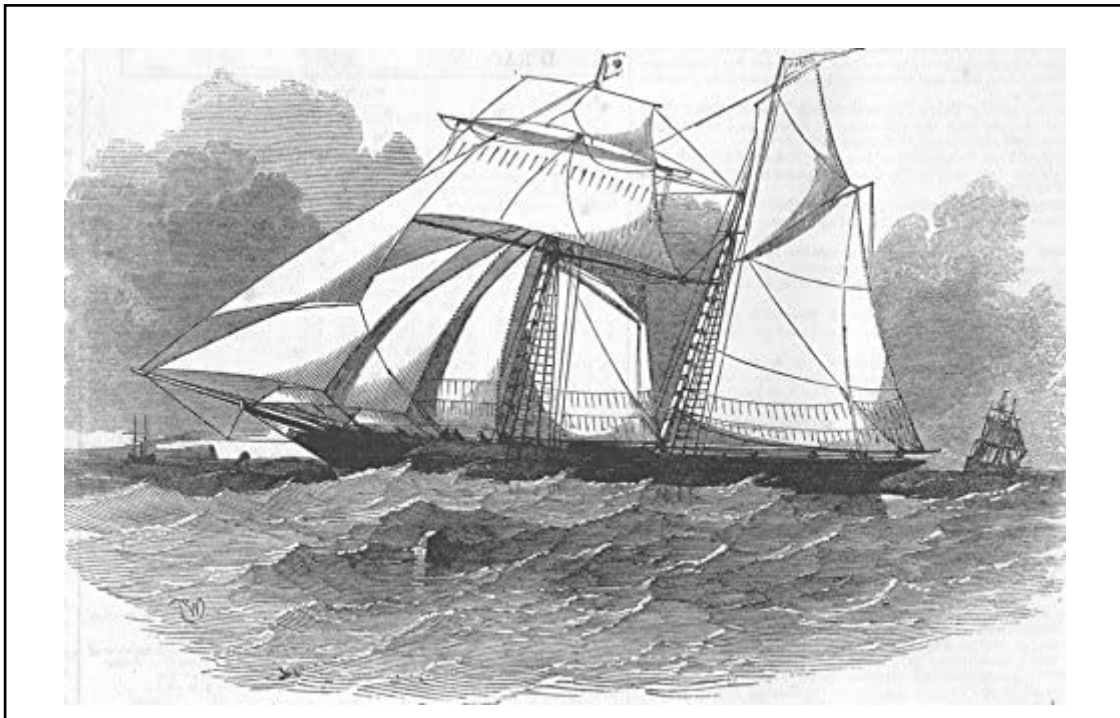


Welsh Wreck Web Research Project
(North Cardigan Bay)
On-line research into the wreck of the:
EMULATION



A similar Clipper Schooner

Report compiled by:

Graeme Perks

Report Title:

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

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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 Emulation was built in Barnstable in 1846 by John Westacott and Son and registered in Newport by the First owner William Childs Webb. Emulation traded mainly between Newport and Liverpool until it lost its rudder in 1849 and was blown ashore near Barmouth. The crew were saved from the vessel after an attempt to tow it failed. Emulation was stranded high up the beach and after the cargo of coal was partly unloaded, and baulks attached she was re-floated on the next spring tide and towed into Barmouth.

The Emulation was repaired by the new owner and master Evan Edwards. Who traded from Wales to Ireland, Scotland, Europe, the Baltic, Mediterranean including Constantinople and Rumania on the River Danube. Emulation mainly carried coal and slates outwards, returning cargos such as wheat, bark, stones. He died on board on passage to the Isle of Man after a semi-retirement. Emulation had a few different masters until Edward Edwards the son of Evan became the master and shortly afterwards the Emulation went missing. The only sign of her loss was a ship's boat washed up at Pwllheli with the name Emulation, master, Edwards. The crew, with the master's wife Winefred were never found.

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Madu

2.5 Abbreviations

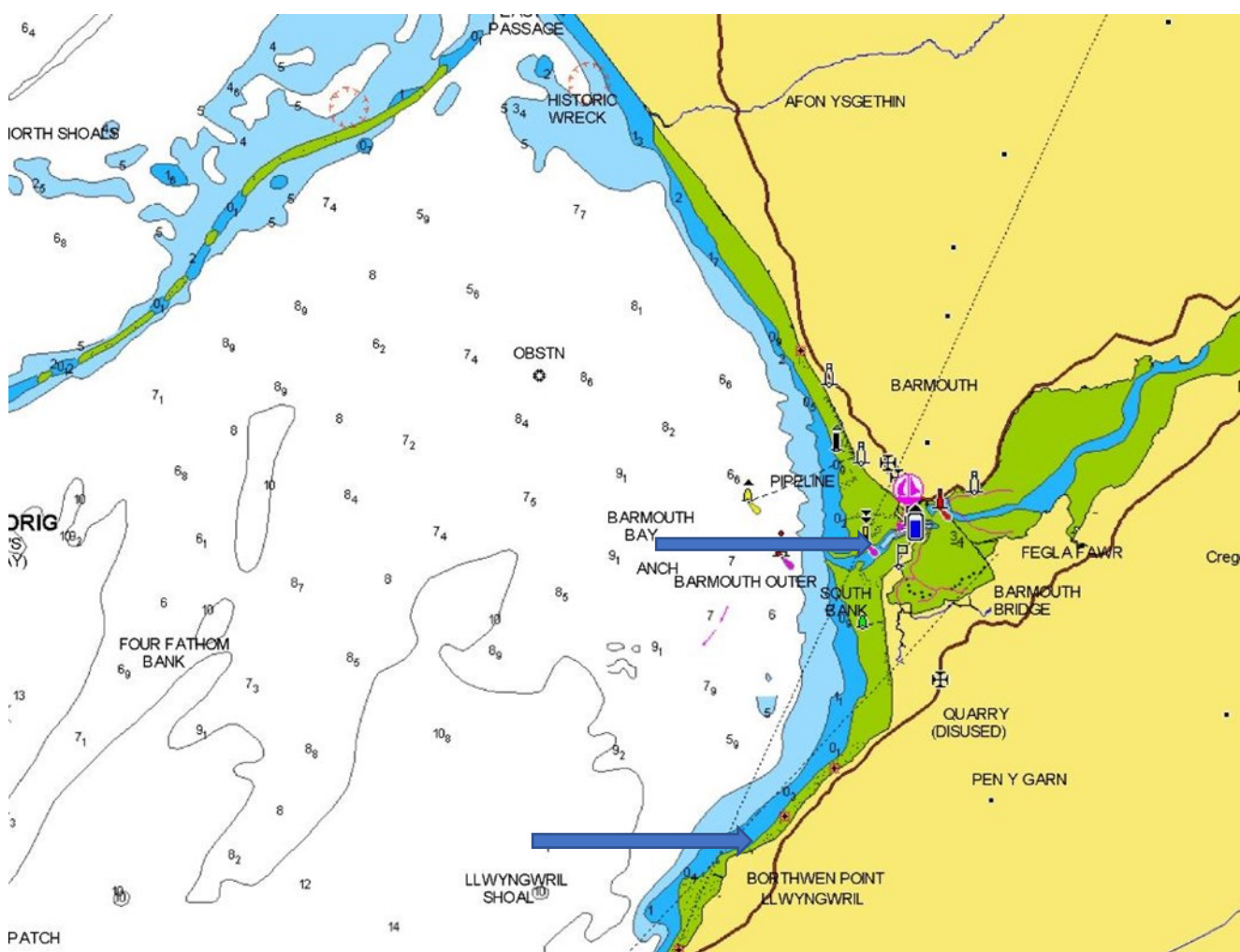
LR	Lloyds Register of shipping
BNA	British Newspaper Archives
FSM	Shipwrecked Fishermen and Mariners' Benevolent Society
MADU	Malvern Archaeological Diving Unit
MNL	Mercantile Navy List
NAS	Nautical Archaeology Society
NAW	National Archives of Wales
NPRN	National Primary Resource Number
OS	Ordnance Survey
WNL	Welsh Newspapers on Line
w/e	weekending

3.0 Introduction

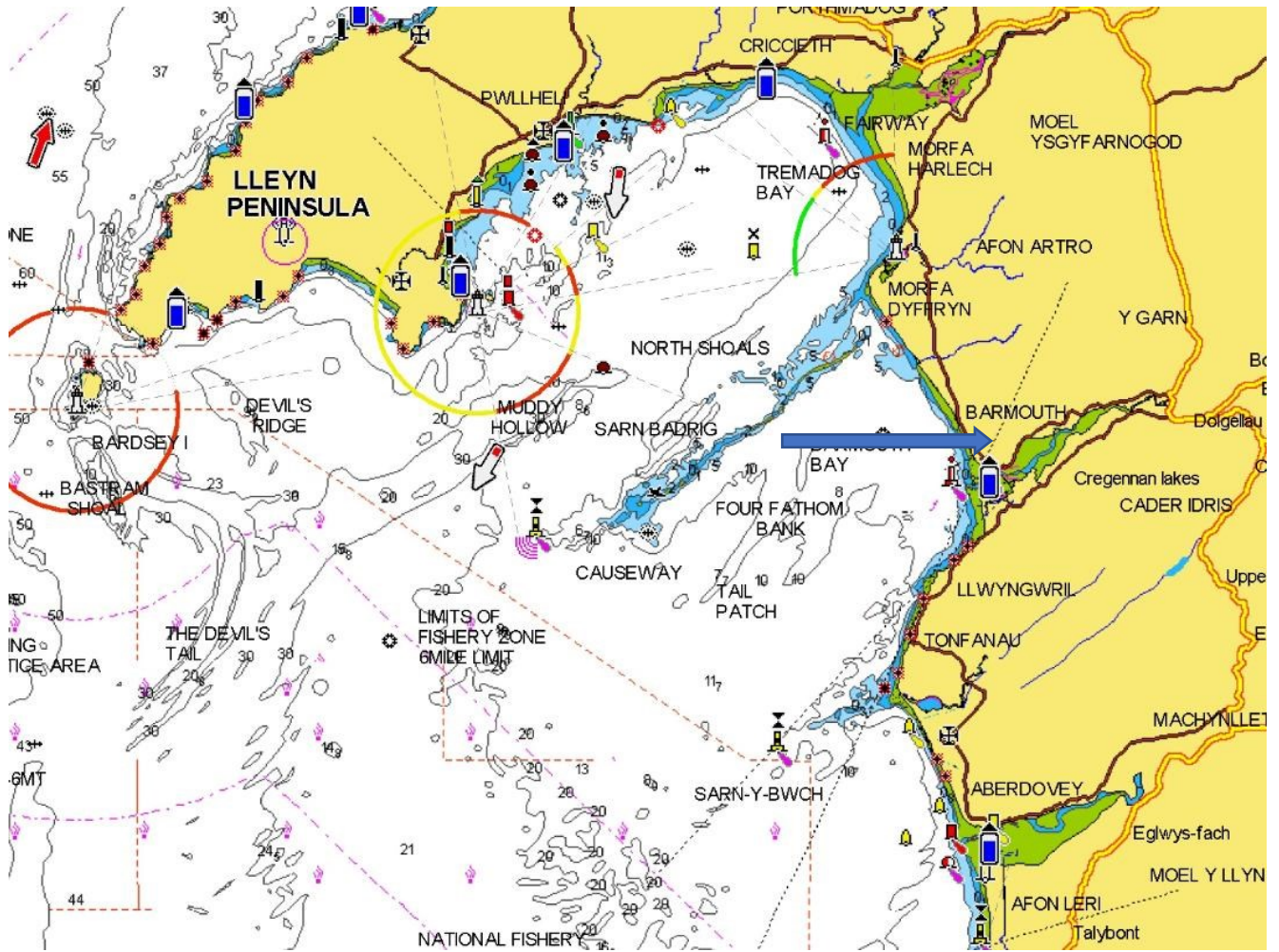
1. I selected Emulation to research because she came ashore near the same place as a previous vessel in the database I was researching and I wished to see how much information I could find about her and I wanted to find out what had happened and I wanted to discover:
2. The dimensions of the vessel, 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 event in 1849 and the loss of the vessel whenever that occurred.
5. To discover the cause of the event in 1849 and if the vessel survived, the cause of its eventual loss.
6. The events that happened after the incident in 1849 and up to and after its loss if it survived.
7. If there were any previous research of the vessel for the 1849 incident and its story.
8. If there was a wreck site for Emulation 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 Emulation.

