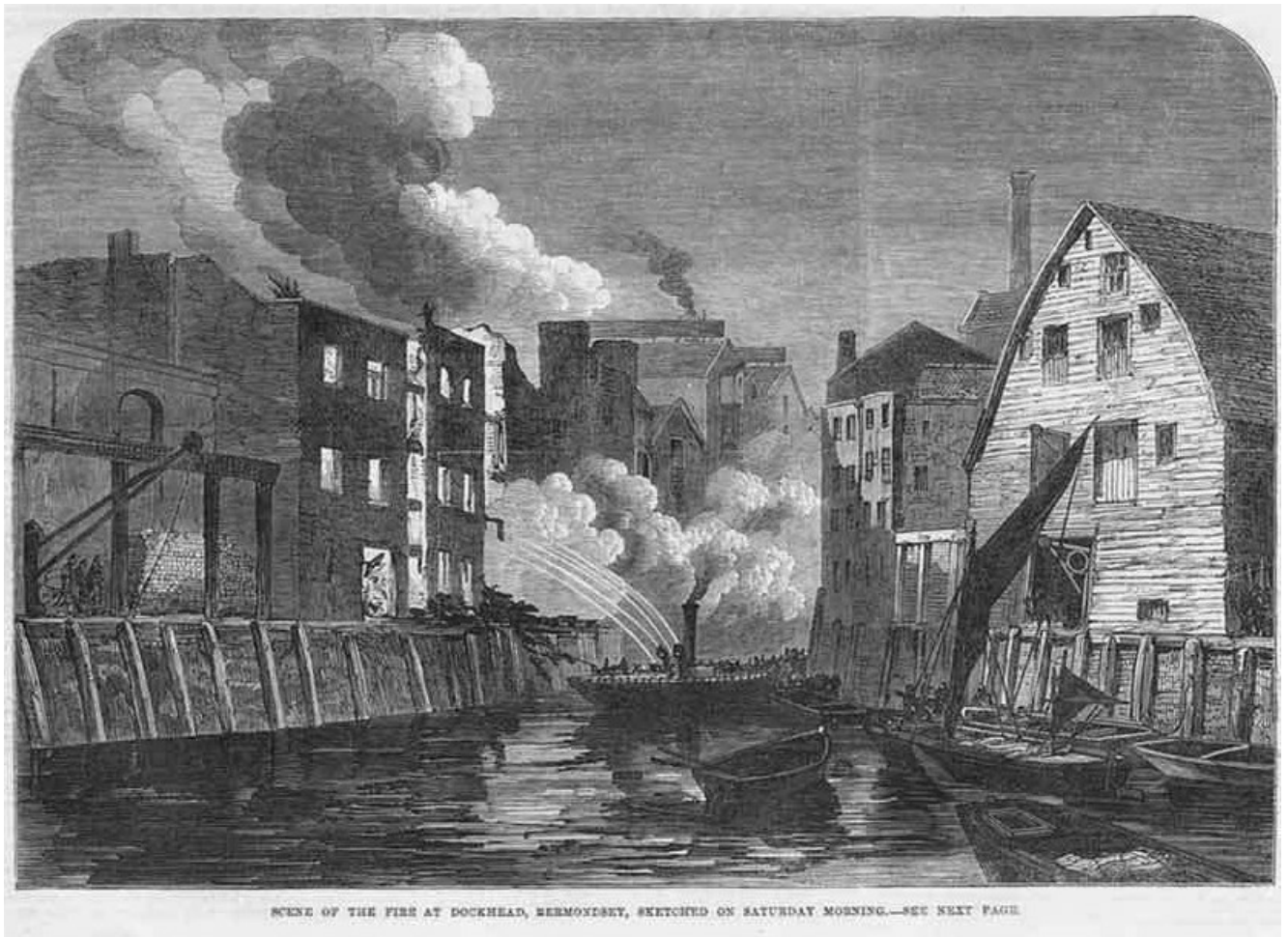


Fig. 1 Fire Float fighting fire at Bermondsey Dockhead (London Illustrated News December 3 1864)

**Jacob's Island** was a notorious slum in Bermondsey, London, in the 19th century. It was located on the south bank of the River Thames, approximately delineated by the modern streets of Mill Street, Bermondsey Wall West, George Row and Wolseley Street. Jacob's Island developed a reputation as one of the worst slums in London, and was popularised by the Charles Dickens novel *Oliver Twist*, published shortly before the area was cleared in the 1860s.

**Kerry Evening Post - Saturday 12 September 1857**

## PORT NEWS.

Arrived and now discharging cargoes to Messrs. John Donovan and Sons, - the schooner *Ellen and Esther*, from Bangor with 150 tons of slate.

**Ballyshannon Herald - Friday 13 August 1858**The "*Ellen and Esther*,"

From Bangor, has discharged in excellent order, 150 Tons First Quality Blue and Purple State., vis . Queen's, Princess, Countess, and Ladies: Chimney Pieces and Hearth Stones.

JAMES O'CONNOR & CO,

Sligo, July 14 1858

**North Wales Chronicle - Saturday 26 March 1859**

Caernarvon March 24

The following vessels some of which had been detained wind bound here, for upwards of four months, were happily released by a favourable change of wind, on the 22nd inst., and sailed in one grand fleet, and presented while manoeuvring for the bar a most magnificent and interesting marine spectacle :- *Penmon Castle*, Jones - *Mary Rowlands-Herbert*, Williams -*Richard*, Roberts-*Mary & Alice*, Watkins -*Jarret Evans*, Evans-*William*, Evans-*Temperance*, Jones-*Dart*, Davies-*Eliza & Jane*, Griffiths-*Elisabeth Ann*, Jones-*William Henry*, Evans-*Velo City*, Jones-*Elizabeth Beek*, Roberts-*William*, Williams- *Eleanor & Mary*, Evans-*Ann Roberts*, Roberts-*Leeba*, Williams -*Ellen & Esther*, Vaughan- *Eliza*, Jones-*Mary*, Davies- *Abeona*, Jenkins-*Robert*, Roberts-*Ellen*, Hughes-*Mermaid*, Robert-*Superior*, Davies-*Falcon*, Lameny-*Helen*, Davies- *John Preston*, Hughes-*Consul*, Jenkins-*Laura & Ellen*, Evans- *Arethusa*, Hughes-*New Dove*, Tomas-*Prince of Wales*, *Mary*, Davies-*Maria Catherine*, Jones-*Nile*, Evans- *Aneurin Williams-John Thomas*, Thomas-*Ellin Dole*, Jones- *King William IV.*, Owens-*Jane & Ann*, Griffiths-*Ann & Eliza*, Jones-*Friends*, Evans-*Ann*, Fearn-*Margaret*, Jones-*Glynllifon*, Jones.-*Prince of Wales*, Davies-and the *Mermaid*, Jones.

**Lloyd's List - Monday 31 October 1859**

NEWPORT (Pemb.). 28th Oct. The ELLEN & ESTHER (Schr.), Vaughan, of and from Caernarvon to Hamburg, was run ashore on these sands during the gale of 26th Oct., made great quantity of water, and will have to discharge for repairs. (See Newport (Pemb.) paragraph in List of 29th Oct.)

**Morning Post - Monday 31 October 1859**

DISASTERS AT SEA. . (From Lloyd's List of Saturday.)

Newport (Pem.), Oct. 27.— The *Ellen and Esther*, Vaughan, from Caernarvon to Hamburg, put into this port yesterday, and must discharge her cargo (slates) to repair damages.

**Lloyd's List - Thursday 03 November 1859**

LLOYD'S Reports from the Receivers under the Merchant Shipping: Act of 1854

Newport, 28th Oct,

*ELLEN & ESTHER* (schooner), of and from Carnarvon, for Hamburg; deposition of Lewis Vaughan, Master. [17,4443]

**Lloyd's List - Monday 12 March 1860**

NEWPORT, 9th Mar.

The *ELLEN & ESTHER*, Vaughan, from Caernarvon for Hamburg, which was stranded on the Sands, 26th Oct., after repairing, has reladen a portion of her cargo and sailed for Milford to complete, the remainder has been loaded on two sloops from this place to proceed to Milford, the depth of water not being sufficient here to finish up.

**Freeman's Journal - Wednesday 17 December 1862**

SHIPPING INTELLIGENCE -It is blowing pretty stiffly in the channel from the southward. The *Shamrock* was obliged to rum out of Arklow and make for Kingstown, in consequence of the violence of the gale, the sea was breaking over

the bar at that port .The schooner *Ellen and Esther*, bound from Newcastle to Waterford, with coals, bore up for Kingstown from the Tuskar, with loss of bulwarks.

### **The North Wales Chronicle and Advertiser for the Principality 4th July 1863**

#### DEATHS

On the 26th ult., aged 63, at Port Penrhyn, Bangor, Capt. Vaughan, of *Ellen Esther*, of Barmouth.

### **Shipping and Mercantile Gazette - Wednesday 20 December 1865**

HOLYHEAD —Dec. 19 : SSW strong gale.

The *Ellen and Esther*, Vaughan, from Bangor for London, put in with foremast badly sprung. She is to be supplied with a new one.

### **Shipping and Mercantile Gazette - Wednesday 03 January 1866**

HOLYHEAD—Jan. 2; SW. heavy gale, rainy.

Remaining—The *Ellen Esther*, Vaughan, for Runcorn, waiting for new foremast

### **Shipping and Mercantile Gazette - Tuesday 16 October 1866**

DARTMOUTH - Oct. 15 :

The *Ellen and Esther*, Vaughan, from Bangor for Wisbech, ran on the rocks in putting in here yesterday, but got off without damage.

### **Western Times - Monday 10 December 1866**

#### TOTNES.

A Sailor Drowned at Totnes.—On Friday night, about six o'clock, the captain of the vessel *Ellen and Esther*, now lying alongside the Totnes quay, discharging her

cargo, sent seaman named William Jones to get some whiskey, giving him a shilling to pay for it. The captain waited in his cabin with another person for some time, but the deceased did not return, and on Saturday morning about one o'clock, the men engaged in unloading perceived the body of the deceased floating in the river. They at once took it up, but found life was extinct, and found the shilling tightly clenched in his hand. It appears that the unfortunate man had been at the Steam Packet Inn, but they had not any whiskey in the house, and it is supposed that he was returning to inform the captain of it, when he walked over the quay, as it was very dark. Deceased is 36 years of age, and was very sober and a single man. An inquest will probably be held to-day by Mr. Henry Michelmore, the deputy coroner.

### **Western Times - Wednesday 12 December 1866**

An inquest was held, on Monday, on the body of Wm. Jones, a seaman, who was drowned, on Friday night, by falling into the quay, and the following evidence was given : —Robert Vaughan, master of the schooner *Ellen and Esther*, identified the body, and said—I last saw Jones alive on Friday evening, when I ordered him ashore to fetch me threepenny-worth of whisky. I cannot in any way account for his death, except through his accidentally falling over the quay. Elizabeth Chappie, wife of John Fogwill Chappie, of Totnes, the landlord of the Steam Packet Inn, said—I last saw Jones alive on Friday evening, between six and seven, he came into the bar for a glass of whiskey for the captain—he was quite sober. There is no gas lamp on the quay the evening was very dark. George Maddors, laborer, said—I reside at Totnes. I knew Jones—I found the body of the deceased in the water, 20 yards from the ship. The witness said he considered the place a very dangerous one. The Deputy- Coroner said there was no blame attached to the Captain for not making enquiries about the deceased, it being common thing with sailors to go ashore and not return for a day or two, but he considered that provision should be made to light the quay on dark nights. After a short discussion the jury returned a verdict of accidental death, and recommended that the Coroner communicate with the Charity Trustees, they being the owners of the quays.

**Caernarvon & Denbigh Herald - Saturday 13 April 1867**

**IMPORTANT TO SHIP OWNERS.**

**TO BE SOLD BY AUCTION,**  
BY MR. DAVID JONES,

At the RED LION INN, BARMOUTH, on MONDAY, APRIL  
29th, 1867, at seven p.m.,



**A**LL those 64-64th parts or Shares  
of the Schooner **ELLEN & ESTHER**,  
of Barmouth, 91 Tons register, and carrying  
145 Tons Dead Weight. The above vessel is  
well found in all Materials, and is now lying  
on the Beach, at Aberamfrach, near Bar-  
mouth, for inspection.

For further particulars apply to Mr. JOHN JONES, draper,  
Barmouth, or to the AUCTIONEER, Tremadoc. 2228

**Caernarvon & Denbigh Herald - Saturday 06 February 1869**

## THE STORM

The disastrous storm of Saturday and Sunday last, Much has left strong traces behind it in various part of this coast, and felt throughout the country. We append some particulars of its effects beginning with those in our own immediate vicinity.

INJURIES TO THE SHIPPING AT PORT MADOC.--On Thursday week, late in the evening, the wind blew a perfect gale from the south in this harbour and owing to the wind blowing from the sea the tide rose very high. Several ships got loose from their moorings, knocked against one another, and many sustained very serious damage, among which were the *Merry Day*, the *Glynn*, the *Picton*, the *George*, the *Ellen Esther*, the *Melbourne Trader*, the *Secret*, the *Rose*, the *Jane*, the *Kate*, the *Eliza Blake*, the *Dove*, of Aberdovey (demasted), *John and Anne*, of Aberystwyth, the *Jane Owens*, the *Hugh and Anne*, the *Maria*, the *Mary Roberts*, &c. Nearly all the ships in the harbour of Port Madoc and that of Borth which is close by, we more or less damaged, though many of them but very slightly. On Saturday night and Sunday morning the tide rose higher than it had been known to rise for the last twenty years. If it had risen a few inches higher the fine estate once recovered from the sea by the late Mr. Maddocks would have been once

more overrun, and the sea would have reasserted its old dominion. There is another higher tide to be about the end of this month it is to be greatly hoped that the wind will not then blow from the sea. On one part of the quay the water was a foot deep; slates as well as the quays on which they are piled have received much damage. Several houses have had their lower apartments inundated. The damages to ships and the quay is roughly estimated at about £1000 pounds, most of the sum being insured in the Port Madoc Ship Insurance Society.