4.0 Background

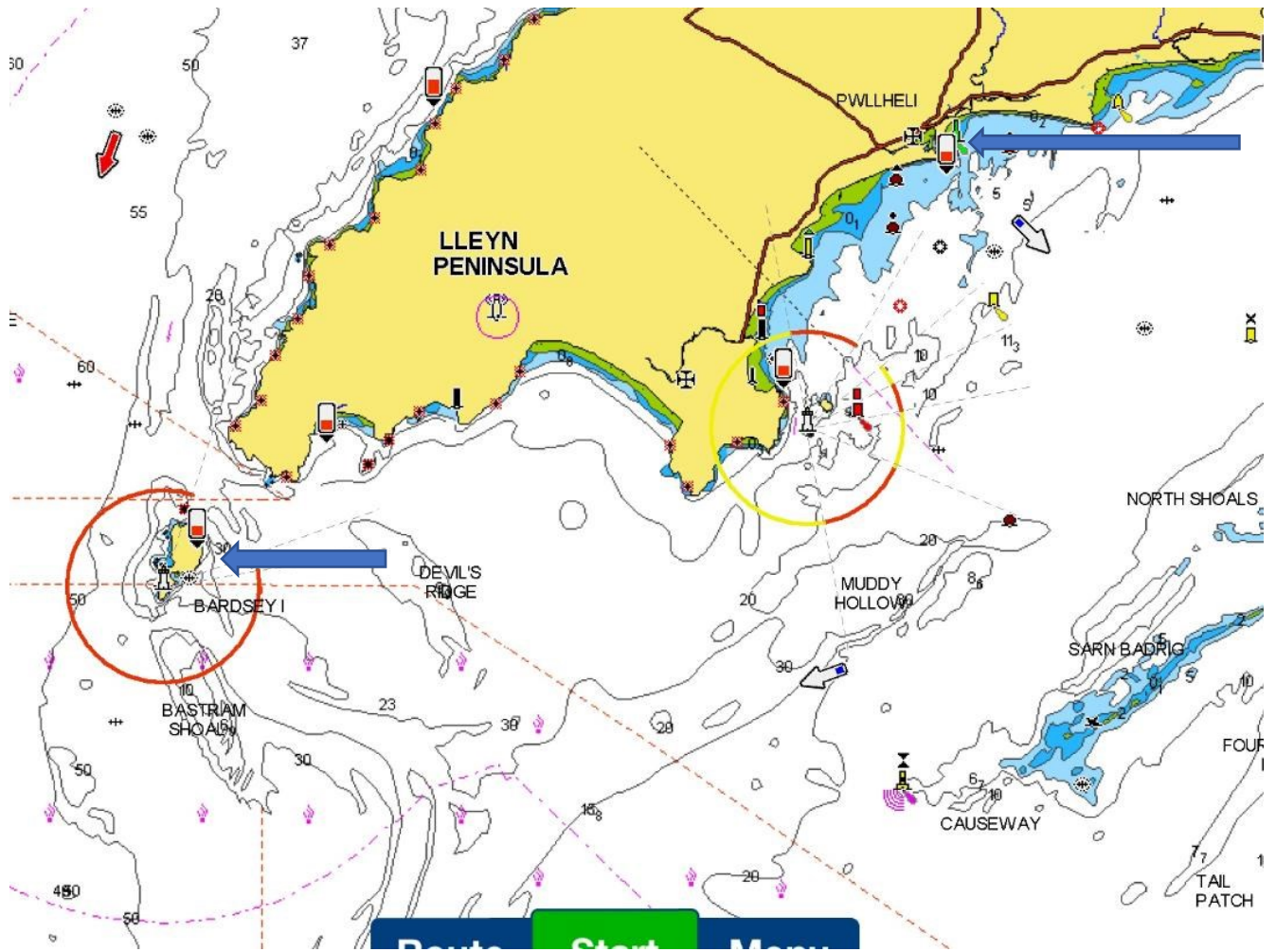
When I started this research I knew Emulation was reported to be a schooner of 190 tons which went ashore 5 miles south of Barmouth.



Barmouth and approximate Location Emulation washed ashore



Barmouth in Cardigan Bay



Bardsey Island and Pwllheli

5.0 Research Methodology

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

I searched Lloyds Register of Shipping (LR) for "Emulation " looking for details of her dimensions, master, builders and owners from 1846 with a match. I then searched yearly until 1878.

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

I searched the Crewlist Project for " Emulation" looking for her official number and links to Mercantile Navy List (MNL), appropriation book, crew lists, owner and master with a match from 1858 until 1878. I followed the links for crew lists and found matches.

I searched The British Newspaper Archives (BNA) for "Emulation Davies", "Emulation Davis", "Emulation Scantlebury", "Emulation Thomas", "Emulation Edwards", "Emulation Pugh", "Emulation Jones", "Emulation Morris" and "Emulation Edwards" looking for sailings, arrivals, a launch, owners, builders, mishaps and any details of her loss and found a number of matches from 1846 until 1878. I also searched ""Emulation Barmouth" and "Emulation" when the matches stopped in a year looking for the next master to search and found matches.

I searched " Webb Pillgwenlly " looking for details concerning him, his family and business and found matches.

I searched "Evan Edwards Barmouth" and found matches.

I searched "James Pugh" the only other master I knew the first name with no matches.

I searched "Westacott Barnstable" and found matches

I searched "Storm warnings" and "weather" and found matches in December 1877.

I searched Welsh newspapers on line for "Emulation" looking for sailings, arrivals, a launch, owners, builders and any details of her loss and found matches from 1846 to 1878.

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

I searched wreckeu site for "Emulation" looking for any details of the wreck with a match but only recording the grounding with no details, stating the vessels was wrecked.

6.0 Results

Vessel	Name/s	Emulation	
	Type	Clipper Schooner	
		Cargo	
Built	Date	1845	
		Launched 29 th January 1846	
	Builder	John Westacott & Son	
		Barnstable	
Construction	Materials	Wood	
	Decks	One	
	Bulkheads	None	
Propulsion	Type	Sail	
	Details	Fore and aft rigged	
Engine	Details	N/A	
	Boilers		
Drive	Type		
	Number	24656	
Dimensions	Length	75 ft	0 ins
	Beam	17 ft	7 ins
	Draught	11 ft	7 ins
Tonnage	Gross	121 tons	
	Net	109 tons	
Owner	First	John Childs Webb	
		Newport	
	Last	Mrs Edwards	
		Barmouth	
	Others	Evan Edwards, Barmouth	
Registry	Port	Newport, Barmouth, Caernarvon	
	Flag	British	
	Number	24565	
History	Routes	Newport to Liverpool, Barrow, Whitehaven, Dublin, Barcelona, Marseille, Constantinople, Riga, Stettin, Hamburg	
	Cargo	Coal, Iron ore, wheat, stones, slates, railroad iron	
Final Voyage	From	Newport, about 23 rd February 1849	
	To	Liverpool	
	Captain	Thomas	
	Crew	unknown	
	Passengers	None	
	Cargo	Coal	
Wrecking	Date	27 th February 1849	
	Location	7 miles north of Aberdovey came ashore	
	Cause	Loss of rudder and towing warp parting	
	Loss of life	None	
	Outcome	Salvaged, re-floated, sold and repaired	
Final Voyage	From	London October 4 th 1877	
	To	Barrow in Furness	
	Captain	Edward Edwards	
	Crew	4	
	Passengers	Captain's wife, Winefred Edwards	
	Cargo	wheat	

Wrecking	Date	Believed to be 6 th December 1877
	Location	Near Bardsey Island
	Cause	Weather , may include cargo shifting again
	Loss of life	6 including captains wife
	Outcome	Foundered

North Devon Journal - Thursday 29 January 1846

LAUNCH At the height of the tide this morning, a schooner, of 150 tons burden, was launched from the yard of Messrs. Westcott, in this port she floated from the stocks in good style, and received the name of the ' Emulation. She is built for Mr. Evans, of Bideford.

Exeter Flying Post - Thursday 05 February 1846

NORTH DEVON. A fine schooner, named the Emulation, of Newport, was launched from the building yard of Mr. Westacott, of Barnstaple, on Thursday morning. She will burthen about 210 tons, &c is intended for the Mediterranean trade. A barque of 300 tons will be put on the same blocks immediately. Mr. Westacott has two barques already on the stocks, in a state of forwardness, and the yard altogether presents a very busy and animated appearance.

Silurian, Cardiff, Merthyr, and Brecon Mercury, and South Wales General Advertiser - Saturday 25 July 1846

ACTIVITY. The schooner Emulation, Captain Davies of Newport, belonging to Mr W C Webb of Pillgwenlly, arrived here this week with 200 tons iron ore discharged the same, and loaded with two hundred tons of railroad iron, at the Tredegar Iron Company's Wharf, twenty seven hours; and on a previous voyage, the same vessel discharged the same quality of iron ore, and loaded with cargo of coals, in twenty hours.

Shipping and Mercantile Gazette - Friday 23 October 1846

HOLYHEAD-Oct. 22 : Wind N.N.W., strong gale, and showery. The Emulation, Davies, from Barrow for Newport, put in with loss of main boom.

Monmouthshire Merlin - Saturday 28 November 1846

REGULAR COMMUNICATION FROM LIVERPOOL TO NEWPORT. ONE of the following A 1. new CLIPPER SCHOONERS will sail from Coburg Dock, Liverpool, for Newport, every alternate Saturday

"William and Eliza," Jenkins, 205 tons berthen.

"Emulation," Davis, 200 "

" Conquest," Richards, 170 "

" Sarah," Scantlebury, 120 "

"Dart," (Smack,) Scantlebury, 80 "

For Freight, &c., apply to EDWARD W. JONES, 18, Corn-street, or JOHN MARTIN, 6, Park Lane, Liverpool.

Newport, 9th November, 1840.

Monmouthshire Merlin - Saturday 01 May 1847

Dated, Caerleon, April 19, 1847.



REGULAR COMMUNICATION FROM LIVERPOOL TO NEWPORT.

ONE of the following A 1. new CLIPPER SCHOONERS will sail from Coburg Dock, Liverpool, for Newport, every alternate Saturday :—

" William and Eliza," Jenkins, 205 tons burthen.

" Emulation, Davis, 200 "

" Conquest," Richards, 170 "

" Sarah," Scantlebury, 120 "

" Dart," (Smack,) Scantlebury, 80 "

For Freight, &c., apply to

EDWARD W. JONES, 18, Corn-street, or

JOHN MARTIN, 6, Park Lane, Liverpool.

Newport, 9th November, 1846.

PORTUGAL HOTEL.

Shipping and Mercantile Gazette - Saturday 07 October 1848

Spoken to; Emulation schooner, of Bristol, for Barcelona, out 25 days, all well,

Shipping and Mercantile Gazette - Wednesday 20 December 1848

WATERFORD-Dec. 17: Wind S.W. to S.S.W. and S. by W., gloomy, but moderate; latter part strong gales. Put in, windbound —The Victoria, Nicholas, from Newport. Emulation, Thomas, from Marseilles.

Shipping and Mercantile Gazette - Saturday 03 March 1849

ABERDOVEY—March 1 Wind N.N.W. to N., a gale. The schooner Emulation, of Newport, came on shore last night or early this morning, about seven miles north of this port, abandoned, with all her fore and aft sails furled and topsail loose.

PWLLHELI—March 2 The following report has been received from the master of the Emulation, of Newport. Mon.:—The Emulation, Thomas, of Newport, on the 27th Feb., 6 p.m., Cardigan Head bearing S.S.E. per compass distant miles, carrying all sail, going at the rate of 7 knots per hour, wind S.S.W., the rudder gave way all at once, and the vessel got quite unmanageable. The Statira, Evans, of Newport, being in company, showed signal of distress; she bore down immediately under the lee. 8 p.m. got the best hawser on board the Statira, and they took us in tow. The Emulation became quite unmanageable, the hawser parted, her head being to the eastward at the time, and the wind increasing to gale, and a heavy sea on. The crew took to the boat and got on board the Statira, with great difficulty for the preservation of their lives. Shortly after it blew a perfect gale from the westward; obliged to heave to for the night under close-reef sails. daylight, bore for Studwall's Roads, and came to anchor at 3 p.m. on Feb. 28. The master and mate came to town, and have been forwarded by the agent of the Shipwrecked Fishermen and Mariners' Benevolent Society; the remainder of the crew are on board the Prudence.

The North Wales Chronicle and Advertiser for the Principality 6th March 1849

BARMOUTH.—Friday, a vessel was discovered on shore, at Trefana, near the Barmouth promontory, probably not far from the Spot, where the barque

Cestrian was, but a month since, wrecked. She has apparently been abandoned by the crew.

PWLLHELI.—On the 27th ult., the schooner Emulation, of Newport, John Thomas, master, while off Cardigan Head, bearing S;S.E. per compass, distance 20 miles, with all sails and going at the rate of 7 knots per hour, wind S.S. W., all of a sudden the rudder gave way, and the vessel became quite unmanageable. The Statira, from Newport, Capt. Evans; being in company, seeing signals of distress, bore down under the lee, and at 8 p m. got a hawser on board, and took her in tow. The Emulation becoming very unmanageable, the hawser parted, her head being to the eastward at the time, and the wind increasing to a gale with a very heavy sea, the crew took to the boat, and with great difficulty got on board the Statira, shortly after which it blew a perfect gale from the westward the Statira hove too for the night under close-reefed, mainsail and reefed jib. At day-light she bore up for St. Tudwell's Roads, where she arrived at 3 p. m; on the 28th ult. The captain and mate having arrived at Pwllheli, with loss of clothing; they were forwarded by the F. S M. Benevolent Society, while the remainder of the crew are getting their passage to Newport by the Prudence. It is supposed the Emulation afterwards got, ashore at Hwyn Gwril, Merionethshire.

Shipping and Mercantile Gazette - Wednesday 07 March 1849

BARMOUTH—March 6: They have discharged out of the Emulation, Thomas (on shore reported), about 36 tons of coal, hoping, if the weather proved fine, that they can have her off next springs

Shipping and Mercantile Gazette - Wednesday 07 March 1849

REPORTS FROM THE RECEIVERS UNDER THE SALVAGE ACT. Reports from the following ports have been received. Pwllheli, March 2.—Deposition of John Thomas. master of the Emulation sch.. of and from Newport for Liverpool.

Shipping and Mercantile Gazette - Friday 09 March 1849

FISHGUARD—March 7 Wind W., blowing a gale. Richard Thomas and William Martell, two of the crew of the schooner Emulation, of Newport, abandoned on the night of the 28th ult., in Cardigan Bay, were relieved, and money given to them to defray their expenses home by Mr. David Vaughan, agent for the Shipwrecked Fishermen and Mariners' Benevolent Society at this town.

Arbroath Guide - Saturday 10 March 1849

ABERDOVEY. March 1.—The Emulation (schooner), of Newport, laden with coals, was driven on shore near this place today, a derelict; all her sails were set, and she did not appear to have been in contact—her garboard strake washed on shore, and her rudder (broken) was lying at some distance from her.

On a vessel's hull, a strake is a longitudinal course of planking or plating which runs from the boat's stempost (at the bows) to the sternpost or transom (at the rear). In ship construction, strakes immediately adjacent to either side of the keel are known as the garboard strakes

Monmouthshire Merlin 10th March 1849

SHIPPING CASUALTIES. Loss of THE EMULATION.— We regret that we have this week to record the loss of the fine vessel, the Emulation, of the port of Newport, Thomas, master, and Mr E. V. Jenkins, chemist and druggist, Commercial-street, owner. It appears that on the 27th ult., about six in the evening, Cardigan Head bearing SSE. per compass, distant twenty miles, the vessel carrying all sail and going at the rate of seven knots per hour wind SSW the rudder suddenly gave way, and the vessel got quite unmanageable. The Statira, Evans, master, of Newport, being in company, a signal of distress was hoisted by the Emulation when the Statira bore down immediately under the lee. At eight o'clock, the Emulation's best hawser was got on board the Statira, and she was thus taken in tow; but becoming unmanageable, the hawser parted, her head being to the eastward at the time, and the wind increasing to a gale, with a heavy sea on The crew, in this perilous situation, took to the boat, and got on board the Statira, with great difficulty, for the preservation of their lives. It presently came on to blow a gale from the westward. The Statira was obliged to heave to for the night under close-reefed sails. At daylight, she bore up for Studwall's Roads, and she came to anchor at three, p m., February 28. The captain and mate of the Emulation came ashore and were forwarded by the agent of the Shipwrecked, Fishermen and mariners Benevolent Society and the remainder of the crew are on Prudence_ The ill-fated Emulation went ashore at Trevanna, within a few miles of the port of Barmouth very near where the bark Cestrian was wrecked a month ago. The Emulation was fully insured. Since the foregoing was put in type, we have seen a letter from Barmouth, dated the 6th which states that about forty tons of coal had been discharged from the Emulation It was anticipated that she would be got off next springs, should the weather prove favourable.

Shipping and Mercantile Gazette - Tuesday 20 March 1849

BARMOUTH - March 19: Wind N.E. Fine

The Sch. Emulation, Thomas of Newport is discharged; shipwrights are making baulks in her hoping if the weather continues fine, to have her in port in a few days

Shipping and Mercantile Gazette - Monday 26 March 1849

BARMOUTH—March 24 Wind E., fine, hazy. The Emulation, of Newport, that was ashore (as reported), has been got off, and towed into this port, on this morning's tide by the smack Elizabeth, and two boats.

Shipping and Mercantile Gazette - Tuesday 27 March 1849

BARMOUTH—March 26: The Emulation, of Newport, has been successfully brought into this port, mainly through the exertions of Mr. Jones, Lloyd's agent, from the point where she stranded, 9 miles to the S. W. of this port.

The North Wales Chronicle and Advertiser for the Principality 19th February 1850

COLLISION On Wednesday a collision took place in the Menai Straits, opposite Carnarvon, which caused some damage to both vessels. The Elizabeth, of Pwllheli, Thomas, master, was just come to anchor, when the schooner Emulation, Edwards, master, came down with the tide, and in coming to, for the purpose of being boarded by the Harbour Dues boat, drifted across the Elizabeth's bow the mainsail catching the bowsprit, carrying it away, with part of her bulwarks. The mainsail of the Emulation was torn, and some slight damage done to her bulwarks on her starboard quarter. Both vessels are undergoing repairs before proceeding on their respective voyages.