[We may take this opportunity to correct two errors that crept into our last week's report of the annual meeting of this flourishing society. Instead of Mr. Holland having presided two years, should be twenty seven years. Instead of "The amount to be insured on any vessel received into this society shall not exceed £300 read "£3000." To supply an omission we may add that the gentlemen who had served on the committee for the last year were re-elected.]

### **Shipping and Mercantile Gazette - Wednesday 01 September 1869**

PORT OF LONDON IMPORTS— Aug. 31. [from the customs' bill ENTRY].

Riga [*Othello*] 600 staves, 310 wainscot logs, 441 deals, &c, 325 ps timber.  
[*Ellen and Esther*] 830 qrs oats.

### **Shipping and Mercantile Gazette - Saturday 25 September 1869**

DOVER—Sept. 24: fresh, dull, cloudy.

The *Ellen and Esther*, Jones, from London for Dover, has put in to stop leak.  
Arrived in harbour—The *Ellen and Esther*, of Caernarvon.

### **The North Wales Chronicle and Advertiser for the Principality 6th November 1869**

PORTMADOC.

WRECK OF A SCHOONER ON THE, SARN BADRIG,- At four o'clock in the evening of Thursday last, information was received by Captain Rees Richards, of this port, the owner, that the schooner, "*Ellen Esther*," Captain Owen Jones, bound with a cargo of slates to London, was wrecked on the Sarn Badrig (St. Patrick's Causeway) off Mochras Point. The crew, it appeared, managed to save

themselves in their boat, and landed at Llwynygwril on Thursday last, tempestuous its was that night; but how they did so through such a surging sea, is not easily to be conceived. The vessel had started on its voyage on Tuesday last. The loss is a serious one.

### **Shipping and Mercantile Gazette - Tuesday 09 November 1869**

PORTMADOC —Nov. 6 : The *Ellen and Esther* schooner, (Off. No. 991), Caernarvon, Jones, from Portmadoc for London (slates), was abandoned with the water over the cabin floor, Nov. 4, after striking near Bardsey; crew saved.

### **Lloyd's List - Thursday 11 November 1869**

Lloyd's

Reports from the Receivers under the Merchants Shipping Act of 1854

Port Madoc, 6th Nov.

*ELLEN and ESTHER* (Schnr.) of Caernarvon from Portmadoc to London : deposition of O. Jones, master (Certificate of competency No. 37,938)

### **Shipping and Mercantile Gazette - Friday 12 November 1869**

Report of Owen Jones, Master of the Schooner *Ellen and Esther*, of Caernarvon, 82 tons, from Portmadoc for London (slates, 107 tons) (previously noticed): — Left Portmadoc Nov. 2, and, in consequence of contrary winds, into St. Tudwal Roads, at 3 p.m. same day. On 3rd, at 11 A.M., weather clear, wind N.N.W., moderate, ship was her intended voyage, with all sails act. At 4 p.m. coming on thick weather, wind S.S.W., light. At 8 p.m. wind fresh from W.S.W., took in flying jibboom jib top, topgallant sail, first reef mainsail, and reef topsail, then tacked ship to northward. At 11 p.m. made Bardsey light bearing N by W., distant about 10 miles, by compass. At 1 30 a.m. on 4th wind came on round to the W.N.W., with heavy shower of rain, blowing a gale. We tried to make for St. Tudwal Roads for shelter. At 2 A.M. all hands were called on deck get the anchor ready and keep good look-out for Cilan Head. At 3 a.m. struck on the causeway Sam Badrig, Bardsey light bearing W. by N by compass, which I found to three points wrong. In less than five minutes went down to the cabin to see if there was any water, and found water over the cabin floor. We then got the boat out,

and left the vessel as soon as possible. After we left her the boat filled several times. We tried to make for shore, and landed Llangwril, county of Merioneth, about 2 30 p.m. same day, having been in the boat 11 hours.

### **The Cambrian News and Merionethshire Standard 13th November 1869**

#### TOWYN.

WRECK. The wreck of the schooner *Ellen Esther* (which was bound from Portmadoc to London, laden with slates) came ashore about two miles north of Towyn, on Monday morning. Before daylight the wreckers had stripped her of all the ropes, blocks, and what brass and copper they could find. She has broken up and is lying high and dry on the stones. The crew, five in number, came ashore at Llwyngwril on Thursday week, after being tossed about in a small boat and tempestuous sea for a considerable time. How the small craft lived in such a surging sea is a mystery.

### **North Wales Chronicle - Saturday 20 November 1869**

WRECK.-The wreck of the schooner *Ellen Esther*, of Portmadoc, has been washed ashore about two miles north of Towyn. The crew of the unfortunate vessel, five in number, landed at Llwyngwril on Thursday night, after being tossed about in a most tempestuous sea for a considerable time. The wreckers had stolen all the ropes and blocks and copper that was on the wreck before daylight. The *Ellen Esther* was bound from Portmadoc to London laden with slates.

### **The North Wales Chronicle and Advertiser for the Principality 27th November 1869**

#### ANOTHER WRECK ON THE SARN BADRIG.

On Friday morning, the 19th instant, it was currently reported in Portmadoc that another vessel had been wrecked on the Sarn Badrig, and on parties going upon the hills, southwest of the town, a large vessel as descried in that direction, but the distance was too great to permit of any particulars being made out. The steam tug was then sent out to render what assistance was necessary, but when it arrived at the Causeway there was not the least sign of any vessel whatsoever, although the tug steamed along the side of it until it came into two fathoms of water. Later in the day it was stated in the Port that the crew, seventeen in

number, had safely reached Barmouth in their boats, and that they had left the vessel with ten feet of water in the hold, and the crew were anxiously expected in the Port by the four o'clock p.m. train from Barmouth, but did not arrive, nor was any letter or message received. The day was a tolerably true one with only a common breeze blowing. On Saturday morning a paragraph appeared in a Liverpool daily paper that a French barque belonging to Bordeaux, from Havana to Liverpool with a cargo of sugar was wrecked on the Sarn Badrig on Friday morning, and that all the crew had been saved. The vessel, therefore, must have foundered soon after the crew had left her, and before the tugboat got fairly in sight of her. Rumours were in circulation on Sunday and Saturday that she had been towed to Aberystwith by a Liverpool steamer, but the shipping authorities did not believe in them because in that case they must have been seen by the men on board the tugboat, as from the Causeway there is a clear sea view all the distance to Aberystwith. The ill-fated vessel therefore must have sunk bodily into the sea. In reference to this last wreck we wish to make a few remarks, it is well known to our coasting mariners that the bay of Cardigan the most dangerous part of the British coast, and judging from the number of wrecks which occur year after year there would seem to be some truth in the assertion. But it is that part of the Bay which lies between Bardsey Isle to west, Aberystwith to the south, and Portmadoc to the north which is the most fatal to seamen, and in which the greatest number of wrecks take place. For years past a number of vessels, foreign and British, have been wrecked annually on Sarn Badrig (St. Patrick's Causeway). Only a week or two ago a Portmadoc vessel, the *Ellen Esther*, was totally wrecked there, the crew with difficulty saving their lives and now a fine French vessel has met with a similar fate; and no doubt but that during the winter we shall have to report similar catastrophes. This last vessel, be it remembered, was not driven on the Causeway by a gale, or by stress of weather but the wreck was caused either by a total ignorance on the part of the crew or the Bristol channel and its navigation, or the vessel was drifted gradually out of its direct course by the tide, as was the case with the *Castilian*. And here we wish particularly to draw attention to the tides in this fatal Bay. In the ocean or in mid-channel, the tides are regular and can be depended upon but in a bay full of smaller bays and headlands, such as formed by Anglesey and the promontory of Llyn, nothing can be conceived more irregular, or circuitous than are the tides. They follow the coast in all its windings, and those who are ignorant of the coast and this peculiarity, or are heedless of it, get gradually but surely into the winding vortex, and in the north part of the bay of Cardigan are either driven on the dreaded Causeway like the *Ellen Esther* or are stranded on the beach as the *Castilian* was on the Harlech sands. During foggy and tempestuous weather, or on the long dark nights of winter, this danger will always continue unless something is done by the Board of Trade to prevent it—more than they have thought proper to hereto. The only lighthouse north of

Aberystwith is on the Isle of Bardsey, but that cannot always be made out in foggy weather, and often misleads captains of vessels. We understand there is a lightship placed in the Bay, but it is too much to the south to be of any practical use in the northern parts of the bay, and where the greatest danger exists, if frequent wrecks on this coast, and destruction of life and property are to be prevented, so to as it is possible to do so, a lightship should be at once placed either on the end of the Causeway (which is twelve miles in length) or near one of the two St. Tudwell's Islands, close to which is one of the best and safest roadsteads on the coast, and which is safe from all winds but the east. This is not an unreasonable boon to ask from the Board of Trade, and we trust they will see the expediency of granting it if only from motives of self-interest, to say nothing of justice and kindness. A lightship on the Causeway would in a short time save scores of lives and tens of thousands of pounds.

Coflein

Event and Historical Information:

The *ELLEN AND ESTHER* was a wooden schooner completed at Barmouth on 2 June 1840. Technical and configuration specifications are given as 91 tons burthen; 64ft length x 18.5ft breadth x 10.3ft depth in hold; Schooner rigged with a standing bowsprit, square sterned, carvel built, has a woman's bust head; official number 991. At time of loss, the vessel was owned by consortium of local people (number of shares in brackets) - Lewis Vaughan of Barmouth, mariner (10); Griiffith Griffiths of barmouth, mariner (2); John Richards of Barmouth, mariner (4); Griffith Thomas of Barmouth, shipbuilder (4); Lewis Morris of Barmouth, blacksmith (2); Henry Roberts of barmouth, ship's carpenter (2); Robert Ellis of Celynyn, farmer (4); Hugh Vaughan of Llanbedr Cammaes (8); Catheine Owen of Liverpool, widow (4); Humphrey Humprehys of Llanfair, gentleman (4); Lewis Vaughan (4); Samuel Reynolds of Horsleydown, London, sailmaker (4); Henry Taylor of Posely (?) Street, London, shopkeeper (4); and John Thomas of Bangor, cabinet maker (4). The schooner's port of Caernarvon Shipping Register is closed with the annotation 'This vessel was totally lost on the Sarn Badrig, Cardigan Bay, on 3 November 1869'.

Sources include: Port of Caernarfon Shipping Register 1840-1849, Gwynedd Archive Service XSR/15, 4 in 1840

Maritime Officer, RCAHMW, October 2012.

## Royal Charter Storm

Among other storms to be noticed in a more detailed manner, two alone will probably suffice as types shown in synchronous charts. The *Royal Charter* gale, so remarkable in its features, and so complete in its illustrations, I may say, from the fact of its having been noted at so many parts of our coast, and because the storm passed over the middle of the country, is one of the very best to examine which has occurred for some length of time. I would, therefore, ask for attention to this particular instance. It occurred on the 25th and 26th of October 1859. The lowest barometer and a corresponding or simultaneous central *lull* prevailed over areas of ten or twenty miles successively. But at the time that this comparative lull existed, there were violent winds around this central space (by some called a vortex, but which can hardly be thus *appropriately* termed, because there was no central disturbance), while there were only variable winds or calms in the middle of the area, which was from ten to twenty miles across. The wind attained a *maximum* velocity of from sixty to one hundred miles an hour, at a distance of twenty to fifty miles from this comparatively quiet space, and in successive spiral eddyings seemed to cross England towards the north-east, the wind blowing from all points of the compass consecutively around the lull; so that while at Anglesea the storm came from the north-north-east, in the Irish Channel it was northerly, and on the east of Ireland it was from the north-west; in the Straits of Dover it was from the south-west; and on the east coast it was easterly—at the *same minute*.

Thus there was an apparent circulation, or cyclonic commotion, passing northwards from the 25th to the 27th, being two complete days from its first appearance near the “chops” of the Channel; while outside of this circuit the wind became less and less violent; and it is very remarkable that, even so near us on the west coast of Ireland, there was fine weather, with light winds, while in the Bristol Channel it blew a northerly and westerly gale. At Galway and at Limerick, on that occasion, there were light winds only, while over England the wind was passing in a tempest, blowing from all points of the compass in irregular succession around a central variable area.\*

Description of the Royal Charter Storm in the Tenth Number of Meteorological Papers 'Storms of the British Isles' written by FitzRoy

## 7.0 Analysis

The *Ellen and Esther* was the only vessel of this name in use during the time period although a fairly common name in the newspaper archives for women and girls.

The original Lloyds survey reports for 1840 and damage repairs in 1852 have survived ( Appendix F), in 1840 the resurvey appears to be due to the vessel only being classified as A1 for 11 years instead of the usual 12 years. The reason for the 11 years appears to be the workmanship in the construction of the vessel and although repaired it is still 11 years after a resurvey.