Caernarvon & Denbigh Herald - Saturday 09 March 1850

E 5D. { £1 1s. per annum, if paid in advance
 { £1 3s. per annum if on credit


NOW LOADING,
At Pickle Herring Wharf, London,
FOR
CARNARVON, BANGOR, BEAUMARIS
AND ALL PLACES ADJACENT,
 The fast-sailing
SCHOONER EMULATION,
EVAN EDWARDS, Master,
To Sail on or about the 23rd instant.

MANGO,
(BY EMILIUS, OUT OF MUSTARD,)
WILL serve MARES this Season at Penrhyn

Belfast Mercantile Register and Weekly Advertiser - Tuesday 09 July 1850

Arrived on the 2nd July, the Emulation, Edwards, master, of Barmouth, Antwerp, with 865 quarters wheat R. Macaulay & Son, Consignees ; Joseph Hind & Sons, Agents.

Shipping and Mercantile Gazette - Tuesday 06 August 1850

CAERNARVON—Aug. 5: Remain—The Emulation, Edwards, from this port for London.

Shipping and Mercantile Gazette - Friday 03 January 1851

IMPORTS INTO THE PORT OF LONDON FOR THE WEEK ENDING JAN. 2.

Barletta [Emulation], 729 wheat; [Sofia], 3.000 qrs wheat

The Pembrokehire Herald and General Advertiser 18th April 1851

NOW LOADING

- AT PICKLE HERRING WHARF,
- LONDON,

FOR HAVERFORDWEST, PEMBROKE, PEMBROKE-DOCK, MILFORD, and places adjacent, the fast sailing Schooner, "EMULATION," Evan Edwards, master, and will positively sail on the 26th of APRIL inst. For particulars apply to Mr. Richards, Quay. Haverfordwest, April 17th, 1831.

Shipping and Mercantile Gazette - Monday 23 June 1851

CAERNARVON—June 22 N.W., fresh, and fine. Passed through the Straits, 21—The Emulation, Edwards ; Catherine. Griffiths; Elm Grove, Williams ; all three from Bangor for London.

Shipping and Mercantile Gazette - Tuesday 19 October 1852

HOPE COVE—Near Plymouth—Oct. 18: E., very strong. Off Bolt Head, 17—The Victoria, Williams, from Hayle ; and Emulation, Edwards; from Caernarvon; both for London

Shipping and Mercantile Gazette - Saturday 11 December 1852

RAMSGATE—Dec. 9: W.S.W. to S.W., strong, and fair. Put in—Emulation, Edwards, Caernarvon, from Dunkirk for Dublin.

Shipping and Mercantile Gazette - Wednesday 05 January 1853

DARTMOUTH—Jan. 4: All last night and to-day it has been blowing heavy gale from S.W., and still continues, up to post-time, with every appearance of a dirty night. Put in 4—The schooner Emulation, Edwards, from Dunkirk for Dublin, with loss of jibboom and topsail-yard.

Shipping and Mercantile Gazette - Friday 08 April 1853 ABERYSTWITCH—April 7: S., brisk, fine; bar 29 20, thor. 48. On account of the contrary winds and heavy fogs, the following vessels are lying in the harbour—The Credo, for Quebec. Emulation, for Barmouth.

Shipping and Mercantile Gazette - Monday 13 February 1854

CAERNARVON—Feb. 12: N.E., fresh, foggy. Passed through the Straits, 11—The Emulation, Edwards, from Bangor for London.

Shipping and Mercantile Gazette - Friday 17 February 1854

DEAL Feb. 16. Put in and anchored A. B. S. No. 32 schooner Emulation. Edwards of Barmouth : from west for north.

Shipping and Mercantile Gazette - Tuesday 20 June 1854

LYMINGTON—June 19: W.S.W., strong. Off Jack in the Basket—The Emulation, Edwards, for Belfast; from London.

Caernarvon & Denbigh Herald - Saturday 16 June 1855

**Also, a BAR MAID and BOOK KEEPER. Unex-
ceptionable references will be required.
Apply at the Office of this paper. [910**

**NOW LOADING,
At Pickle Herring Wharf, London,
FOR
CAERNARVON MENAI BRIDGE,
BANGOR, BEAUMARIS,
And all places adjacent. the fast sailing Schooner
EMULATION,
EVAN EDWARDS, MASTER.
To Sail on or about the 23rd JUNE, 1855.
JOHN THOMAS, Agent,
Bangor-street, Carnarvon.
874]**

Lloyd's List - Thursday 13 November 1856

DEAL 11th NoV. The DELIA CHAPIN, Howard, from Lepreau for, London, whilst at anchor in the Downs, came into contact ,with the EMULATION (sch.), Edwards from Bangor, and carried away the latter's bulwarks, stanchions, and sprang bowsprit, &c.

Cork Constitution - Tuesday 10 August 1858

Emulation, Edwards, from Newcastle, 6 casks blacking.

Caernarvon & Denbigh Herald - Saturday 16 March 1861

Mochras.— Wreck.—As briefly stated in our last, a large vessel was seen beating about near Mochras on the 6th inst. The wind was blowing a gale from the SW., and it was evident that she had lost her way, and in all probability would be wrecked on the fatal Sarn Badrig. About 6 o'clock p.m. intelligence reached Badmouth that seven of the crew had landed at Dyffryn. The worthy rector, the Rev. John Jones, M.A., Capt. Evan Edwards (Emulation), Mr. Bailey, hon. Sec. to the lifeboat Institution, and Mr. E. Evans, Lloyd's agent, set off immediately to reader assistance to the crew, whom they found in a very exhausted state. Each man was kindly provided with apparel and refreshment by Captain Edwards, and they were ultimately lodged by the Rector of Llanendwyn, from whom they received great kindness. The vessel proved to be the Danube, from New Orleans for Liverpool, laden with cotton, about one thousand tons burthen, with a crew of 25. Eight put off in the beat, which landed at Dyffryn. One poor fellow was lost in attempting to reach the shore, and his body has not been found. The remaining seventeen of the crew left on board were rescued by the Criccieth Lifeboat, which has on every occasion of danger been the first to put off to the rescue. The vessel is now lying dismasted on the causeway, but it is hoped her cargo to a great extent will be saved. Bales of cotton &c., are continually being washed on shore. The contract for shipping such, or removing them from the shore to the quay of this port, has been taken by Mr. J. R. Davies, Hotel. Our correspondent adds : The reason will naturally be asked why the Barmouth Lifeboat was not sent (it being nearer than the Criccieth) to rescue the remaining unfortunate fellows on board, and in justice to Captain Edwards and other influential gentlemen of this place, the reasons should be stated, and it is hoped the lifeboat committee will immediately call a meeting and thoroughly investigate the case. After the gentlemen had seen the men at Dyffryn safely provided for the night, they returned to Barmouth with the determination of sending out the lifeboat, but

a crew could not be found to man her. Capt. Edwards appealed to them in vain. He pointed to the lights the poor fellows were burning in silent entreaty to be saved from a watery grave, but all to no end. It will scarcely be credited, but only four would volunteer to go to the wreck. The captain then, together with other gentlemen, took them to the lifeboat house, thinking the sight of their splendid boat would give them courage, but all was of no avail. He exhorted them to make an attempt, and if they found it too rough to retire again, saying were he twenty years younger would have taken her out himself, such was his confidence in the boat and their safety. Thus in these days when lifeboat crews seem to vie with each other for skill, humanity, and courage, "our brave fellows" will not trust themselves on the treacherous deep until the sun shines forth to illuminate their path. Such was the next morning, and no difficulty were then found to muster a crew. They started about 6 o'clock am., right merrily, for the sea was like a duck pond, so away they went thinking no doubt to reap a rich harvest in the shape of salvage, but in this they were miserably mistaken, for when they arrived at the ill-fated ship the captain was just stepping into the Cricceth Lifeboat, whose truly gallant crew had endeavoured all they could to reach the wreck the night before, but could not succeed. However, they were off again as soon as the storm abated, and had the satisfaction of having the crew, and wearing the laurels which they so richly deserved.

Lloyd's List - Tuesday 08 October 1861

Penzance arrived Emulation, Pugh with loss main mast from Bangor for London

Shipping and Mercantile Gazette - Tuesday 22 April 1862

ABERYSTWICH April 19. - The Emulation schooner, Pugh, which arrived here April 17 from the Thames (general cargo), had struck on the Maplin Sand April 4, but got off next day, with the assistance of tug, without damage.

Lloyd's List - Tuesday 22 April 1862

Reports from the Receivers under the Merchant Shipping 1854.

ABERYSTWICH, 19th Apl. EMULATION (schr.), of Caernarvon, from Greenhithe to Aberystwith ; deposition of J . Pugh, master. [21,428]

Shipping and Mercantile Gazette - Monday 28 April 1862

REPORT OF CAPTAIN JAMES PUGH, MASTER OF THE SCHOONER EMULATION of Carnarvon, 109 register, from Greenhithe for Aberystwith general goods : - Left Greenhithe at 4 am on the 4th of April, the weather fine, with a slight breeze from the NNW. On the 4th inst,. At 3.45 pm, the weather being fine and the wind in the NNW, a light breeze, the ship struck on the Maplin Sand, about half way between Shoeburyness buoy and mid-Shoebury buoy. The kedge anchor was run out and hove on, but the schooner would not come off. At about 2.30 am of the next day, a steam tug pilot offered assistance, and with help and the crew of the Emulation heaving on the hawser, laid out the previous day, came off and afloat about 4.0 am, of the same day perfectly uninjured. The wind being fair proceeded. No agreement was made or any arrangement, but the masters of the two vessels arranged that the services of the steaming should be settled between the owners of their respective vessels.

Shipping and Mercantile Gazette - Monday 17 December 1866

Yarmouth -Dec. 16:15—SW, strong, squally, to WNW, a gale. 16—W. cloudy. Off Jack in the Basket, 15—The Emulation, Barmouth, Jones, from Rotterdam for Swansea,

Shipping and Mercantile Gazette - Thursday 02 May 1867

DEAL —May 1 : moderate, changeable. In the Downs—The Emulation, Jones, from Portmadoc for London, with loss of foretopmast.

The Cardiff and Merthyr Guardian Glamorgan Monmouth and Brecon Gazette 8th August 1868

CARDIFF POLICE COURT. ♦ MONDAY.

(Before R. O. Jones, Esq.)

IN THE WRONG SHIP.—John Frazer, a sailor, was charged with being on board the ship Emulation, lying in the East Dock, for an unlawful purpose on Sunday morning. Defendant said he was drunk and went on board the ship thinking it was his own. The bench remanded him until Wednesday for further evidence.

The Cardiff Times 8th August 1868

IMPORTS

Emulation Bilboa 186 tons iron ore - Dowlas Co.

Western Morning News - Monday 04 October 1869

PLYMOUTH October 2nd arrived - Emulation, schooner, Jones, from Sundsvall, with boards and deals, for Barmouth

Tyrone Constitution - Friday 27 January 1871

FLAXSEED, INDIAN CORN, AND WHEAT

-

ON SALE.

Ex Skips Now Discharging at Waterside. 3,300 Quarters Moldavian Galatz Indian
- Corn, Saugeen;

2,360 Quarters Fine Nicholaieff Ghirka Wheat, ex Ann

300 Barrels Prime and Extra Picked Flaxseed, ex Emulation and Mary Jones.

Scroder & Co's Early Shipments.

-


R. W. NEWTON.


Victoria Mills, Derry, 6th Jan., 1871.

Shipping and Mercantile Gazette - Friday 08 December 1871

MILFORD —Dec. 7 : N, showery, overcast. Put in—The Doris, Gower, from Llanelly for Dublin. Margaret Leonard, Harford, from Swansea for Newry. Rose, Hynes, for Dundalk ; and Jane and Jessie, Campbell, for Belfast; last two from Cardiff. Emulation, Jones, from Fredrikstadt for Lancaster.

Shipping and Mercantile Gazette - Wednesday 19 February 1873

 of steel in London in 1864; fitted with a pair of oscillating engines by Messrs. Penn, of 50-h.p., with expansive gear, patent paddlewheels with feathering floats, and all recent improvements; light draught of water; steams very fast. Dimensions:—137 X 17 X 7.6. Apply to
W. WALKER and Co., 1, Railway-place, Fenchurch-street, E.C.

 **THE Schooner EMULATION** of Barmouth, 109 12-10 tons register; built of English oak at Barnstaple in 1846, and classed twelve years A 1; had large repairs in 1868, when was specially surveyed to class eight years A 1 Red; carries 190 tons on 12 feet 3 inches; shifts without ballast; is now in capital order. Length, 73 feet; breadth, 17 feet 7 inches; depth, 11 feet 7 inches. Now on passage to Runcorn. For further particulars apply to the Owner,
EVAN EDWARDS, Glanydon, Barmouth; or to
JOHN WILLIAMS, 47, Mark-lane, London, E.C.

 **STEAMSHIPS for Sale.** For particulars apply to **JOHN GAVIN**, Broker and Commission Agent, Consulting Engineer, and Naval Architect, Surveyor and Valuer, 8, Leadenhall-street, London, E.C.

At LIVERPOOL,
 **THE useful Ship CUMBERLAND, 876**
... originally 931 tons, and now 861 tons register:

Y Dydd 10th September 1875

DEATH - MR. EVAN EVANS, August 30, at the age of 65 years of apoplexy, aboard the "Emulation," between Isle of Man and Anglesey, Evan Evans from Barmouth, while he travels from Riga to Conwy he was a native of the Ardudwy Valley. He was a sober, accurate, and sincere man in every sense. He had the privilege of maximizing his age when he was principled in the ways of virtue and religion, by the great Methodist giants then in the Valley, together with a good education from his hometown parents. He left his area when quite young, —he was at sea; he sailed for years to far-flung countries; and though he had much dealings with the corrupt practices of non-civilized ports, and was at the centre of his ungodly compatriots, yet the morning principles of his contemporaries of his

age still kept his influence to some measure, despite all the troubles he went through. He returned home, and settled in Barmouth; and long ago, apparently, he had not returned to the Shepherd and Bishop of his soul. He remained a zealous and faithful member of the Methodists to the end. His religion was not so much in the seeming, but deep and quiet. He used to read a lot of the Bible along the sea; and when he had been at sea for months, he would make every effort to have the Sabbath, as far as circumstances permitted. His main religious revelations were the "Covenant of Grace" - God's order to forgive a sinner, and that did not cloud his glory; and he must have had many comforts from the land through them. The demise of his recent collapsed in a short space of time - "As a shadow disappeared, and flew away." His spirit has seen the great mysteries of the whole district; and in love's judgment. we are long to have it replanted in a better country, where it flowers in immortal youth, and rejoices in the love of his Beloved on the green hills of the new Jerusalem. His body was brought from Conwy to Llanaber for burial. His relatives and his friends got together for the last good. He was laid to rest in his long home until the morning of the trumpet ring, and all the savages are seen shining in immortality and immortality. "From the right of my God and his peace, I saved Lwch Aber; Behold, my last dwelling, Cruise the five to grave season." Barmouth. M. W.

(via Welsh translation)

Lloyd's List - Wednesday 31 May 1876

BARMOUTH. 23th May.-The Emulation (schr..). of Carnarvon, Griffiths, hence to Aberdeen, with slates, struck on some rocks in Jura sound, 28th Mar., but got off with the tide, making no water, and arrived at her destination on the 7th April. After accomplishing some other coasting voyages, vessel Still continuing tight, she arrived here on the 11st May, and on being hove down was found to have keel and forefoot so much damaged as to necessitate a new piece being put in.

Lloyd's List - Wednesday 07 June 1876

RECEIVER'S REPORTS.

Aberystwith, 25th May. Emulation (schr.), of Carnarvon, from Barmouth to Aberdeen : deposition of J. Griffiths, master. [53,244]

The Aberystwith Observer Saturday February 24 1877

MARRIAGES.

On the 19th inst., at Llanaber Church, by the Rev. T. Edwards Curate, Captain Edward Edwards, Schooner, "Emulation," to Winefrid Ann Dean, both of Barmouth.

Lloyd's List - Thursday 31 May 1877

RUNCORN 29th May.—The Starling and the Emulation, Edwards, from Dieppe, were in collision to-day. The Emulation had bulwarks stove on the port side ; Starling slightly damaged-

Shipping and Mercantile Gazette - Monday 03 September 1877

ABERDEEN—Sept. 1: The Emulation, Edwards, from Barmouth, put in yesterday with foretop gallant mast and Jib boom carried away

Shipping and Mercantile Gazette - Monday 22 October 1877

YARMOUTH— I.W.-Oct 22, 8 am. (By Telegraph): The Emulation schooner, of Caernarvon, 109 tons register, Edward master, from London for Barrow-in-Furness (wheat), has anchored in these roads with cargo shifted and loss of portion of port bulwarks and foresail boom carried away, a sea having broken on board on night of 14th inst.

Sunderland Daily Echo and Shipping Gazette - Monday 22 October 1877

The Emulation, of Carnarvon, Edward master, from London to Barrow, while at anchor in Yarmouth (Isle of Wight) Roads, with cargo shifted, lost portion of port bulwarks, and had foresail boom carried away.

Newcastle Journal - Monday 03 December 1877

ANOTHER STORM WARNING. The following cable message has been received from New York at the London office the York Herald: " South westerly gales and

rain will prevail until about the 4th, then north-westerly with more squalls and very low until the 10th. Stormy weather, chiefly the North British coasts between the above dates, attending the movement of an extensive depression."

Dundee Evening Telegraph - Thursday 06 December 1877

WEATHER PREDICTION. (From the Times of this morning.) Forecast.—Southerly to south-westerly winds, strong to a gale in the west, with rain ; but slighter in the south-east, with better weather.

Lloyd's List - Thursday 13 December 1877

PWLLHELI, 11th Dec—A boat has been picked up near Gimblet rock, with Emulation, Edwards, master,' on the stern, partly rubbed out.

Y Dydd 21 December 1877

As she had made very heavy and dark nights around the 6th and 7th, there was great disquiet about many other ships associated with this port which had sailed from different ports, and therefore were susceptible to power of the breezes; but information came that they were all well but one, the schooner "Emulation" (Capt. Edward Edwards). Our anxiety was getting bigger every day, until the uneasiness drove the town to longing to see morning dawn, awaiting a letter, or some word from somewhere, but yesterday morning, here's a word in the Shipping Gazette, expressing that a boat with the name "Emulation, of Barmouth," on its stern had been washed ashore near Pwllheli, with a piece of figurehead, and on it, "Edwrds." And this is all that has come to light again, and how they departed from time until that strange morning, "when the sea will release the dead of the dead, will no doubt be hidden." It is thought that they were lost Wednesday, the 6th, somewhere near Bardsey Island. Five armies, accompanied by the warhead's wife, were five hands. The above ship sailed from London about two months ago for Barrow with a load of wheat. They had felt the breezes of crosses as they came down the channel, and had to turn to the Isle of Wight. After that, he turned to Plymouth. They sailed from Mounts' Bay on the 3rd. The Emulation "was a strong ship, carrying about 200 tons, insured at Porthmadog. Edward Edwards was the son of the late Captain Evan Edwards. He had just returned from his long-haul voyages in California and Australia. The crew his wife, and William Jones, Henblas Tavern, Barmouth, and two youths

from the town of Amlwch, and another from Aberdeen. From land and as the dead come, All flesh, brotherly day, comes before us. " Barmouth .. M. W.

(via Welsh translator)

Lloyd's List - Saturday 26 January 1878

LLOYDS – NOTICES

THE Committee will be glad of any Information regarding the following vessel : Emulation, Edwards, which is reported to have sailed from Mounts bay, for Barrow the 3rd and passed the Land's End the same day

Lloyd's List - Thursday 31 January 1878

MISSING VESSELS.

The Emulation, of Barmouth, Edwards, Off. No. 24,365. from Mount's bay to Barrow, with wheat, passed the Land's End on the 3rd Dec. last, and has not since been heard of.