The *Ellen and Esther* was wrecked on Sarn Badrig and the wreck was washed ashore near Towyn on the Cardigan Bay coast. The crew were lucky to survive eleven hours in the ships boat in a gale and to reach land. The master's deposition states the boat filled several times, which means the crew were bailing her out to save themselves.

The list of owners of the *Ellen and Esther* in Coflein when she was wrecked, includes Lewis Vaughan who died six years earlier when the master of the vessel. The next master Robert Vaughan may have inherited the shares, the record not amended because they were not sold.

In May 1852 the *Ellen and Esther* was trapped by the tide in Brindley's wharf, Bermondsey when adjoining premises caught fire and she was badly damaged by the fire. The Fire brigade were reported to be short of water to fight the fire and the *Ellen and Esther* was saved in her berth with the aid a floating engine used by the fire fighters. The Lloyds damage survey, whilst in West Way's dry dock, reports she had new masts, spars, standing and running rigging, rails, bulwarks, deck and fittings as a result of the fire damage. One report in the papers includes sails in the damage and states the vessel was to sail next morning. It would be unusual for all the sails to be removed and unlikely if the vessel was to sail next day. The case published in London Fires 1852 concerning a similar lack of water to fight a fire in Bristol would not doubt cause the Water Company's to take note of the costs involved in a failure to provide water for firefighting. The location of the wharf has long gone but it bordered a once notorious slum in Bermondsey, called Jacobs Island where the mob described in the newspaper reports nearly overpowering the police, probably came from. It was popularised by the Charles Dickens novel *Oliver Twist*.

The *Ellen and Esther* survived the Royal Charter storm of October 1859 by being run ashore, but sustained damage requiring the unloading of its cargo of slates. The depth of water at Newtown, Pembrokeshire was insufficient to reload her and

she and the remaining cargo were moved to Milford for reloading before she continued her voyage to Hamburg.

The *Ellen and Esther* was again damaged in Portmadoc Harbour in February 1869 by a high tide raised even higher by a gale blowing into the harbour causing a storm surge. This caused some vessels to break free and collide with other vessels, including the *Ellen and Esther* which was reported to be badly damaged. The storm surge was reported to be within inches of reclaiming the land recovered from the sea which resulted in the formation of the port in 1810.

In July 1869 the *Ellen and Esther* made a voyage from Portmadoc to Riga via the north of Scotland, putting into Scrabster. The more usual route was around the south coast of England and the North sea, avoiding the Atlantic coast of Scotland and travelling so far north. The Caladonian Canal was built preventing ships having to navigate the dangerous Pentland Firth between the Orkney Islands and Caithness. It was improved by 1847 to 18 feet draught and the locks were over 150 feet long, so it was the other safer, available route. It was however not free.

The masters of the *Ellen and Esther* were Lewis Vaughan, then after his death at Port Penrhyn, Bangor in 1863, Robert Vaughan. The new masters were then after the 1867 auction, Richards apparently the owner Rees Richards, R. Jones and Owen Jones, the master when she was wrecked.

Fig.4 shows schooners in Port Penrhyn with slates awaiting loading and a locomotive towing trucks, unfortunately its not dated. The locomotive in the picture looks like a Hunslet Engine Co. engine Britomart, built in 1899 now with a cab and preserved on the Ffestiniog Railway. Steam engines were introduced to the Port Penrhyn line in 1876 when it was rebuilt.

The majority of the reports concerning the *Ellen and Esther* came from the BNA with a few from WNL.

## 8.0 Conclusions & Recommendations

I have spent about 45 hours on this project with about 90% spent on line or transcribing reports found.

I cannot see any further scope for on line research for the *Ellen and Esther*.

There is no wreck site for the *Ellen and Esther* as she was washed ashore and before daylight the "wreckers" had stripped her of all the ropes, blocks and copper visible. The remainder was broken up and either salvaged or became match wood.

The research has answered most of my questions except details of the crew and any details of the builder, masters or owners of the *Ellen and Esther*. The crew lists are not available on line but are held in this country. The Master certificates and details of their experience may be available via subscription with Ancestry.com.

I found the London Illustrated News archive which whilst available on BNA only became available via a search for the "London Illustrated News archive" on line.

The *Ellen and Esther* had some notable events surrounding her but for most of her time she was sailed without mishap. The lack of details of the people involved with the vessel unfortunately make the story one of another vessel carrying Welsh slate to London and Europe.

## 9.0 References

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

<https://coflein.gov.uk/>

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**Appendices:**

**Appendix A – Table of Lloyd’s Registers entries for the Ellen and Esther**

Elisawetta S C.39	Goicovich	452	Trieste	1839		Trieste	Lon.Trieste	9	A	1	6
Edward Bg I.B.	S. Catt	80	Bidefd	1803	Stoneham	Rye	Nwc. Rye wants rep'r	—	—	—	5
Eliza Bg C.&pt s.40	W Rankin	184 180	Dmbtn	1840 6 mo	Baird&C	Glasgw	Cly. Hvana	10	A	1	5
Emma Sw C.Im 10 over I.B.	J Meincke	314	Ukrmd	1839	Meincke&	Stettin	Shl. Baltic	7	A	1	6
Ellen& Esther Sr I.B.	Vaughan	91	Barmh	1840 6 mo	Vaughan	B'maris	Bar. P'Mdc Lon.Barmth	11	A	1	9
Ellis Sw I.B.	J. Budge	277 391	Sndrld	1840 4 mo	Haggi	Seastle	Sld.Merime	7	A	1	6
Eliza Sw Im.40	J. Corner Burgess	292 320	Sndrld	1840 6mo	J. Corner	Newprt	Sld.Quebec Npt.	7	A	1	12
Eliza h & Susan Sr	Hotblack	123 114	Yrmth	1840	J. Feek	Yrmth	Yar.	11	A	1	6
Eleanor Pal- mer Sr	Easter	170 155	Yrmth	1840	Palmer&	Yrmth	Yar.	12	A	1	6
Euclid Sr	W.Wood	87	Sndrld	1840	Pringle	Sndrld	Sld.Coaster	4	A	1	7

1840 in supplement Ellen & Esther Schooner, master Vaughan, 91 tons, built at Barmouth June 1840, using iron bolts, Owner Vaughan, registered at Beaumaris, sailing Barmouth to Portmadoc, London to Barmouth, Surveys in Barmouth June 1840, London September 1840 classifies A1 for 11 years.

1841, Now London coaster No other changes

1842, 1843, 1844, 1845, 1846, 1847 No changes

1847 New survey Liverpool 1847, part Elm & Pine, planking 1847, sailing Liverpool to Hamburg

1848 Now part Elm & Pine, damage repairs 1847

1849 no Changes

1850 Some repairs 1850, now Barmouth coaster, No other changes

1851 Some repairs 1852, new survey March 1852 now classified AE1 No other changes

1852 New deck, damage repairs 1852 No other changes

1853 No Changes

1854 Port and classification blank

1855 No Changes

1856 No Entry until 1869

1869 Marked Wrecked

540	—Rose	Bg	Hammond	191	98·0 24·1 12·5	Nwestl	1861	Jeffery&C.	London	LonRG'mba	9	A	1	3,68
1	—Sutton	Bn	E. Walsh	<del>198</del> 181	105·3 23·5 12·7	P.E. Isl	1868	G. Sutton, Jr.	Cork	Liv. Coaster	7	A	1A	8,67
2	—Vair	Sr	J Williams	136	92·2 22·0 11·4	Hayle	1866	Bain&Co.	Hayle	St. I. Coaster	10	A	1	10,05
3	—Widdup	Sr	T. Roskell	158	96·2 22·7 12·0	Fl'twd	1868	Warbrck &	Fleetwd	Lan. Coaster	8	A	1	8,66
4	—& Catherine	I.B.	Williams	46	64·1 17·9 7·8	Camaes	1857	Owens&C.	B'maris	Bng. Coaster	9			1,68
5	—& Esther	Sr	R. Jones	73		Barnth	1840	RRichards	Portmadoc	Pmd London	11	A	1	58
Wrecked		I.B.	O. Jones		lrp.67	Thomas				S.S. 67-79				7,07
6	—& L	Sr	J. Payne	147	88·5 23·0 12·0	Sndr'd	1861	Goddard	Wich	Ips. France	8	A	1	1,67
7	—& M	Sr	W. Thrbrn	45	59·1 17·0 7·5	Glstn	1868	Thorbrn &	Von	Whn Coaster	6	A	1	9,68
8	—& S	Sr	J. Thomas	52	60·0 15·4 7·4	Ulvstn	1837		Ustn	Npt. Coaster				3,61
9	Ellenborough	I.B.	Robb	926	154·1 31·0 22·0	Nwestl	1842	G. Marshall	London	Lon. Coaster	12	A	1	10,05
550	Ellengowan	Bg	W. Cummg	188	84·2 20·6 15·1	Dndee	1843	G. Cmmng	Dundee	Dun. Baltic	9			C. 3 3,67

Master R. Jones, changed to O. Jones, 73 tons, large repairs 1867, owner R. Richards, registered at Portmadoc, Portmadoc coaster, side opened for survey s s 1867 for 7 years, classified A1, survey at Portmadoc unreadable

## **Appendix B – The Timeline for the *Ellen and Esther***

### **1840**

June 2 1840 Barmouth launched Ellen and Esther by Griffith Thomas

September 7 1840 London customs house entered outwards Ellen & Esther,  
 . Vaughan for Dublin

September 21 1840 Dublin arrived Ellen & Esther, Vaughan from London  
 . – general cargo

October 7 1840 Dublin sailed Ellen & Esther, Vaughan for London - Oats

October 12 1840 Falmouth arrived Ellen & Esther, Vaughan from Dublin for  
 . London

October 23 1840 London customs house entered inwards Ellen & Esther 91,  
 . Vaughan from Dublin

November 10 1840 London customs house entered outwards Ellen & Esther,  
 . Vaughan for Liverpool

November 14 & 15 1840 Deal arrived Ellen & Esther, Vaughan of Barmouth

November 18 1840 Deal sailed Ellen & Esther, Vaughan of Barmouth

November 22 1840 St Mawes arrived Ellen & Esther, Doughan from London  
 . for Liverpool with cargo shifted

November 27 1840 Liverpool arrived Ellen & Esther from London

December 30 1840 Portinllaen put in Ellen & Esther, Vaughan from Barmouth

### **1841**

January 1 1841 Portinllaen sailed Ellen & Esther, Vaughan for Bangor

January 9 1841 Port Penrhyn, Bangor arrived Ellen & Esther, Vaughan from  
 . Liverpool

March 3 1841 Deal arrived & proceed Ellen & Esther, Vaughan for westward

March 4 1841 Portsmouth put in Ellen & Esther from London for Liverpool

March 18 1841 Liverpool arrived Ellen & Esther, Vaughan from London

April 6 1841 Port Penrhyn, Bangor arrived Ellen & Esther, Vaughan from Liverpool  
 w/e April 27 1841 Port Penrhyn, Bangor cleared out Ellen & Esther, Vaughan  
 . - Slates

April 20 1841 Bangor off Garth point Ellen & Esther, Vaughan for London

April 25 1841 Spoke in the downs Ellen & Esther, schooner from Bangor for  
 . London

July 6 1841 Holyhead sailed Ellen & Esther, Vaughan from Bangor for London

August 22 1841 Dublin arrived Ellen & Esther from Colchester - Oats

August 29 1841 Beaumaris passed by Ellen & Esther, Vaughan for Bangor

December 2 1841 Ramsgate put in Ellen & Esther, Vaughan for Glasgow from  
 . London

December 9 1841 Ramsgate sailed Ellen & Esther, Vaughan for Glasgow

December 10 1841 Ramsgate put back Ellen & Esther, Vaughan for Glasgow

## **1842**

January 10 1842 Glasgow arrived Ellen & Esther, Bond from London

February 12 1842 Havre arrived Ellen & Esther, Vaughan from Glasgow

February 16 1842 Rouen arrived Ellen & Esther, Vaughan from Clyde

w/e March 25 1842 Charlestown, Cornwall arrived Ellen & Esther, Vaughan  
 . from Rouen

April 2 1842 Beaumaris put in Eleanor & Esther, Vaughan from Charlestown for  
 . Liverpool

August 3 1842 Beaumaris passed by Ellen & Esther, Vaughan for Bangor

October 14 1842 Dublin arrived Ellen & Esther, Bond from London

October 26 1842 Beaumaris passed by Eleanor & Esther, Vaughan from Dublin  
 . for Bangor

November 16 1842 Port Penrhyn, Bangor sailed Ellen & Esther, Vaughan for  
 . London

November 17 1842 Caernarvon passed through the straits Ellen & Esther,  
 . Vaughan for London

December 21 1842 Pickle Herring wharf, London arrived in the river  
 . Ellen & Esther, Vaughan from Bangor

### **1843**

January 6 1843 Cotton & Scovell's wharf, London sailed Ellen & Esther, Vaughan  
 . for Dublin

January 13 1843 Rye sailed out of Dungeness Roads Ellen & Esther, Vaughan  
 . for Dublin from London

January 23 1843 Dublin arrived Ellen & Esther, Van from London- General cargo

January 30 1843 Beaumaris passed by Ellen & Esther, Vaughan from Dublin  
 . for Bangor

February 22 1843 Caernarvon passed through the straits Ellen & Esther,  
 . Vaughan from Bangor for London

w/e May 13 1843 Port Penrhyn, Bangor cleared out Ellen & Esther, Vaughan  
 . - Slates

September 5 1843 Caernarvon passed through the straits Ellen & Esther,  
 . Vaughan for Bangor from London

w/e September 12 1843 Port Penrhyn, Bangor arrived Ellen & Esther, Vaughan

September 28 1843 Port Penrhyn, Bangor sailed Ellen & Esther, Vaughan for  
 . London - slates

October 10 1843 Milford put in Ellen & Esther, Vaughan from Bangor for London

October 11 1843 Milford sailed Ellen & Esther, Vaughan from Bangor for London

October 18 1843 Deal put back Ellen & Esther, Vaughan for London from Bangor  
 . , with loss anchor & chain

November 28 1843 Deal came down river & remain Ellen & Esther, Vaughan  
 . for Belfast

December 4 1843 Falmouth arrived Ellen & Esther, Vaughan from London

December 5 1843 Falmouth sailed Ellen & Esther, Vaughan for Belfast

December 10 1843 Belfast arrived Ellen & Esther, Ward from London - Grain

December 19 1843 Belfast sailed Ellen & Esther for Liverpool - Limestone

## **1844**

January 19 1844 Beaumaris passed by Ellen & Esther, Vaughan from Liverpool  
 . for Bangor

February 3 1844 Port Penrhyn, Bangor cleared Ellen & Esther, Vaughan for  
 . London

February 10 1844 Caernarvon passed through the straits Ellen & Esther,  
 . Vaughan for Bangor from London

February 13 1844 Falmouth put in Ellen Esther, Vaughan from Bangor for London

February 14 1844 Falmouth sailed Ellen & Esther, Vaughan for London

February 28 1844 London customs house outwards Ellen & Esther, Vaughan for  
 . Liverpool

March 1 1844 Cotton's & Depot, London sailed Ellen & Esther, Vaughan for  
 . Liverpool

March 11 1844 Liverpool arrived Ellen & Esther, Bone from London

March 28 1844 Beaumaris passed by Ellen & Esther, Vaughan from Liverpool for  
 . Bangor

March 28 1844 Port Penrhyn, Bangor arrived E & Esther, Vaughan from Liverpool

April 9 1844 Port Penrhyn, Bangor cleared Ellen & Esther, Vaughan for London

April 16 1844 Beaumaris passed by Ellen & Esther, Vaughan from Bangor for  
 . London

April 29 1844 London customs house inwards Ellen & Esther, Vaughan from  
 . Liverpool

May 11,12 Deal arrived & proceeded 208, Ellen & Esther, Vaughan

May 13 1844 Newhaven sailed E & Esther, Vaughan for London

May 16 1844 Newhaven sailed Ellen & Esther, Vaughan for Liverpool

June 2 1844 Runcorn sailed Ellen & Esther, Vaughan for Liverpool

June 5 1844 Port Penrhyn, Bangor arrived Ellen & Esther, Vaughan from Liverpool

w/e June 25 1844 Port Penrhyn, Bangor cleared out Ellen & Esther, Vaughan

June 25,26 1844 Caernarvon passed through the straits Ellen & Esther, Vaughan  
 . from Bangor for London

w/e June 25 1844 Port Penrhyn, Bangor cleared out Ellen & Esther, Vaughan  
 . -slates

w/e July 26 1844 Charlestown, Cornwall arrived Ellen & Esther, Vaughan from  
 . London

August 2 1844 Runcorn arrived Ellen & Esther, Vaughan from Fowey

August 10 1844 Runcorn sailed Ellen & Esther, Vaughan for Liverpool

August 13 1844 Beaumaris passed by Ellen & Esther, Vaughan from Liverpool for  
 . Bangor

September 16 1844 London customs house inwards Ellen & Esther, Kingston  
 . from Beaumaris

October 2 1844 Cotton's & Depot, London sailed E & Esther, Vaughan for Dublin

October 5,6 1844 Deal arrived & proceeded ABS 208, Ellen & Esther, Vaughan for  
 . westward

October 9 1844 Dartmouth arrived Ellen & Esther from London

October 21 1844 Dublin arrived Ellen & Esther, Vaughan from London -  
 . General cargo

December 16 1844 Loughswilly- Ratmullen arrived Ellen & Esther, Vaughan for  
 . Sligo from Bangor

December 16 1844 Sligo arrived Ellen & Esther, Vaughan from Bangor - slates

## 1845

January 14 1845 Sligo arrived Ellen & Esther, Vaughan from London – Provisions

January 24 1845 Loughswilly- Ratmullen put in Ellen & Esther, Vaughan from  
 . Sligo for London

January 25 1845 Holyhead put in Ellen & Esther, Vaughan from Sligo for London  
 January 29 1845 Holyhead sailed Ellen & Esther, Vaughan for London  
 February 10 1845 London customs house inwards Ellen & Esther 91, Vaughan  
 . from Sligo  
 April 14 1845 Port Penrhyn, Bangor arrived Ellen & Esther, Vaughan from  
 . Liverpool  
 June 2 1845 Harwich arrived Ellen & Esther, Vaughan from London  
 June 21 1845 Pentewan arrived Ellen & Esther, Vaughan from Plymouth  
 w/e June 27 1845 Pentewan sailed Ellen & Esther for Runcorn  
 September 13,14 1845 Deal arrived & proceeded ABS 208, Ellen & Esther,  
 . Vaughan  
 October 11 1845 Liverpool arrived Ellen & Esther, Vaughan from London  
 w/e October 28 1845 Port Penrhyn, Bangor arrived Ellen & Esther, Vaughan  
 December 3 1845 Port Penrhyn, Bangor sailed Ellen & Esther, Vaughan for  
 . London

**1846**

January 14 1846 Pickle Herring wharf , London arrived Ellen & Esther, Vaughan  
 . from Bangor  
 February 10 1846 Falmouth put in Ellen & Esther, Vaughan for Bangor  
 . from London  
 February 12 1846 Falmouth sailed Ellen & Esther, Vaughan for Bangor  
 w/e February 24 1846 Port Penrhyn, Bangor arrived Ellen & Esther, Vaughan  
 w/e April 25 1846 Port Penrhyn, Bangor cleared out Ellen & Esther, Vaughan  
 April 23 1846 Caernarvon passed through Ellen & Esther, Vaughan from Bangor  
 . for London  
 May 6 1846 London customs house inwards Ellen & Esther , Vaughan from  
 . Beaumaris  
 May 16 1846 Deal arrived from north & proceeded westward ABS 208 Ellen &  
 . Esther

May 17 1846 Newhaven arrived Ellen & Esther, Vaughan from London - ballast  
June 9 1846 Runcorn arrived Ellen & Esther, Vaughan from Newhaven  
June 12 1846 Runcorn sailed Ellen & Esther, Vaughan for Liverpool  
June 16 1846 Port Penrhyn, Bangor arrived Ellen & Esther, Vaughan from  
. Liverpool  
w/e August 29 1846 Port Penrhyn, Bangor cleared out Ellen & Esther, Vaughan  
September 14 1846 London customs house outwards Ellen & Esther, Vaughan  
. for Dublin  
September 25 1846 Dublin arrived Ellen & Esther from London  
w/e October 10 1846 Port Penrhyn, Bangor arrived Ellen & Esther, Vaughan  
w/e November 21 1846 Port Penrhyn, Bangor sailed Ellen & Esther, Vaughan  
. - slates  
November 28 1846 Caernarvon passed Ellen & Esther, Vaughan from Bangor  
. for London  
December 7 1846 Dover put in Ellen & Esther, Vaughan from Bangor for London  
. - Slates

## **1847**

January 26 1847 Belfast arrived Ellen & Esther, Vaughan from London - Barley  
w/e February 9 1847 Port Penrhyn, Bangor arrived Ellen & Esther, Vaughan  
May 15 1847 London customs house cleared outwards Ellen & Esther, Vaughan  
. for Liverpool  
June 1 1847 Liverpool entered outwards Ellen & Esther, Vaughan for Hamburg  
June 17 1847 Liverpool sailed Ellen & Esther, Vaughan for Hamburg &  
. St Petersburg  
June 21 1847 Liverpool entered for loading Ellen & Esther 91 for Hamburg &c  
June 27 1847 Hamburg arrived Ellen & Esther, Vaughan from Liverpool  
July 6 1847 Hamburg sailed Ellen & Esther, Vaughan for England

w/e October 2 1847 Port Penrhyn, Bangor cleared out Ellen & Esther, Vaughan  
 . -slates

October 6 1847 Falmouth put in Ellen & Esther from Bangor for London

November 27 1847 Dublin arrived Ellen & Esther from Newcastle

December 7 1847 Beaumaris passed by Ellen & Esther, Vaughan from Dublin for  
 . Bangor

December 11 1847 Bangor arrived Ellen & Esther, Vaughan from Dublin

### **1848**

February 9 1848 London customs house entered Ellen & Esther , Vaughan from  
 . Beaumaris

February 28 1848 Deal, in the Downs Ellen & Esther, Vaughan for Limerick from  
 . London

February 28 1848 Deal, in the Downs all well, Ellen & Esther, Vaughan for  
 . Liverpool from London

March 5 1848 Falmouth arrived Ellen & Esther, Vaughan from London for  
 . Liverpool

March 14 1884 Falmouth sailed Ellen & Esther, Vaughan for Liverpool

March 17 1848 St Michael's Mount in the Roads Ellen & Esther, Vaughan of  
 . Barmouth for Liverpool from London

March 19 1848 St Michael's Mount sailed from the Roads Ellen & Esther, Vaughan  
 . of Barmouth for Liverpool from London

March 20 1848 Scilly, Tesco put in Ellen & Esther Vaughan from London

March 23 1884 Liverpool arrived Ellen & Esther, Vaughan from London

March 30 1884 Liverpool entered for loading Ellen & Esther 91, Vaughan for  
 . Rotterdam & Dordt

April 1 1848 Liverpool cleared outwards Ellen & Esther, Vaughan for Rotterdam

April 11 1848 Liverpool sailed Ellen & Esther, Vaughan for Rotterdam

April 20 1848 Texel arrived Ellen & Esther, Vaughan from Liverpool

April 24 1848 Harlingen arrived Ellen & Esther, Vaughan from Liverpool

May 8 1848 Stockton arrived Ellen & Esther, Vaughan from Harlingen  
May 9 1848 Middlesborough arrived Ellen & Esther, Vaughan from Harlingen  
w/e June 15 1848 Poole arrived Ellen & Esther, Vaughan from Cowes  
June 27 1848 Falmouth arrived Ellen & Esther, Vaughan from Poole for Llanelly  
July 7 1848 Liverpool arrived Ellen & Esther, Vaughan from Poole  
July 12 1848 Liverpool entered for loading Ellen & Esther, Vaughan for Rotterdam  
July 22 1848 Liverpool cleared Ellen & Esther, Vaughan for Rotterdam  
July 26 1848 Liverpool sailed Ellen & Esther, Vaughan for Rotterdam  
August 25 1848 At Helvoet Ellen & Esther, Vaughan from Liverpool  
August 31 1848 Helvoet sailed Ellen & Esther, Vaughan for Glasgow  
September 11 1848 Glasgow arrived Ellen & Esther, Vaughan from Dordt  
September 25 1848 Beaumaris windbound Ellen & Esther, Vaughan from Glasgow  
· for Chester  
October 5 1848 Chester arrived Ellen & Esther, Vaughan from Ayr  
w/e October 14 1848 Chester sailed Ellen & Esther, Vaughan  
w/e October 17 1848 Port Penrhyn, Bangor arrived Ellen & Esther, Vaughan  
w/e November 14 1848 Port Penrhyn, Bangor sailed Ellen & Esther, Vaughan for  
· London  
November 11 1848 Caernarvon passed through straits Ellen & Esther, Vaughan  
· from Bangor for London  
December 4 1848 Scheldt arrived Ellen & Esther, Vaughan from London  
December 6 1848 Antwerp arrived Ellen & Esther, Vaughan from London  
December 17 1848 Flushing Roads sailed Ellen & Esther, Vaughan for England  
December 28 1848 Falmouth put in Ellen & Esther Vaughan from London  
· for Bristol  
December 29 1848 Falmouth sailed Ellen & Esther, Vaughan for Bristol

**1849**

January 2 1849 Gloucester arrived Ellen & Esther, Vaughan from Antwerp

January 21 1849 Gloucester sailed Ellen & Esther, Vaughan for Newport

January 21 1849 Newport, Mon. arrived Ellen & Esther, Vaughan from Gloucester

February 9 1849 Dublin arrived Ellen & Esther, Vaughan from Newport - Iron

February 13 1849 Dublin sailed Ellen & Esther, Vaughan for Bangor

w/e February 17 1849 Port Penrhyn, Bangor arrived Ellen & Esther, Vaughan

w/e March 24 1849 Port Penrhyn, Bangor cleared out Ellen & Esther, Vaughan

. - slates

March 26 1849 Falmouth put in Ellen & Esther Vaughan from Bangor for London

April 28 1849 Shields sailed Ellen & Esther, Vaughan for London

w/e May 26 1849 Port Penrhyn, Bangor arrived Ellen & Esther, Vaughan

w/e June 12 1849 Port Penrhyn, Bangor cleared out Ellen & Esther, Vaughan

. - slates

June 6 1849 Caernarvon passed through straits Ellen & Esther, Vaughan from

. Bangor for London

July 6 1849 Antwerp arrived Ellen & Esther, Vaughan from London

July 18 1849 Dublin arrived Ellen & Esther, Vaughan from Antwerp

w/e September 11 1849 Port Penrhyn, Bangor cleared out Ellen & Esther,

. Vaughan - slates

October 9 1849 London customs house cleared outwards Ellen & Esther, Vaughan

. for Lancaster

October 10 1849 Griffin's wharf, London sailed Ellen & Esther, Vaughan for

. Lancaster

October 26 1849 Torbay- Brixham put in Ellen & Esther Vaughan from London

. for Lancaster

**1850**

w/e April 20 1850 Port Penrhyn, Bangor cleared out Ellen & Esther,  
· Vaughan - slates