William Childs WEBB

Monmouthshire Beacon - Saturday 01 June 1850

Shipwreck. —We are sorry to be obliged to record the loss of one of our ships, the Invincible, belonging to Mr. William Webb, of Pillgwenly. It appears that she struck on bank within twenty-four hours of her place of destination, Baltimore, America, laden with railway iron. We have not heard whether she was insured. She was valued at between £3000 and £4000

Monmouthshire Merlin - Saturday 15 June 1850

NEWPORT TOWN COUNCIL MEETING, SATURDAY. The meeting was convened at ten o'clock, soon after which hour, T. B. Batchelor, Esq., took the chair, the following gentlemen being present: Messrs. T. Hughes, E. Dowliiig, J. Latch, W. Evans, H. J- Davis, S. Iggulden, W. C. Webb, W. Townsend, R Burton, L. Edwards, E. Thomas, J. Davies, R. Mullock, J. Harliiy, W. Williams, W. Jenkins,

and T. M. Llewellyn. The Town Clerk said the meeting had been summoned to consider a clause, which the Tredegar Wharf Company were desirous of having introduced into the Health of Towns Bill, about to be extended to Newport, reserving to themselves a power over their property in the town, which would almost amount to their total exemption from the operation of the act.

Cardiff and Merthyr Guardian, Glamorgan, Monmouth, and Brecon Gazette - Saturday 19 October 1850

QUICK WORK.— The William and Eliza schooner, belonging to Mr. W. C. Webb, brought in a cargo of 195 tons of iron ore on Monday morning's tide—discharged the same—again loaded a cargo of coals of the same weight, and left the port on Tuesday morning.

Monmouthshire Beacon - Saturday 16 November 1850

The Appointment of Mayor. —The council met on Saturday, November 9th, to appoint the Mayor for the ensuing year. Mr. W. C. Webb, coal merchant, of Pillgwenlly, was proposed by Mr. Hughes, and seconded by Mr. H. J. Davies, as Mayor, and the election was carried without a dissenting voice.

Monmouthshire Merlin - Saturday 30 November 1850

NEWPORT TOWN HALL —MONDAY, Nov. 25. Magistrates present—W. C. Webb, Esq., (mayor,) T. B. Batchelor, Esq., and T. Hughes, Esq.

Monmouthshire Merlin - Saturday 28 December 1850

COUNCIL MEETING, MONDAY, DEC. 23rd, 1850. Present:—William C. Webb, Esq., Mayor, in the chair; Aldermen Hughes, Mullock, Townsend, and Williams; and Councillors Latch, Davies, Turner, Evans, Dowling, H.J. Davis, W. Jenkins, Knapp, E. V. Jenkins, Lewis, T. B. Batchelor, Thomas, Iggulden, Llewellyn, and John Tombs. Report of the Health of Towns Act,

Monmouthshire Beacon - Saturday 03 May 1851

Launch, —The launch of the ship, Isca," took place on this day (Saturday) at Mr. Willmott's ship yard. She is the property of W. C. Webb, Esq., (mayor) Pillgwenlly. She is chartered for America with iron. This vessel takes her name from the river Usk.

Monmouthshire Beacon - Saturday 18 December 1852

A case brought by the Dock Company concerning the Harbour Masters instructions not being obeyed, the prosecution evidence having been given. The Defence solicitor started.

From some which took place, which was no evidence against the defendant, they recovered the advantage they had lost, and presented themselves at the Dock-gates. It was not denied that there was room for two vessels; for two had eventually got in ; and the company, in the face of their regulation, had no right to tell them that there was vessel down at the Holmes which it had been arranged should come in. They acted according to the resolution of the Dock Company; and how could it be said that they had broken the law ? There was room in the Dock for a vessel; they had a freight; they entered the Dock according to the recognized rule of the company; and the law would justify them in so doing. He did submit that upon the company's own showing the case had not been made out against the defendant. He was sure that the Bench would discharge their duty faithfully, and for the benefit of the town and of the country around. He trusted that they would carefully, calmly, and deliberately deal with the case before them, and not come to hasty conclusion to convict the defendant. Let them recollect that it was not William Lewis they had to deal with, there was no evidence even that he was in charge of the vessel; he was only seen on the forecastle ; and they had heard from the evidence that the pilot's duty did not cease until the vessel arrived in the Dock. Where, then, the case was so faulty, would they, under the circumstances, convict a gentleman—for they would really be convicting Mr. Webb—who had sat on the Bench as the Mayor of the town—who, they council had acknowledged had conducted his duties there in an admirable and efficient manner—who, the Dock Company themselves would admit had always acted as one of their best customers, consistently with the regulations they had laid down. He had evidence on the part of the defence which, if necessary, he might produce ; but at the same time he could not forego the objections he had taken. After a brief consultation on the Bench, The Mayor said—The Bench have decided so far that if you have any evidence to produce we will hear the case through. Mr. Cathcart—I hare been considering the matter ;

and if the Bench are adverse to us in opinion, as it is the intention of my client to carry the case to the Quarter Sessions, I think I shall acting more prudently in saying that I shall produce no evidence before this court. I have several witnesses who may be produced ; but as this matter has been taken up on public grounds, and is not a mere matter as regards the penalty, and as it is the determination of my client to carry it right through, I submit to the Bench that I shall not call evidence, and I ask them to deal with the case it now stands. The Bench retired; and after spending about a quarter of an hour in consultation returned into court, when The Mayor said—In this case, we, the Bench, have given every consideration to the question at issue between the parties concerned ; and sorry, indeed, are we to see such a question brought for decision in this court. But we are desirous of alleviating any ill feeling which may arise-between shipowners and the Dock Company. The Bench, however, are of opinion that William Lewis, the defendant, has acted very wrong; but we fancy also that the fine will have so little effect that are in hope that recurrence of such unpleasant proceedings may be prevented without its infliction, especially this is the first case of the kind brought before the Bench by the Dock Company. I may add that should a similar case be brought before the Bench that they are determined to inflict the fine we are in hope, however, that a better feeling will prevail in future. quite think that the man has acted very wrong; but we dismiss the case. (Applause, which was immediately checked.) My brother magistrates may have something to say on the matter.

Mr. Rennie—I beg to say a word to Mr. Webb on this matter being, I believe, the real defendant, and being also one of the largest shipowners in the port, I think it is necessary that it should understood, although he is in that position, and although we meet him as a neighbour and see him practising so extensive business, that the Bench will, should another such a case come before us, either from him, or any other owner captain of a vessel, consider the necessity of protecting the property of the Dock Company, and also I may say the property all captains and owners of ships in the Dock ; because I am sure Mr. Webb himself will admit that if all captains who come there were to act in the same way his captain, or the person in charge of his vessel has done in this case, the Dock would soon be a valueless property. Indeed, if all ships were to act independently of the orders of the Dock Master, the proper conduct of the Dock would be impracticable. Therefore, the Bench, although they have acted leniently in this case, knowing Mr. Webb to be large shipowner, and also considering that this is the first case, hope that the gentlemen who have occasion to use the Dock, will future obey the orders of the Dock Company and their agents, and also that the Dock Company will act with all the liberality and gentlemanly forbearance they can in cases of this kind, when vessels are coming into the Dock.

Mr. Hellicar—I entirely confirm the views expressed by the Mayor and Mr. Rennie, and in the decision to which they have arrived in this case. It would be too

painful a thing—as Mr. Webb has expressed his intention, in case the decision of the Bench should be adverse, of carrying it to the Quarter Sessions—it would a painful thing to see the Dock Company and so respectable a shipowner as Mr. Webb, engaged in what I must consider a petty warfare, for a mere trifle of a penalty which can be of no object to either party. It must be certainly known that the orders of officer in charge of any public body must be attended to ; and it is to him alone that the masters of ships arriving at this Dock can possibly look for instructions and orders to their coming in ongoing out, and as to the regulations of the Dock generally. I think certainly the advocate for Mr. Webb has made a most eloquent address ; but he made allusion therein to partiality being exhibited in the Chapman coming in. I am sure Mr. Webb himself, seeing a ship in distress, would freely, cheerfully, and readily give to her the preference, if preference can be called, which I by no means admit.

Mr. Webb —If I had fifty ships at the entrance of the dock, and if I saw a boat, much less a ship in distress, I should with pleasure give way. But as far as the Chapman is concerned, I have had sufficient experience of shipping to know that it was perfect nonsense—a mere something to gull the dock company to induce them to let the ship again in the dock. What has she transhipped since ? Why, she has discharged 100 tons, and gone to sea again. It is a common thing for a ship, and especially old ones, to be leaky ; and if they are have the preference, where would be the justice to the others I can assure the bench that during the time I have had ships entering the dock, I have never, I believe, had an unkind word. But in this case I go upon principle—not to protect myself—not to save the paltry £2 with which Mr. Cairns has begged, prayed, and implored me to compromise the matter. (Laughter.) I would not compromise the matter for the sake of £2. I bring it to show whether the dock company has a right to make bye-laws, and to turn them about at their own convenience. On a previous occasion I had the Lady of the West which I wanted to place in the dock ; and I was then told that there was a resolution on the books which would prohibit my bringing it there, as it was not the first ship at the dock gates. The rule, I contend, is a most ridiculous one—(hear, hear) —inasmuch as heavily laden ships, if anything, should have the preference, instead of which, boats, trams, and lighters were admitted, while a loaded ship with two anchors a-head has to plunge her bows under water to wait their convenience, the small craft being at the dock gates first. However, what was sauce for the goose” then was, I thought, “sauce for the gander in the present instance—(laughter)—and when the ship was coming up, although there may have been many before her, and although her copper was damaged dragging her over the sands, I brought her up on purpose. I do this for the public benefit—not to benefit myself. should be ashamed of myself if I would not haul 50 ships to assist man in distress. (Hear.) I believe it is very well known that I would do so. (Hear.) At the same time the committee have considered me as a marked man. I considered this a gross

imposition; and I can tell the dock company that I will not submit to any imposition from them or from any man alive. I am obliged to the bench for their decision. I believe it was the only decision they could have come to. At the same time, I do not take it as any favour or affection, but a judicious and honest decision—nothing more nor less. The Mayor—As there are a great many masters of vessels in court, they must distinctly understand that the bench have considered the dock as entirely under the management of the dock-master, and his orders must be abided by. Mr. Cathcart—Not good or bad. Mr. Webb—Supposing he says my mainmast is in the way, and orders it to be cut away (Laughter.) Mr. Fox—You have your remedy against him if he acts improperly. The case here closed, and the parties left the court.

Monmouthshire Merlin - Friday 18 March 1853

INCREASE OF SHIPPING. —Our enterprising and spirited townsman Mr. Webb, merits the congratulations of the well-wishers of the port, on the last addition to his fleet of merchantmen. The finest ship now in Newport dock, bearing the letter "W" on a sky-raking top-mast, is the Sarah and Emma; and this, we understand, is her first arrival, since her purchase at Liverpool, by Mr. Webb, who is now freighting her with railway iron, for Quebec. Her registered tonnage is 1,195, and she carries 1,800 tons. We have learnt that Capt. Price will be transferred from the Silva Rhea to the Sarah and Emma. It is a proud thing to have so fine a vessel hailing from Newport.