May 3 1850 Deal sailed for the river Ellen & Esther, Vaughan

May 24 1850 Dunkirk arrived Ellen & Esther, Vaughan from London

June 2 1850 Dunkirk sailed Ellen & Esther, Vaughan for Liverpool

June 7 1850 Liverpool arrived Ellen & Esther, Vaughan from Dunkirk

w/e June 22 1850 Port Penrhyn, Bangor arrived Ellen & Esther, Vaughan

w/e July 27 1850 Aberdovey arrived Ellen & Esther, Vaughan

w/e August 3 1850 Aberdovey outwards Ellen & Esther, Vaughan

August 7 1850 Deal arrived & proceeded for the river Ellen & Esther, Vaughan  
· from westward

August 10 1850 London customs house inwards Ellen & Esther, Vaughan from  
· Aberdovey

September 7 1850 Scatterry Roads arrived Ellen & Esther, Vaughan from London

September 9 1850 Limerick arrived Ellen & Esther, Vaughan from London

September 30 1850 London customs house inwards Ellen & Esther 91, Vaughan  
· from Limerick

October 13 1850 Poole arrived Ellen & Esther, Vaughan from London

November 6 1850 Runcorn arrived Ellen & Esther, Vaughan from Poole

November 21 1850 Carnarvon arrived Ellen & Esther, Vaughan from Liverpool

To December 13 1850 Caernarvon remains Ellen & Esther, Vaughan for London

December 13 1850 Caernarvon remains Ellen & Esther, Vaughan from this port  
· for London

December 19 1850 Caernarvon sailed Ellen & Esther, Vaughan for London

**1851**

January 21 1851 Boulogne-s Mer arrived Ellen & Esther, Bone from London

February 1 1851 Boulogne-s Mer sailed Ellen & Esther, Bone for Liverpool

February 6 1851 Plymouth put in Ellen& Esther Vaughan from Boulogne for Bristol

February 10 1851 Plymouth sailed Ellen & Esther, Vaughan for Bristol

February 13 1851 Bristol, Pill arrived Ellen & Esther, Vaughan from Boulogne

February 15 1851 Bristol came in Ellen & Esther, Vaughan from Boulogne

March 1 1851 Milford put in Ellen & Esther Vaughan from Bristol for Londonderry

March 6 1851 Beaumaris put in Ellen & Esther Vaughan from Bristol for  
 . Londonderry

March 31 1851 Caernarvon arrived Ellen & Esther, Vaughan from Londonderry

April 23 1851 Caernarvon sailed Ellen & Esther, Vaughan for London

June 9 1851 Deal put in Ellen & Esther Vaughan from North for westward

w/e June 22 1851 Port Penrhyn, Bangor arrived Ellen & Esther, Vaughan

July 3 1851 Caernarvon arrived Ellen & Esther, Vaughan from Dublin

August 21 1851 Milford put in Ellen & Esther Vaughan from Caernarvon for  
 . London

September 24 1851 London customs house cleared out Ellen & Esther, Vaughan  
 . for Amlwch

October 1 1851 Cowes put in Ellen & Esther Vaughan for Amlwch from London

October 3 1851 Cowes sailed Ellen & Esther, Vaughan for Amlwch

October 29 1851 Caernarvon arrived Ellen & Esther, Vaughan from Amlwch

December 2 1851 Caernarvon sailed Ellen & Esther, Vaughan

## **1852**

January 11 1852 Ramsgate arrived Ellen & Esther, Vaughan from London of & for  
 . Barmouth

January 31 1852 Ramsgate put back Ellen & Esther, Vaughan for Barmouth

February 13 1852 Torbay put in Ellen & Esther Vaughan from London for  
 . Barmouth

February 17 1852 Falmouth put in Ellen & Esther Vaughan from London for  
 . Barmouth

February 20 1852 Falmouth sailed Ellen & Esther, Vaughan for Barmouth

April 15 1852 Barmouth sailed Ellen & Esther, Vaughan for Caernarvon

April 15 1852 Caernarvon arrived Ellen & Esther, Vaughan from Barmouth

April 26 1852 Caernarvon sailed Ellen & Esther, Vaughan for London

May 18 1852 In harbour Mill Street, dock head Bermondsey Ellen & Esther,  
 . Vaughan – slates, damaged by fire in neighbouring properties.

June 12 1851 Torbay put in Ellen& Esther Ward from Newcastle for Dublin - leaky

August 14 1852 Deal arrived & proceeded ABS 208, Ellen & Esther,  
 . Vaughan of Barmouth from northward for westward

August 28 1852 Dublin arrived Ellen & Esther, Vaughan from Newcastle

September 7 1852 Dublin sailed Ellen & Esther for Arklow – Sulphur ore

September 23 1852 Yarmouth, Norfolk Ellen & Esther, Vaughan for Newcastle

October 27 1852 Plymouth windbound Ellen & Esther, Vaughan for Charlestown

November 11 1852 Falmouth put in Ellen & Esther Vaughan from Par for  
 . Runcorn, man hurt

November 28 1852 Runcorn arrived Ellen & Esther, Vaughan from Par

December 15 1852 Caernarvon arrived Ellen & Esther, Vaughan from Runcorn

### **1853**

January 17 1853 Caernarvon sailed Ellen & Esther, Vaughan for London

March 10 1853 Cowes put in & sailed Ellen & Esther Vaughan from London for  
 . Dundalk

March 17 1853 Milford put in Ellen & Esther Vaughan from Swansea for Dundalk

March 23, 24 1853 Milford sailed Ellen & Esther, Vaughan from Dundalk for  
 . Newport

April 2 1853 Dundalk sailed Ellen & Esther, Vaughan

April 3 1853 Caernarvon arrived Ellen & Esther, Vaughan from Dundalk

April 28 1853 Caernarvon sailed Ellen & Esther, Vaughan for London  
 June 10 1853 Sunderland arrived Ellen & Esther, Paul from London  
 June 28 1853 Torbay put in Ellen & Esther Vaughan from Sunderland for Cardiff  
 July 8 1853 Cardiff arrived Ellen & Esther, Vaughan from Sunderland  
 w/e July 28 1853 Cardiff sailed Ellen & Esther, Vaughan for Honfleur – coal  
 August 30 1853 Torbay put in Ellen & Esther Vaughan from Honfleur  
 September 21 1853 Cardiff sailed Ellen & Esther, Vaughan for Bremen - Iron  
 November 2 1853 Bremerhaven sailed Ellen & Esther, Vaughan for London  
 November 25 1853 Torbay put in Ellen & Esther Vaughan from Newcastle for  
 . Dublin  
 December 5 1853 Dublin arrived Ellen & Esther, Vaughan from Newcastle  
 December 15 1853 Caernarvon arrived Ellen & Esther, Vaughan

## 1854

January 3 1854 Caernarvon remain Ellen & Esther, Vaughan for London  
 January 9 1854 Caernarvon sailed Ellen & Esther, Vaughan for London  
 February 6 1854 Deal passed by ABS No. 208 Ellen & Esther, Vaughan of  
 . Barmouth from west to north  
 March 14 1854 Portsmouth arrived Ellen & Esther, Vaughan from Woolwich  
 March 25 1854 Poole sailed Ellen & Esther, Baughan for Liverpool  
 April 11 1854 Beaumaris passed by Ellen & Esther, Vaughan for Caernarvon  
 April 13 1854 Caernarvon arrived Ellen & Esther, Vaughan  
 May 1 1854 Caernarvon remain Ellen & Esther, Vaughan for London  
 May 6 1854 Caernarvon sailed Ellen & Esther, Vaughan for London  
 w/e May 11 1854 Porthdynllaen arrived Ellen & Esther, Vaughan  
 w/e May 11 1854 Porthdynllaen sailed Ellen & Esther, Vaughan  
 May 18 1854 Ramsgate put in Ellen & Esther Vaughan of Barmouth from  
 . Caernarvon for London

May 21 1854 Ramsgate sailed Ellen & Esther, Vaughan for London  
June 7 1854 Newhaven arrived Ellen & Esther, Vaughan from London  
June 16 1854 Newhaven sailed Ellen & Esther, Vaughan for Runcorn  
June 19 1854 Lymington Off Jack in the Basket Ellen & Esther, Vaughan from  
. Newcastle for Runcorn  
July 1 1854 Liverpool arrived Ellen & Esther, Vaughan from Barrow  
July 18 1854 Caernarvon arrived Ellen & Esther, Vaughan from Runcorn  
August 27 1854 Carnarvon sailed Ellen & Esther, Vaughan for London  
September 11 1854 Harwich arrived Ellen & Esther from London  
October 6 1854 Hartlepool arrived Ellen & Esther, Warren from London  
October 16 1854 Hartlepool sailed Ellen & Esther, Vaughan for Bridport  
October 23 1854 Deal put in & anchored Ellen & Esther Vaughan from north  
. to west  
October 30 1854 Deal arrived & proceeded for the river Ellen & Esther (ABS 208)  
November 5 1854 Off Bridport Ellen & Esther, Vaughan from Hartlepool  
w/e November 11 1854 Bridport arrived Ellen & Esther, Vaughan from Hartlepool  
November 17 1854 Bridport sailed Ellen & Esther, Vaughan for Charlestown  
November 28 1854 Tresco, Scilly put in Ellen & Esther Vaughan from Bridport  
December 12 1854 Llanelly arrived Ellen & Esther, Vaughan from Bridport

## **1855**

January 12 1855 Scilly arrived Ellen & Esther, Vaughan from Llanelly for Rouen  
January 16 1855 Scilly sailed Ellen & Esther, Vaughan for Rouen  
February 9 1855 Rouen arrived Ellen & Esther, Vaughan from Llanelly  
w/e March 8 1855 Poole arrived Ellen & Esther, Vaughan from Rouen  
w/e March 22 1855 Poole sailed Ellen & Esther, Vaughan for Runcorn – Stones  
w/e April 21 1855 Runcorn sailed Ellen & Esther, Jones

June 26 1855 Dublin arrived Ellen & Esther, Vaughan from London—General cargo

July 6 1855 Caernarvon arrived Ellen & Esther, Vaughan from Dublin

July 31 1855 Carnarvon sailed Ellen & Esther, Vaughan for London

w/e September 29 1855 Runcorn arrived Ellen & Esther, Jones

w/e October 6 1855 Runcorn sailed Ellen & Esther, Jones

October 4 1855 Caernarvon arrived Ellen & Esther, Vaughan

December 15 1855 Dublin arrived Ellen & Esther, Vaughan from London

. - General cargo

December 29 1855 Caernarvon arrived Ellen & Esther, Vaughan from Dublin

## **1856**

January 3 1856 Carnarvon arrived Ellen & Esther, Vaughan

January 31 1856 Carnarvon sailed Ellen & Esther, Vaughan for London

April 12 1856 Portland put into Roads Ellen & Esther Vaughan from London for  
. Dublin

April 13 1856 Portland sailed Ellen & Esther, Vaughan for Dublin

April 24 1856 Dublin arrived Ellen & Esther, Vaughan from London—General cargo

May 3 1856 Caernarvon arrived Ellen & Esther, Vaughan from Dublin

June 23 1856 Carnarvon sailed Ellen & Esther, Vaughan for London

August 25 1856 Caernarvon arrived Ellen & Esther, Vaughan from Runcorn

September 25 1856 Carnarvon sailed Ellen & Esther, Vaughan

December 16 1856 Dublin arrived Ellen & Esther from Harwich

December 25 1856 Caernarvon arrived Ellen & Esther, Vaughan from Dublin

## **1857**

w/e May 30 1857 Flint sailed Ellen & Esther, Vaughan

w/e July 23 1857 Caernarvon arrived Ellen & Esther, Vaughan

September 1 1857 Carnarvon sailed Ellen & Esther, Vaughan for Tralee

September 12 1857 Kerry arrived Ellen & Esther from Bangor – slate

October 16 1857 London customs house entered Ellen & Esther, Vaughan from  
 . Tralee

w/e November 21 1857 Yarmouth sailed Ellen & Esther, Vaughan for Wexford

November 22 1857 Passage Waterford arrived Ellen & Esther, Vaughan from  
 . Yarmouth for Wexford – Barley

December 19 1857 Port Penrhyn, Bangor arrived Ann & Esther, Vaughan

### **1858**

w/e January 16 1858 Port Penrhyn, Bangor cleared out Ellen & Esther,  
 . Vaughan - slates

February 19 1858 Poole arrived Ellen & Esther, Vaughan from Southampton  
 . -ballast

March 2 1858 Poole sailed Ellen & Esther, Vaughan for Runcorn – Clay

w/e June 5 1858 Port Penrhyn, Bangor cleared out Ellen & Esther,  
 . Vaughan - slates

July 21 1858 Newport arrived Esther Mary Vaughan from Sligo

July 31 1858 Dublin arrived Ellen & Esther from Newport

w/e December 3 1858 Charlestown, Corn. sailed Ellen & Esther, Vaughan for  
 . Runcorn

### **1859**

January 6 1859 Caernarvon arrived Ellen & Esther, Vaughan

February 18 1859 Caernarvon windbound in straits Ellen & Esther, Vaughan from  
 . this port for London

March 24 1859 Caernarvon arrived Ellen & Esther, Vaughan

w/e April 26 1859 Falmouth put in Ellen & Esther, Vaughan from London for  
 . Whitehaven

April 21 1859 Falmouth sailed Ellen & Esther, Vaughan for Whitehaven

May 20 1859 Whitehaven sailed Ellen & Esther, Bond for Cardiff

October 26 1859 Newport, Pem put in Ellen & Esther, Vaughan to repair from  
 . Caernarvon to Hamburg – slates

### **1860**

March 9 1860 Newport, Pem. Sailed Ellen & Esther, Vaughan for Milford to load  
 . remainder of cargo unloaded to repair

March 10 1860 Milford arrived Ellen & Esther, Vaughan for Hamburg from  
 . Portdinorwic

March 26 1860 Milford sailed Ellen & Esther, Vaughan for Hamburg

April 12 1860 Off Brunshausen arrived Ellen & Esther, Vaughan from Portdinorwic

May 3 1860 Ipswich arrived Ellen & Esther, Vaughan from Hamburg  
 . – animal Charcoal

w/e May 19 1860 Ipswich sailed Ellen & Esther, Vaughan for Caernarvon  
 . – wheat & flour

July 19 1860 Portdinorwic sailed Ellen & Esther, Vaughan for London

September 25 1860 Falmouth arrived Ellen & Esther, Vaughan from Plymouth

### **1861**

January 14 1861 Barmouth sailed Ellen & Esther, Vaughan for Bangor

w/e May 4 1861 Ipswich arrived Ellen & Esther, Vaughan from London - Barley

June 5 1861 Pembroke Dock arrived Ellen & Esther, Vaughan from Ipswich  
 . – Guano

June 7 1861 Cardiff cleared outwards Ellen & Esther 85, Vaughan for Caen  
 . – 142 tons coal

June 22 1861 Caen arrived Ellen & Esther, Vaughan from Cardiff

July 5 1861 Shields arrived Ellen & Esther, Vaughan from Caen

w/e August 1 1861 Poole arrived Ellen & Esther, Vaughan from Newcastle

w/e November 9 1861 Port Penrhyn, Bangor cleared out Ellen & Esther,  
 . Vaughan - slates

## 1862

January 6 1862 Milford remains windbound Ann & Esther, Vaughan for  
 . St Georges Channel

w/e March 8 1862 Port Penrhyn, Bangor arrived Ann & Esther, Vaughan

w/e March 29 1862 Port Penrhyn, Bangor cleared out Ellen & Esther, Vaughan  
 . - slates

April 28 1862 Yarmouth I W off Jack in the Basket Ellen & Esther, Vaughan  
 . for Dublin

July 22 1862 Shields sailed Ellen & Esther for London

August 5 1862 Dublin arrived Ellen & Esther, Vaughan from Newcastle

w/e August 16 1862 Port Penrhyn, Bangor arrived Ellen & Esther, Vaughan

w/e August 23 1862 Port Penrhyn, Bangor arrived Ellen & Esther, Vaughan

December 16 1862 Kingstown windbound Ellen & Esther, Vaughan for Waterford  
 . from Newcastle - Coals

December 16 1862 Kingstown sailed Ellen & Esther, Vaughan for Waterford from  
 . Newcastle - Coals

## 1863

January 18 1863 Waterford sailed Ellen & Esther, Vaughan for Bangor

March 16 1863 Holyhead sailed Ellen & Esther, Vaughan for London

w/e March 23 1863 Porthdinllaen arrived Ellen & Esther, Vaughan

w/e March 23 1863 Porthdinllaen sailed Ellen & Esther, Vaughan

June 26 1863 At Port Penrhyn, Bangor died Captain Vaughan (63 years) of the  
 . Ellen & Esther of Barmouth

August 25 1863 London customs house cleared out Ellen & Esther, Vaughan  
 . for Amlwch

w/e October 3 1863 Port Penrhyn, Bangor arrived Ellen & Esther, Vaughan

w/e October 31 1863 Port Penrhyn, Bangor cleared out Ellen & Esther, Vaughan  
 . - slates

November 9 1863 Holyhead sailed Ellen & Esther, Vaughan for London

## **1864**

January 28 1864 Yarmouth I W passed Helen & Esther, Vaughn from London for  
 . Truro

February 7 1864 Truro arrived Ellen & Esther, Vaughan from London

March 13 1864 Liverpool arrived Ellen & Esther, Vaughan from Penryn

w/e August 20 1864 Port Penrhyn, Bangor arrived Ellen & Esther, Vaughan

September 10 1864 Beaumaris windbound Ellen & Esther, Vaughan for London

w/e December 3 1864 Ipswich arrived Ellen & Esther, Vaughan from Belfast  
 . - Sundries

## **1865**

January 24 1865 Holyhead put in Ellen & Esther, Vaughan from Ipswich  
 . for Belfast

w/e February 25 1865 Port Penrhyn, Bangor arrived Ellen & Esther, Vaughan

w/e April 15 1865 Port Penrhyn, Bangor cleared out Ellen & Esther, Vaughan  
 . - slates

May 3 1865 Cuxhaven arrived Ellen & Esther, schr. from Bangor

May 4 1865 Hamburg arrived Ellen & Esther, Vaughan from Bangor

June 6 1865 Lynn arrived Ellen & Esther, Vaughan from Hamburg - Oil cake

June 21 1865 Lynn sailed Ellen & Esther for Blythe

w/e July 27 1865 Poole sailed Ellen & Esther, Vaughan for Runcorn

August 8 1865 Runcorn arrived Ellen & Esther, Vaughan from Poole

w/e September 2 1865 Port Penrhyn, Bangor arrived Ellen & Esther, Vaughan

w/e November 18 1865 Port Penrhyn, Bangor cleared out Ellen & Esther,  
 . Vaughan – slates

December 7 1865 Beaumaris windbound Ellen & Esther, Vaughan for London

December 19 1865 Holyhead put in Ellen & Esther, Vaughan for new mast

## **1866**

January 3 1866 Holyhead remaining Ellen & Esther, Vaughan waiting for new  
 . top mast

January 22 1866 Holyhead remaining Ellen & Esther, Parry for Runcorn

April 20 1866 Shoreham put in Ellen & Esther, Griffiths windbound from London  
 . for Westward

April 25 1866 Falmouth put in Ellen & Esther, Parry for Dundalk from London

May 20 1866 Dundalk sailed Ellen & Esther, Jones for Whitehaven

May 23 1866 Holyhead sailed Ellen & Esther, Vaughan for Bangor

w/e May 26 1866 Port Penrhyn, Bangor arrived Ellen & Esther, Vaughan

August 2 1866 Holyhead arrived Ellen & Esther, Vaughan from Bangor  
 . for Wisbeach

October 14 1866 Dartmouth put in Ellen & Esther, Vaughan from Bangor  
 . for Wisbeach

October 20 1866 Dartmouth sailed Ellen & Esther, Vaughan for Wisbeach

November 7 1866 Wisbech sailed Ellen & Esther, Vaughan for Newcastle – Salt

November 30 1866 Dartmouth put in Ellen & Esther of Barmouth for east

December 2 1866 Dartmouth arrived Ellen & Esther, Vaughan from Shields

December 7 1866 Totnes unloading Ellen & Esther – crewman drowned

## **1867**

March 10 1867 Barmouth arrived Ellen & Esther, Vaughan from Runcorn

April 13 1867 Barmouth for sale by Auction schooner Ellen Esther on  
 . Aberamfrach beach near Barmouth for inspection

April 29 1867 Barmouth auction for 64/64ths schooner Ellen Esther

May 4 1867 Portmadoc arrived Ellen Esther, Jones from Barmouth

August 24 1867 Portmadoc entered loading Ellen Esther, Richards for London

October 16 1867 Deal came down river Ellen & Esther, Jones for Dublin

October 29 1867 Dublin arrived Ellen Esther from London

w/e November 9 1867 Portmadoc arrived Ellen Esther, Owen

w/e November 23 1867 Portmadoc sailed Ellen Esther, Jones for London

## **1868**

January 23 1868 Portmadoc arrived Ellen Esther, Jones from Rhyl

February 26 1868 Lynn arrived Ellen Esther, Jones from Portmadoc – Slates

March 29 1868 Falmouth put in Ellen Esther, Jones from Lynn for Greenock

April 6 1868 Clyde arrived Ellen Esther 82, Jones from Lynn – Minerals

April 17 1868 Clyde sailed Ellen & Esther, Jones for Portmadoc

w/e April 25 1868 Portmadoc arrived Ellen Esther, Jones

w/e June 27 1868 Portmadoc arrived Ellen Esther, Jones

July 3 1868 Portmadoc Regatta participants included Ellen & Esther in rowing

August 15 1868 Cowes put in Ellen Esther, Jones from Portmadoc for  
 . Newcastle – slates

August 19 1868 Cowes sailed Ellen & Esther, Jones for Newcastle – Slates

November 13 1868 Deal passed Ellen Esther, Jones from Portmadoc for Wisbech

November 17 1868 Sandgate anchored off Ellen Esther, Jones from Portmadoc  
 . for Wisbech

November 26 1868 Wisbech arrived Ellen Esther, Jones from Portmadoc – Slates

December 22 1868 Great Yarmouth Roads anchored schooner Ellen & Esther  
 . from Wisbech for Belfast

**1869**

January 16 1869 Belfast arrived Ellen Esther, Jones from Wisbech – Flour

January 21 1869 Belfast sailed Ellen & Esther, Jones for Portmadoc

January 28 1869 Portmadoc arrived Ellen Esther, Jones from Belfast

January 29 1869 Portmadoc damaged in harbour during storm Ellen Esther

w/e March 13 1869 Portmadoc sailed Ellen Esther, Williams

April 30 1869 Wishbech arrived Ellen Esther, Jones from Portmadoc - Slates

May 7 1869 Wishbech sailed Ellen & Esther, Jones for Newcastle

June 5 1869 Waterford sailed Ellen & Esther, Jones for Portmadoc

w/e June 12 1869 Portmadoc arrived Ellen Esther, Jones

July 1 1869 Portmadoc sailed Ellen Esther, Jones for Riga

July 9 1869 Scrabster put in Ellen Esther, Jones from Portmadoc windbound

July 10 1869 Scrabster sailed Ellen Esther, Jones for Riga

July 21 1869 Riga arrived Ellen Esther, Jones from Portmadoc

August 31 1869 Gravesend arrived Ellen Esther, Jones from Riga

August 31 1869 London customs house entered in Ellen & Esther 82, Jones of  
. Caernarvon from Riga

September 11 1869 Surry Dock, London Ellen Esther 83, Jones from Riga

September 27 1869 Dover sailed Ellen & Esther, Jones for Dublin

October 5 1869 Dublin arrived Ellen Esther, Jones from London

October 13 1869 Dublin sailed Ellen & Esther, Jones for Portmadoc

October 15 1869 Portmadoc arrived Ellen Esther, Jones from Dublin

November 2 1869 Portmadoc sailed Ellen Esther, Jones for London - Slates

November 4 1869 Sarn Badrig abandoned Ellen Esther, Jones from Portmadoc for  
. London – crew safe

November 7 1869 Near Towyn the wreck Ellen Esther came ashore.

## Appendix C Ports and other Locations

**Amlwch** - is situated on the north coast of the Isle of Anglesey, exported copper ore

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

**Breman** -Bremen, Germany, largest city on river Weser

**Bremerhaven** -city at the seaport of Bremen, Germany at the mouth of the River Weser

**Brouwershaven** -small city on the Grevelingen in Dutch province of Zeeland.

**Caen** is a port city and capital of Calvados department in northern France's Normandy region. Connected to the English Channel by a ship canal completed in 1856

**Charlestown** is a village and port on the south coast of Cornwall, United Kingdom, and in the civil parish of St Austell Bay. It is situated approximately 2 miles south east of St Austell town centre, in the China clay mining area.

**Chester** - On River Dee, exported bricks

**Cuxhaven** - Lower Saxony, north western Germany, at the mouth of the Elbe estuary

Dordrecht, historically known in English as **Dordt** (still colloquially used in Dutch, is a city and municipality in the Western Netherlands, located in the province of South Holland. It is the province's fifth-largest city after Rotterdam.

**Dundalk** is the county town of County Louth, Ireland. The town is on the Castletown River, which flows into Dundalk Bay on the east coast of Ireland. It is halfway between Dublin and Belfast, close to the border with Northern Ireland.

**Flint** Flintshire, Wales, lying on the estuary of the River Dee The imports are sulphur and other chemicals; the exports are copper and coal, soda, potash, and other chemical products

**Fowey** - small town, and cargo port at the mouth of the River Fowey in south Cornwall, England, Tin, copper and iron mines, along with quarries and china clay pits became important industries in the area which after the railway was built in 1869 were exported here.

**Gloucester** – former port, shipping, salt, bark for tanning leather, and importing coal and grain.

**Harlingen** is a municipality and a city in the northern Netherlands, in the province of Friesland on the coast of Wadden Sea.

**Helvoet** - The history of Hellevoetsluis has always been connected with water. The Kanaal door Voorne (Canal through Voorne) was built in 1830 from Hellevoetsluis to Nieuwesluis (near Heenvliet) and made Hellevoetsluis an out port of Rotterdam.