Monmouthshire Merlin - Friday 10 February 1854

FLEET OF MERCHANT SHIPS.—Since Saturday evening last, the following vessels, belonging to our enterprising neighbour, W. C. Webb, Esq., have arrived at Newport:— Conquest (schooner), Mary Ann (brigantine), Mary Jane (ditto), William and Eliza (schooner), South Picton (brigantine), Iris (ditto) the two latter with flour and grain from Liverpool. Mr. Webb has, we understand, recently purchased in Liverpool, the South Picton and Iris above named; also the Norwood (1527 tons register), a three-decker, and the largest ship belonging to the Bristol Channel. She is now being coppered and classed in Liverpool, the want of accommodation at Newport compelling the owner to lay out a large sum of money for this purpose in Liverpool. Captain James Price takes the command of the Norwood. The Rhea Sylvia, now also in the dock, has just been loaded with 1150 tons of rails, for New York.

Monmouthshire Merlin - Friday 06 October 1854

EMIGRATION.—The fine ship *Norwood*, Captain Price, 1527 tons register, belonging to Mr. W. C. Webb, the extensive shipowner of Newport, reached Melbourne on the 12th of July, in 86 days, from Liverpool; which is considered a very quick passage, considering that the good ship carried a cargo of 2,500 tons weight and measurement. She carried out 350 passengers, amongst whom were two missionaries. The *Norwood* is the longest ship in the Bristol Channel.

Star of Gwent - Friday 23 November 1877

Mr William Childs Webb died at his residence, Park square, on Wednesday. Years ago Mr Webb was the principle shipowner in this port, but through adverse circumstances he became reduced to a comparatively poor man. In the time of his prosperity he resided at Vaindre Hall, near Castletown, and while living there built a chapel for the Wesleyans, to which body he belonged. For a long period Mr Webb was a member of the Corporation, and in 1850 was elected to the honourable post of chief magistrate, the duties of which office he discharged in a manner that did him credit. In the year 1869 or 1870 he went to reside at Rogerstone Villa, Bassalleg ; but recently, finding his duties as collector of harbour dues could not be efficiently performed while living in the country, he removed to his present residence. Some weeks ago Mr Webb had a sudden attack of paralysis, and this it is that has caused his death. Mr Webb leaves a widow, who for many years has been an invalid, and three daughters, two of whom are married to Wesleyan ministers and one to our fellow-townsmen, Mr John R. Jacob. The many excellent qualities which met in Mr Webb—his piety, integrity, and affability - endeared him to all his acquaintances, and his loss will be sincerely mourned by a very large section of the inhabitants of this port.

Monmouthshire Merlin - Friday 01 February 1878

WILLIAM CHILDS WEBB, DECEASED. PURSUANT to Act of Parliament, 22 and 23 Victoria, cap. 35, NOTICE IS HEREBY GIVEN, that all persons having any Claim upon. or against the Estate of WILLIAM CHILDS WEBB, late of Prospect Villa, Park-square, Newport, Mon., (who died on the 21st November, 1877, and whose Will was proved on the 6th day of December, 1877, in the Llandaff District Registry of the Probate Division of her Majesty's High Court of Justice) are required to send to the Executor, the Rev. T. D. ANDERSON, 22, Duke's Brow, Blackburn, particulars in writing of their Claims, on or before 1st March, 1878. Dated this 1st day of February, 1878.

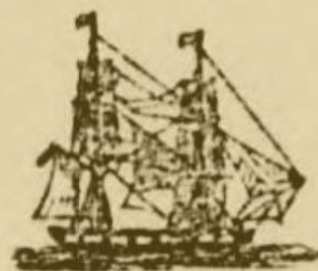
Captain Evan Edwards, Barmouth

Liverpool Mail - Saturday 18 February 1843

The owners of the Mary and Elizabeth, of Pwllheli, have presented Captain Evan Edwards, of Barmouth, with a handsome silver goblet, with appropriate inscription, in consideration of his invaluable services rendered, after the late storm, in rescuing the captain from the rigging of the unfortunate vessel, then sunk in the midst of breakers; and for his exertions afterwards in getting it into a place of safety.

The North Wales Chronicle and Advertiser for the Principality 21st May 1844

To sail on or about the 28th of May instant.



At PICKLE-HERRING WHARF,
TOOLEY-STREET,
SOUTHWARK, LONDON,
NOW LOADING, FOR
CARNARVON, BANGOR, MENAI BRIDGE,
BEAUMARIS, and all places adjacent,
The fast-sailing
SCHOONER ANNE,
EVAN EDWARDS, Master.

To sail on or about the 29th of May instant.

TO BE LET.

Morning Advertiser - Friday 07 March 1856

PRESERVATION OF LIFE FROM SHIPWRECK, Yesterday a meeting of the Royal National Life-boat Institution was held in its house at St. John-street, Adelphi, Thomas Chapman, Esq., F.R.S. in the chair.

The thanks of the institution, inscribed on vellum, were also voted to Captain Evan Edwards, of Barmouth, in admiration his gallant services in rescuing life from shipwreck.

The North Wales Chronicle and Advertiser for the Principality 15th November 1856

BARMOUTH.—Last week, at the Custom House, Dublin, Mr. Owen Edwards, the eldest son of Captain Evan Edwards, of this port, passed the required examination, in Navigation and Nautical Astronomy, and obtained the Government Certificate of competency. We wish the talented youth every success.

Caernarvon & Denbigh Herald - Saturday 10 September 1859

BARMOUTH IMPROVMENTS —During great part of the summer, owing to the excessive dry weather, there has been so very little water to be had in this neighbourhood, that a public meeting was convened, under the able presidency of Captain Evan Edwards, of the Emulation, of Barmouth, when full and able report of inspection as to the best means of having a constant supply of water, was read by Mr. Morris, draper, and the Rev. James Jones, which suggested a much viable matter for the accomplishment of the end desired. For some time back workmen have been busily employed excavating a well to which a public pump is to be erected.

The North Wales Chronicle and Advertiser for the Principality 23rd February 1861

BARMOUTH. The gentlemen forming the committee had been most active in collecting the necessary funds for carrying out their plans, worthy of the ancient family of Peniarth. The sum of £27, readily came to hand, and it was resolved that £20 should be given to 145 poor families, in money, and the remainder to furnish tea and plum cake, for aged poor people and children. Captain Evan

Edwards and Mr. Evan Evans were appointed to the management of the Tea department, and this, they fortunately did to the satisfaction of all 400 persons were thus amply satisfied; indeed, such was the abundance provided, that hardly a child could be found, that had not been invited. Great thanks is due to those 20 ladies who presided at the different tables, and who were fully occupied for upwards of 2 hours in attending to the wants of others.

The North Wales Chronicle and Advertiser for the Principality 21st October 1865

BARMOUTH. SHIPPING CASUALTIES.—On the morning of the 12th inst, a large vessel with a flag of distress flying, was observed by the Custom House Officer of this place, out in the bay, in a precarious position, and to all appearance struck on the Sarn, which is well known by the frequent wrecks which occur on it to be a dangerous spot. Not a moment was lost by Mr. Jenkins, H.M. energetic officer (who is also honorary secretary to the National Lifeboat Institution) in getting her valuable crew mustered, assisted by Captain Evan Edwards. The crew were soon got together, and started gallantly off. Fortunately their services were not required, for when near the vessel it was seen she had cleared the Sarn. It is thought that the vessel was above 2000 tons burthen. The crew of the life-boat deserve great credit for the prompt manner in which they manned the boat and went out. A heavy sea was running at the time, and it was thought by many old and experienced sailors, that she would not clear the bar, but with the pluck and stamina in her, she did. We are also glad to find that the suspicions of some people were not verified which were, that the big vessel was a Yankee ship, and freighted with simple Fenians, who intended landing on this old Cambrian soil.

The Cambrian News and Merionethshire Standard 2nd October 1869

COUNTY COURT, FRIDAY, September 24th—Before- A. J. Johnes, . Esq., Judge.

Captain Evan Edwards, of Barmouth v. John, Richards, of Llanegryn, carrier.—This was an action to recover the value of two kilderkins of ale.—Captain Edwards said John Richards had from me, two-years ago two casks of ale, value £2 14s., and at the time of delivery said he would be responsible to me for the money.. If he had not done so, I should not have delivered the defendant said that he never had any ale for himself from Captain Edwards, but he had carried scores of barrels from him to other parties. The ale he was now charged for was

delivered by him to Mr John, O' Williams, of Llwyngwrl, who ordered him to go to Captain Edwards for it.- J. O. Williams said: I sent John Richards for the two casks of ale to Captain Edwards, and they were delivered to me that was before I failed, two years, ago. Captain Edwards said that long before that time, he had refused to send any ale to John O. Williams unless; paid for at the time, and that he had told John Richards, he would only get the ale on his own responsibility, and, it was only when defendant promised to pay him, for it that it was delivered. The amount was entered in his books in the name of J Win. Richards. -Judgment for defendant.

Lloyd's List - Monday 15 May 1871

BARMOUTH, 13th May.—The Ann (schr.), of this port, with general cargo, sprang leak off Newquay, last night, and sunk at 10 this morning three miles off this place; crew saved.

13th May.—[Later].--The name of the master of the- Ann, is Roberts; the vessel sunk in five fathoms water.

Schooner Ann of Caernarvon official number 25031 64 tons owned by Evan Edwards, Barmouth

The Cambrian News and Merionethshire Standard 28th July 1871

DIVERS. -Divers are busily engaged in efforts to recover the cargo of the schooner Ann, Captain Evan Edwards, of Barmouth, which vessel was wrecked off Barmouth Bar in the early part of the present year. The cargo is a general one, including barrels of porter, gunpowder, a few now tuneless pianos and an organ.

Cambrian News - Friday 26 September 1884

DEATHS

EDWARDS - September 18th, aged 58. Mrs Sarah Edwards. widow of the late Captain Evan Edwards. Fronfelen-terrace, Barmouth.

Westacott and Sons**North Devon Journal - Thursday 13 December 1838**

MARRIAGES.