**Honfleur** is a city in the department of Calvados, in northern France's Normandy region. It's on the estuary where the Seine river meets the English Channel.

**Kingstown** - (Dun Laoghaire), County Dublin, Ireland

**Llwyngwril** is a coastal village, in Llangelynnin community, two miles north of the village of Llangelynnin and eleven miles south-west of Dolgellau. It is in the county of Merionethshire, Wales.

**Limerick** is a western city in Ireland situated within County Limerick. It is located at the head of the Shannon Estuary, where the river widens before it flows into the Atlantic Ocean.

**Lough Swilly** in Ireland is a glacial fjord or sea inlet lying between the western side of the Inishowen Peninsula and the Fanad Peninsula, in County Donegal.

**Lymington** – On the Solent in Hampshire The navigable channel of the Lymington River has been defined by markers since the 18th Century (possibly earlier), the most important of which was the marker near the entrance to the river known as '**Jack in the Basket**', which remains an important guide to those using the river today. One story for the name the was fishermen from Lymington would go out in the Solent and to save them time their wives rowed down the river in punts and tied their food and drink in a basket on the last stake in the river. The drink was always carried in 'black jacks' (a tarred leather flask), hence the name Jack in the Basket.



Fig. 2 Jack in the Basket

King's Lynn, known colloquially as **Lynn**, is a port and market town in the borough of King's Lynn and West Norfolk in the county of Norfolk, England. It is located 98 miles (158 km) north of London, and 44 miles (71 km) west of Norwich.

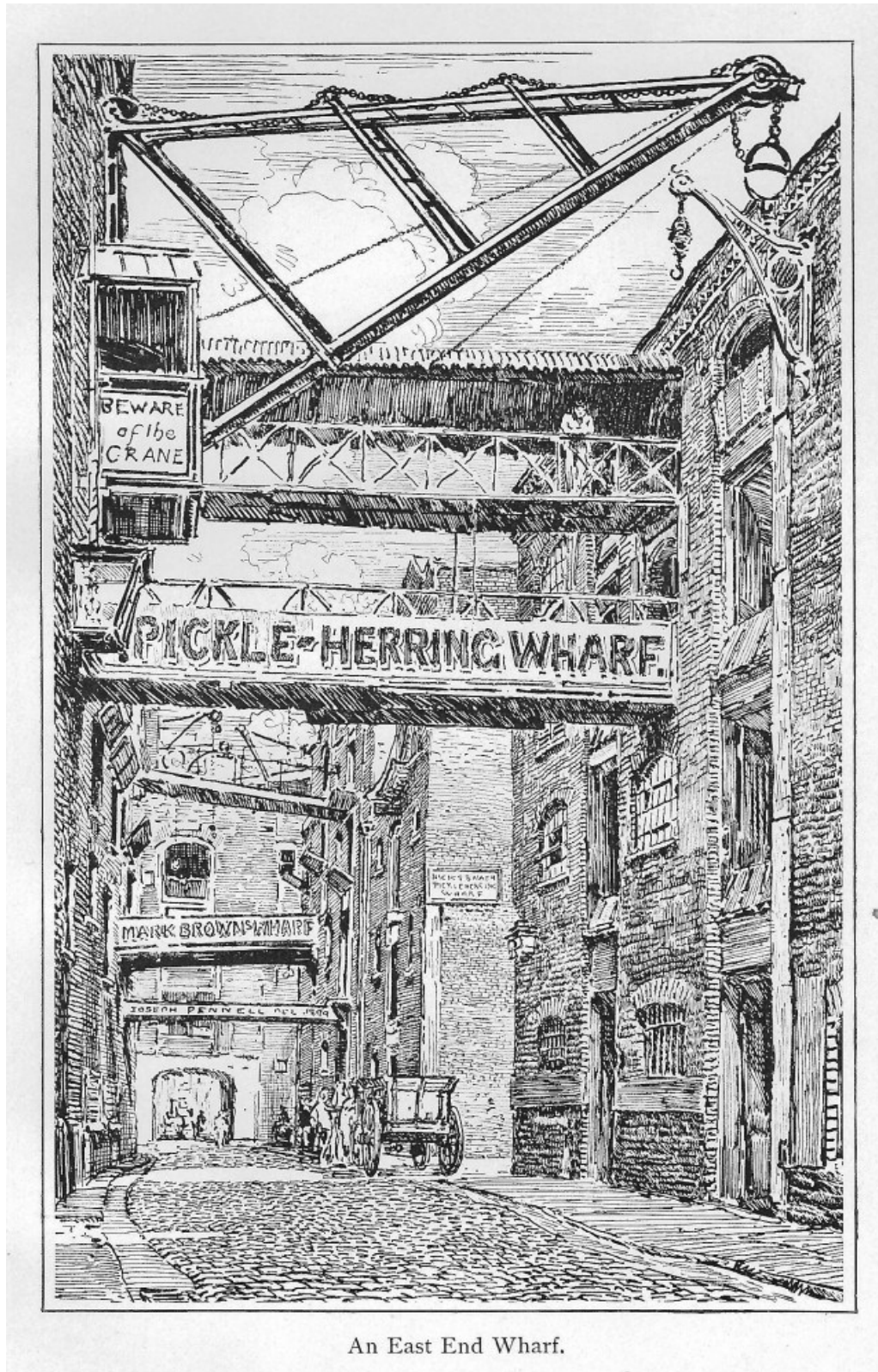
**Newhaven** East Sussex, lies at the mouth of the River Ouse, which has historically migrated westward from Seaford, one of the Cinque Ports. A breakwater was built at the village of Meeching and a new outlet cut through the valley; the railway reached the port in 1847, enabling a train-ferry which brought great activity.

**Par** is a coastal village and port in south Cornwall, near St Austell and china clay mining.

**Penryn** a town in west Cornwall, England, United Kingdom. It is on the Penryn River about 1 mile northwest of Falmouth.

**Pentewan** is a coastal village and former port in south Cornwall, near St Austell and china clay mining.

**Pickle Herring Upper Wharf.** This wharf existed by 1661 and was made a sufferance wharf in the 19th. Century. A sufferance wharf is a licensed private wharf where dutiable goods may be kept until the duty is paid. This was one of many wharves that were located along the River Thames near Tower Bridge.



An East End Wharf.

Fig. 3 Pickle Herring Wharf

**Poole** is a town in the east of Dorset and is well known for Europe's largest natural harbour. Poole's first railway station opened in Hamworthy in 1847 and later extended to the centre of Poole in 1872, effectively ending the port's busy coastal shipping trade. During the industrial revolution, in the 18th and 19th centuries, the pottery towns of the Midlands and Northern England took vast quantities of local clay shipped by barge from Poole Quay.

**Porthdinllaen** is a small coastal village near Morfa Nefyn, Gwynedd, on the north coast of the Llŷn peninsular. The headland forms a natural harbour that affords protection from the prevailing westerly winds and Porthdinllaen became important as a harbour of refuge

**Port Dinorwic** as it was formerly known in English is Y Felinheli, a village, beside the Menai Strait between Bangor and Caernarfon- exported slate

**Port Penrhyn** is a harbour located just east of Bangor in north Wales at the confluence of the River Cegin with the Menai Strait. It was formerly of great importance as the main port for the export of slate from the Penrhyn Quarry, the largest slate quarry in the world at the end of the nineteenth century. It was built, and later expanded, by the Pennant (later Douglas-Pennant) family of the nearby Penrhyn Castle.

**Rathmullan** is a seaside village and townland on the Fanad Peninsula in County Donegal, Ireland. It is situated on the western shore of Lough Swilly, 11 kilometres (7 mi) north-east of Ramelton and 12 km (7 mi) east of Milford.

**Riga** is the capital of Latvia. The city lies on the Gulf of Riga at the mouth of the Daugava river where it meets the Baltic Sea.

**Rouen**, capital of the northern French region of Normandy, is a port city on the river Seine.

**Runcorn** – on Mersey River and Manchester ship canal, exports salt

**Sandgate** is a village in the Folkestone and Hythe district of Kent, England.

**Scattery Roads** is a strait in County Clare. Scattery Roads is situated south of Inishbig (Scattery Island), and southeast of Mall Point in the Shannon Estuary.

**Scrabster** is the most northerly large port in mainland Britain, on Thurso Bay in Caithness on the north coast of Scotland. It is some 1+1/2 miles from Thurso, 22+1/2 miles from Wick, 112 miles from Inverness and 271.7 miles from Edinburgh.

**Shields** – Port of Tyne, Newcastle upon Tyne. Shields is a coastal town on the north and south bank of the River Tyne in North East England, eight miles north-east of Newcastle upon Tyne.

**Sligo** a coastal seaport and the county town of County Sligo, Ireland, within the western province of Connacht.

**St Mawes** is a small village opposite Falmouth, on the Roseland Peninsula on the south coast of Cornwall. It lies on the east bank of the Carrick Roads.

**Texel** is one of the Dutch Wadden Islands, off the coast of the Netherlands.

**Totnes** is a market town at the head of the estuary of the River Dart in Devon, England

**Towyn** (Welsh: Tywyn), Tywyn, formerly spelled Towyn, is a town, community, and seaside resort on the Cardigan Bay coast of southern Gwynedd, Wales.

**Tralee** is the county town of County Kerry in the south-west of Ireland. The town is on the northern side of the neck of the Dingle Peninsula.

**Truro** Cornwall grew as a centre of trade from its port and then as a town for the tin-mining industry. Truro's importance increased later in the 19th century with an iron-smelting works, potteries, and tanneries. From the 1860s, the Great Western Railway provided a direct link to London Paddington. It is about 9 miles from the south coast, at the confluence of the rivers Kenwyn and Allen, which combine as the Truro River – one of a series of waterways and drowned valleys leading into the River Fal and then the large natural harbour of Carrick Roads and Falmouth.

**Waterford** is a city in County Waterford in the south-east of Ireland. It is located within the province of Munster. The city is situated at the head of Waterford Harbour.

**Waterford Passage** a small maritime town, within the county of the city of Waterford

**Wexford** Harbour in County Wexford, Ireland is the natural harbour at the mouth of the River Slaney.

**Whitehaven** This Georgian town, situated on the west coast of Cumbria, was built on shipping and coal mining.

**Wisbech** on River Nene Isle of Ely, Cambridgeshire, the drained marshes provided rich productive farmland, and regular shipments of corn and oil seed rape to the coast and continent, and imports which included coal from the North, slate from Wales and timber from the Baltic. Woad was shipped out from the port

## Appendix D Mercantile Navy List

Mercantile Navy List, 1865, page 113

Ship: ELLEN

Image source: [clip](#) Crew List Index Project

Year	1865	GO	⊕	⊖	Page	113	GO	⏪	⏩	⏴	⏵	Notes	Search again
15370	Ellen Stuart, Liverpool				L.S.B.F	1015				John and Douglas, Stourport, Worcester.			
11636	Ellen Venn, Bristol					54				Benjamin Danks, Stourport, Worcester.			
47759	Ellen Williams, Carnarvon				V.P.W.S	69				Thomas Williams, Penrhos, Nevin.			
20853	Ellen and Ann, Fleetwood					35				H. and C. Blundell, Southport, Lancaster.			
27974	Ellen and Ann, Hull				P.T.L.V	43				Wm. Needler, Goodwin Street, Hull.			
4216	Ellen and Ann, Pwllheli				J.B.P.C	33				John Griffiths, Nevin, Carnarvon.			
12393	Ellen and Elizabeth, Beaumaris				L.B.Q.F	15				John Roberts, Rhuddlan, Flint.			
31620	Ellen and Elizabeth, Melbourne				Q.R.P.W	38				Robert J. Miller, Melbourne, N.S.W.			
991	Ellen and Esther, Carnarvon				H.G.D.B	91				Hugh Thomas, Barmouth, Merioneth.			
2743	Ellen and Jane, Leith					22				Donald B. Macgregor, Woodburn, Midlothian			
27828	Ellen and Nancy, Ipswich				P.S.W.D	147				E. Godwin, Ipswich.			
21925	Ellen and Margaret, Douglas					22				John and Douglas, Isle of Man.			
29852	Ellen and Mary, Ipswich				Q.H.K.C	134				Sarah and Mont, Ipswich.			
21758	Ellen and Mary, Lancaster					131				John and Mont, Whitehaven, Cumberland.			
32169	Ellen and Mary, Melbourne				Q.V.B.M	24				(a)			
12694	Ellen and Nancy, Newry				L.C.V.G	19				Daniel and Mont, Carlington, Louth.			
45571	Ellen and Sarah, Cowes					18				Walter and Mont, Newport.			
3365	Ellen and Sarah, Lancaster				H.T.B.J	53				Richard and Mont, Newland, Lancaster.			
23390	Ellen and Sarah, London				N.R.K.G	926				G. and Mont, 3, Cross Lane, St. Mary-at-Hill,			
9870	Ellendole, Cardigan					19				Richard Jones, St. Dogmells, Pembroke.			
39593	Ellengowan, Dundee				S.P.W.K	188				G. Cummings, St. Andrew Street, Dundee.			
1583	Ellens, Carnarvon				H.K.P.M	58				(c) John Jones, Newboro'.			
22046	Ellerslie, Liverpool				N.J.T.Q	414				The Company of African Merchants, Liverpool			
23310	Ellesmere, London				P.V.W.G	170				(a)			
29221	Ellesmere, Runcorn					72				Philip Whitway, Runcorn.			

Official No. 991 Ellen and Esther , Carnarvon, International signals H.G.D.B. 91 tons, owner Hugh Thomas, Barmouth

1866,1867,1868,1869 No Changes

1870 No entry



## Crew lists for official number 991

[Notes](#)
[← Previous page](#)
[🔍 Search again](#)

### Crew lists from 1861 onwards

Ship	Year	Port	Archive	Archives reference/link	Transcript
ELLEN & ESTHER	1861		National Maritime Museum		
ELLEN & ESTHER	1862		National Maritime Museum		
ELLEN & ESTHER	1863	Caernarfon	Gwynedd Archives Service		
ELLEN & ESTHER	1864	Caernarfon	Gwynedd Archives Service		
	1865		National Maritime Museum ?		
ELLEN & ESTHER	1866	Caernarfon	Gwynedd Archives Service		
	1867		The National Archives	<a href="#">BT 99/321</a>	
ELLEN & ESTHER	1868	Caernarfon	Gwynedd Archives Service		
ELLEN & ESTHER	1869	Caernarfon	Gwynedd Archives Service		

### Appendix E Appropriate Book entry

📄 Appropriation Books, Official Numbers 951 - 1000 (991)

Image source [clip](#) CLIP images

Official Number	Name	Tonnage	Type	Location	Date
988	Essex	39	Steamer	Londou	1. Feby 1848
989	Ybent	40	"	"	"
990	Eliza Fox	84	Sailing	Plymouth	8. Aug 1843
991	Ellen & Esther	91	"	Lannarou	23. July 1840
992	Resolution	125	"	Braumaris	26. Mar 1855
993	Emily	80	"	"	16. Jan 1852
994	Union	70	"	Peiskaldy	18. Aug 1853
995	Re Master	185	"	Londou	23. Dec 1845
996	Star	56	"	Portmouth	13. Mar 1854
997	Rival	39	"	Londou	16. Oct 1845
998	"	"	"	"	"

*Handwritten notes on the left margin:*  
 - Top: "at per ... 1849"  
 - Middle: "Lost per ... 10/1/19"  
 - Below that: "Lost per ... June 1850"  
 - Below that: "Commodore ... 10/1/19"  
 - Below that: "at ... 10/1/19"  
 - Bottom: "Lost advice 23/1/11"

### Appendix F Lloyds Survey Reports 1840 & Repairs Report 1852

32

No. 32 Survey held at Bermouth Date 17 June 1840  
 on the Schooner Ellen & Esther Master Lewis Vaughan  
 Tonnage 91 Built at Bermouth When built Sounded 2<sup>nd</sup> June 1840  
 By whom built Griffith Thomas Owners Lewis Vaughan Schoolmaster  
 Port belonging to Bermouth Destined Voyage Bermouth to Portmadoc  
 If Surveyed Afloat or in Dry Dock On dry Beach

Length aloft	49	Extremity Breadth	18 1/2	Depth of Hold	10	
<b>Scantlings of Timber.</b>			<b>Thickness of Plank.</b>			
Timber and Space	each	11	Keel to Bilge	2 1/2	Foot Waling	2 1/2
Floors	sided	11	Bilge Planks	5 1/2	Bilge Planks	2 1/2
1 <sup>st</sup> Footbooks	"	9 1/2	Bilge to Wales	2 1/2	Ceiling in Flat	2
2 <sup>nd</sup> Ditto	"	7 1/2	Wales	4	Ditto Bilge to Clamp	2
3 <sup>rd</sup> Ditto	"	6 1/2	Top-sides	3	Hold Beam Clamps	3
Top Timbers	"	6 1/2	Sheer Strakes	3 1/2	Deck Beam Ditto	4 1/2
Deck Beams	N <sup>o</sup> . of 11	9	Plank Sheers	2 1/2	Ceiling 'twixt Decks	2
Hold Beams	N <sup>o</sup> . of 2	8	Water-Ways	4	Hold Beam Shells	4
Keel	"	9 1/2	Upper Deck	2 1/2	Deck Beam Ditto	4
Kelsons	"	14				

<b>Copper. Iron</b>		<b>Size of Bolts in Fastenings.</b>		<b>Iron.</b>	
Heel-Knee, and Dead Wood abut	1 1/2	Bolts thro' the Bilge and Foot Waling	3/4	Hold Beam	3/4
Scarpns of Keel	7/8	Butt End Bolts	5/8	Deck Beam	3/4
Floor Timber Bolts	1 1/2	Lower Pintle of the Rudder	2 1/2		
Kelson ditto	1 1/2			same in Iron above the Copper.	
Transoms and throats of Hooks	1 1/2				
Arms of Hooks	7/8				

**Timbering.**—The Space between the Floor Timbers and Lower Footbooks in this Vessel is 2 1/2 Inches. The Space between the Top-timbers is 1 1/2 Inches. The Stern, Stern Post, are composed of British Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of British Oak and are quite free from all defects. The Floors and first Footbooks are composed of British Oak Timber. The other Footbooks and Top Timbers of Do Do. The Shifts of the first and second Footbooks are not less than 2 feet 9 N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are 1 1/2 feet. The Frame is well squared from the first Footbook Heads upwards, and neatly free from sap, and from thence downwards, the frame is well squared. The alternate Frames are all bolted together. N. B. If not, state how bolted. The Butts of the Timbers are quite close together; their thickness not less than 1/2 of the entire moulding at that place. with few exceptions. The Frame is well chocked with a Butt at each end of the chock. The Main Kelson is composed of British Oak and the False Kelson of British Oak. The Scarpns of the Kelsons are not less than 7 feet 6 inches. The Deck and Hold Beams are composed of British Oak.

**Planking Outside.**—From the Keel to the first Footbook Heads the Plank is composed of American Red Pine. From the first Footbook Heads to the Light Water Mark of British Oak. From the Light Water Mark to the Wales of Do Do. The Wales and Black-strakes are of British Oak. The Top-sides of British Oak. The Sheer-strakes and Plank-sheers of Do Do. The Water-ways of Do Do. The Decks of Red Pine State of Sounded & good. The Shifts of the Planking are not less than 4 Feet 6 Inches. N. B. If less than prescribed by the Rule, state whether general or partial, and if partial, in what part of the Ship. The Planking is wrought between between

**Planking Inside.**—The Limber-strakes are composed of British Oak the Bilge Planks of British Oak. The Ceiling, Lower Hold, of British Oak Between Decks of British Oak. Shelf Pieces of Iron Clamps of Do Do.

**Fastenings.**—To Hold Beams Deck Beams are double ledging pieces of British Oak. Number of Breasthooks Four Pointers          Cretches         . Butts End Bolts are of Iron in the Bottom, and          Bolt in each Butt End through and clenched. Bilge and Footwaling Do bolted through and clenched. General Quality of Workmanship Good and well put together.

We certify that the preceding is a correct description of the above-named Vessel.  
 Builder's Name Griffith Thomas  
 Surveyor's Name Lewis Jones

C. F. SKYFANG, PRINTER, FARRINGTON STREET, LONDON.

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

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N <sup>o</sup> .	fms.		inches.	N <sup>o</sup> .	
/ Fore Sails,	152	Chain .....	1 2	Bower,	6wt 90 lb
/ Fore Top Sails,	80	Hempen Stream Cable .....	6	Stream,	14 23 24
/ Fore Topmast Stay Sails,	70	Hawser .....	4 1/2	Kedge,	3 1 15
/ Main Sails,	90	Towlines .....	3 1/2		3 14
/ Main Top Sails,	120	Warp .....	3		
and all other Sails		All of <u>best</u> quality.			

Her Standing and Running Rigging are sufficient in size and of the best in quality.

She has One Long Boat and \_\_\_\_\_

The present state of the Windlass is \_\_\_\_\_ Capstan \_\_\_\_\_ and Rudder \_\_\_\_\_

**General Remarks—Statement and Date of Repairs.**

*This has been built under my particular inspection I had the advantage of seeing her almost daily from her beginning till finished Her Hull is built of excellent good materials with carefull and good Workmanship Her Masts & Spars are made of Quebec Red pine Her Sails were made in London of half Bleached Canvas Her Standing & running rigging are of the best Liverpool made rope*

If Sheathed, Doubled, Felted, or Coppered \_\_\_\_\_ When last done \_\_\_\_\_

I am of opinion this Vessel should be Classed A-1

The Amount of the Fee .....£ / / : is received by me, John Jones  
Special .....£ / / :

Committee's Minute 30th June 1840  
Character assigned 11 A-1

*20* *6663*  
**REPORT of SURVEY for REPAIRS.**

*21*  
No. *32* Survey held at *London* Date *Sept 1* 18*40*  
on the *Sharon Ellen & Esther* Master *L. Vaughan*  
Tonnage *91* Built at *Barnmouth* When built *1840 July*  
By whom built *J. Thomas* Owners *Samphons*  
Port belonging to *Barnmouth* Destined Voyage *Barnmouth*  
If Surveyed Afloat or in Dry Dock *Afloat*

Original Survey, No. *32* Dated \_\_\_\_\_ Classed *11A1*  
Port *Barnmouth*

**Repairs** *The frame of this vessel appears to be well repaired in all places where it could be seen and would be deemed <sup>fully</sup> equal to 12A - The Ceiling is very irregular and badly shifted in several places - The Butt bolts are through and clenched - The workmanship is rough in places - In my opinion although she has the materials of the same quality as required for a 12A1 vessel, the arrangement & workmanship is not equal to that class - She is therefore not eligible to more than 11A1*

*George Bayley*

The Surveyor is also required to state the present Condition of the

Decks	Transoms	Windlass
Upper Deck Beams & Fastenings	Timbers of the Frame	Capstan
Lower Deck Beams & Fastenings	Topsides	Pumps
Spirkettling	Wales	Masts, Yards, &c.
Plank Shears	Counter	Sails
Waterways	Plank & Treennails (Outside to the Water's Edge)	Cables
Hatchway Coverings	Rudder	Anchors No. of
Breasthooks	Copper	Standing & Running Rigging

General Observations and Opinion,  
as required by the Instructions,

The Amount of Fee.....£ \_\_\_\_\_ is received by me,

Committee's Minute *14<sup>th</sup> Septe* 18*40*

Character assigned \_\_\_\_\_



Lon 608-0294

17037

# REPORT of SURVEY for REPAIRS.

No. 499 Survey held at London Date 20<sup>th</sup> June 1852  
 on the Sch. "Ellen & Esther" Master Vaughan  
 Tonnage 91 Built at Barnmouth When built 1840  
 By whom built \_\_\_\_\_ Owners Vaughan  
 Port belonging to Barnmouth Destined Voyage Coasting trade  
 If Surveyed Afloat or in Dry Dock Wet ways

Last Survey, No. 493 Port Barnmouth Classed A. 1

REPAIRS at present from damage by fire - all new  
 Masts, spars, <sup>standing & running</sup> rigging, keels, bulwarks and  
 deck fittings - and from decay all the  
 fore hoods of Ceiling in hold renewed with 4 new  
 lower futlocks of Chat timbers and 3 filling timbers  
 & 9 Chocks on the Starboard side and 3 futlocks  
 2 fittings & 8 Chocks on the Larboard side renewed  
 renewed thro' new Ceiling and a new lower breast-  
 hook of iron fitted over new Ceiling - the Ceiling  
 of hold repaired - the dove tail plates on after-  
 end of keel renewed Caulked all up over the deck

Present Condition of the

Decks <u>New Saw<sup>d</sup> 1852</u>	Treenails _____	Windlass and Copstan <u>Good</u>
Waterways _____	Breasthooks and Stenson _____	Pumps _____
Comings <u>New</u>	Transoms, Pointers, and Cratche _____	Boats _____
Upper Deck Beams & Fastenings <u>firm</u>	Timbers of the Frame _____	Masts, Yards, &c. <u>all new</u>
Lower Deck Beams & Fastenings <u>o</u>	Keelsons _____	Sails <u>12 sails</u>
Planksheers _____	Clamps and Shelves _____	Anchors No. of <u>2 1 1</u>
Sheerstrakes } <u>good for</u>	Ceiling _____	Cables <u>sufficient</u>
Topsides } <u>Clap</u>	Rudder _____	Housers and Warps <u>all new</u>
Wales _____	Copper <u>None</u> When put on _____	Standing & Running Rigging _____
Plank (Bottom) and Counter _____		

General Observations and Opinion,

This vessel is now in efficient condition and appears fit for the safe conveyance of dry perishable cargoes and to remain as

The Amount of Fee.....£ - : 10 : - is received by me,

Special..... 1 : 1 : -

Certificate (if required) \_\_\_\_\_

Committee's Minute 23<sup>rd</sup> July 1852

Character assigned A. 1 issued upon  
 Special L. 1 - L. J.

J. H. P. Clerk  
 J. H. P. Clerk  
 © 2019  
 Lloyd's Register Foundation  
 LON 632-0090



Fig. 4 Penrhyn Port, Bangor ©Gwynedd Archive Service



Fig. 5 Map of Europe

➡ Scrabster ➡ Portmadoc

## **Appendix G Cargo Explanation**

**Dunnage Mats** are heavy-duty pads that can be placed on solid surfaces to create a safe resting space for cargo.

**Limestone** – Used as a flux to remove accompanying rock from metal as slag and in production of cement.

**Oil cake**, the residue obtained after the expression of vegetable oil from various seeds, beans and nuts. When ground is known as meal. Shipped in bags or in bulk, danger of combustion.