On Monday last, in our parish church, the Rev. H. Luxmoore, vicar, Mr. John Westacott. of this town, shipbuilder and timber-merchant, to Miss Mary Marden.

Western Times - Saturday 14 March 1840

NORTH DEVON. Barnstable,—On Saturday morning last, March 7th, was launched from the ship building yard of Mr. John Westacott, fine smack the burthen of 66 tons, to be commanded by Captain Hockin. As she glided off the stocks she was named the Hero, by Mr. George Henry Harris, she belongs to a company of merchants of this town, and intended for the Bristol trade. Mr. Westacott has built within the last months, 22 vessels of the tonnage 1994 tons. Three more are already in a great state forwardness, one of 200 tons and upwards, is expected to be launched the next spring, the demand for vessels of all sizes in Mr. Westacott's yard has been very great, since Mr. W's removal to his new yard, adjoining the long bridge of Barnstaple.

Shipping and Mercantile Gazette - Saturday 20 June 1840

BARNSTAPLE. The following Vessels are now in In frame, and may sent to sea in few weeks; viz.,

A BRIG or SCHOONER Length aloft, 74 feet, breadth, 21 feet 6 Inches; depth, 6 feet 3 inches

SMACK ; —length aloft, 48 feet; breadth, 16 feet 6 inches depth 8 feet 3 inches.

They are very fine models, uniting velocity with berthen; and the arterials of their construction are well seasoned, and of the best description.

Apply JOHN WESTACOTT. Bridge-wharf, Barnstaple. June 15, 1840. (One property).

Shipping and Mercantile Gazette - Tuesday 12 December 1848

BARNSTAPLE. THE following A1 12 years Vessels, now in course of building :
BRIG or BARQUE in frame; length, 94 feet; breadth, 23 feet 9 Inches ; depth, 14

feet 6 inches register O. M., about 240 tons.

A SCHOONER nearly ready for sea ; length,72 feet 3 Inches breadth, is 18 feet; depth, 16 feet 3 inches; register O.M., 105 tons, M N,89 tons. Both vessels are copper fastened to the wales, are handsomely modelled, and will sail fast, carry large cargoes, and shift without ballast; the materials of their construction are of first rate quality, and large scantling.

Apply to JOHN WESTACOTT and SON, Shipbuilders, Barnstaple. Barnstaple, Sept. 18. 1848.

Shipping and Mercantile Gazette - Friday 02 November 1849

BARNSTAPLE.—Now in course of building,

SCHOONER, of about the following dimensions:—Length, 82½ feet; breadth, 20½ feet; depth, 12 to 13 feet. The vessel is handsomely modelled, built of the very best materials, and will class twelve years A 1 at Lloyd's.

Apply to JOHN WESTACOTT and SON, Shipbuilders, Barnstaple.

Exeter and Plymouth Gazette Daily Telegrams - Tuesday 19 November 1878

BARNSTABLE. Messes. Westacott's Liquidation. A meeting of the creditors of the firm of Westacott and Sons, shipbuilders, was held on Saturday last, at the Bridge Hall. There was a large number of creditors present, who came to a unanimous agreement to accept 6s. 8d. in the pound in three instalments, namely, 2s. 2d., 2s., and 2s. 6d. Mr. J. A. Thorne represented the debtors.

Mr E. V. Jenkins

Monmouthshire Merlin - Saturday 09 June 1849

NEWPORT ANTHAEUM.—We understand that the Committee of the Newport Anthaeum and Mechanics' Institute, have prudently insured their property in the sum of £200. As insurance is now effected at so cheap a rate, we think all property worth preserving, should be at once insured. There is much satisfaction felt at the announcement made by the secretaries, at the last committee meeting, that the members of this excellent institution number 342 this quarter, against 203 in the corresponding quarter of 1843. There is a rumour of an

intention shortly to provide a superior musical entertainment for the especial pleasure of the members and friends of this useful institution. Sir Thomas Phillips, knight, has kindly presented the institution with his excellent work, *Wales*," which present was suitably acknowledged. Mr. E. V. Jenkins, druggist, also has presented a splendid collection of phrenological casts, amounting to 53 in number, which, we trust, will form the nucleus of a museum. The gift was gratefully received and acknowledged.

Star of Gwent - Saturday 15 December 1855

A LETTER FROM THE CRIMEA.—We publish the following extracts from a letter by Sergt. B. Williams, 77th Regiment, to his father, Mr. Jonah Williams, Llanarth-street. On the 17th he writes, "On the night of the 17th of November I was in the mess-room, when B. Williams was inquired for, and to my great surprise who should be the inquirer but H. T. Williams, of Newport, who stayed with me until Tuesday, the 13th, when he left for Karniesch, where his ship the *Saladin*, of London is lying. He desired me to send you some trophy of the war, so I gave him a small piece of a bell which I often listened to when in the trenches before Sebastopol. I also gave him a Russian's skull and lower jaw, which he promised to give to Mr. Jenkins, the druggist.

Monmouthshire Merlin - Saturday 09 March 1850

THE FREEHOLD LAND MOVEMENT. Risca is advancing in social and intellectual progress last week, we had the pleasing duty to record the commencement of a new era in education, which was hailed and fostered by the supporters of the voluntary principle in the Risca valley we have heard, in addition, that it is contemplated to imitate the praiseworthy example of Abercarn, and set on foot a Mechanics Institute; and we have now though last not least, to give currency to the fact that the hard-working and careful men of the vale are becoming to indulge in the hope that they may shortly hold a stake in the country," in the shape of a forty-shilling freehold". Mr R John Evans, was unanimously voted to the chair; and having briefly solicited the support of the meeting in the first presidency, stated that a deputation had kindly attended from Newport to support and explain the principles of the Freehold Land Movement which he believed, was intimately combined the improvement of the social, moral, and political conditions of the people. He called on Mr Jenkins, druggist, one of the founders of the society at Newport, Mr Jenkins then rose and said that although it

would have given him real pleasure to have met the men of Risca, in that noble room so lately dedicated to the high and important cause of education, yet he could be feel gratitude to the Rev Mr Howe, for the promptitude with which he relieved them from their emergencies. He appeared before them, to enforce the claim, and to assist in explaining the principles of the Freehold Land Movement, a movement arresting the attention of the leading reformers and of the leading patriots of the day. These societies originated some two years back, through the indefatigable exertions of Mr. James Taylor, of Birmingham and so adapted were they to the wants and requirement of the present time so great their success, even to the astonishment of their most hearty supporters, that, he was warranted in believing that there could not be a county in England without its Freehold Land Society. If properly carried out, and there was no difficulty, as to their practical working was plain easy, and constitutional, they would give to the working man and every unenfranchised man, the opportunity of obtaining his just position and influence, on society; of his claiming for respect and attention from their representatives in parliament, which he has the right to demand, and which he has been for too long a period, and by other means, seeking to secure. This society differs materially from those schemes which have, by their imperfect organisations, so frequently convulsed the nation; for while it recognises the right of every man to possess the suffrage, and to use it according to the dictates of his conscience, yet it possesses this advantage, that if it does not thrust upon him political privilege, it does grant him political immunities; which he may not intellectually be able to appreciate—which he is not morally able to value. (Hear, hear.) Such a society teaches him that he must purchase his freedom that he must buy his right to the suffrage, and in so doing, he imbibes habits of prudence, sobriety, and economy his social position becomes improved—his moral sentiments become elevated and in the prospect of his possessing properly — valueless, indeed, to the rich man in the prospect of his possessing a stake in the country, and of his acquiring the right of having a voice in the making of the Laws by which he is governed. (Cheers.) He is already led to feel himself a Briton, and already begins to respect and venerate those glorious institutions, which, yielding to the progressive improvements of the age, will always distinguish this great empire from all others. (Cheers.) These societies form a so a secure savings bank to the working men Instead of spending hard earnings in waste and profligacy, he is induced to put his 1s. 6d. per week, into the coffers of the society, such weekly subscriptions are again placed in the bank, in the names of five trustees, to be employed at some future time for the purchase of land, (hear, hear.) A member's accumulated subscriptions can be withdrawn at pleasure—he can transfer his interest to any one desirous of purchasing it. Ample security is afforded the members, as the societies are duly enrolled by act of parliament and they possess all the privileges and favours connected with the Benefit Buildings Societies Act the speaker then went

through the rules which govern the Newport Freehold Land Society, they were a transcript of the Birmingham Freehold Land Union rules, and had worked so well, there was a kind of a guarantee that they would work well in Risca. He concluded by calling upon the men of Risca to unite with the men of Newport, to effect their political emancipation – to relinquish the undue indulgence of their animal propensities—to raise themselves in the scale of intelligence by thinking and acting for themselves; in a word to follow the example of men of other great towns in the Kingdom, by becoming their own social, moral and political regenerators (loud applause.).

The meeting then voted to assist Newport and several shares in the movement were sold.

Monmouthshire Merlin - Saturday 31 August 1850

FREEHOLD LAND SOCIETY.—At the great sale of freehold land on Wednesday, Mr. E. V. Jenkins, druggist, purchased the Fair Oak Estate, seventy-six acres of most eligible building-ground, for the purposes of the Newport Freehold Land Society, at the sum of £5,680 its calculated value being about £7,000. The society may congratulate themselves on this the first purchase of the kind in South Wales. To achieve so much, in seven months, is really an enterprise worthy of commendation, and will, we trust, realise the most sanguine anticipations of its supporters. We understand that since this purchase, the company's shares have, in some instances, changed hands, at from £3 to £4 premium.

7.0 Analysis

John Westacott and Son ship builders seemed, despite the newspaper reports to speculatively build vessels without firm orders and advertise and attempt to sell them before they were finished. The firm regularly advertised vessels for sale before launching offering them with different sail combinations to suit the purchasers. This is a business model with numerous risks and relies on a ready need for shipping, which did not always exist. It seems they managed the difficulties reasonably well because it was 1878 before they fell into bankruptcy.

William Childs Webb was attempting to provide a regular service from Liverpool to Newport in 1847 to rival the steamer services using his Clipper schooners, which were reputed to make fast passages. He was for a time the largest ship owner in Newport operating from the suburb of Pillgwenlly which was the terminus of coal trams from the pits at the docks. He was Mayor of Newport in 1850-51, Chief Magistrate, a Wesleyan, building a church at his own expense, but later had some misfortune reducing him to collecting dock dues.

In December 1852 and January 1853 it took Emulation six weeks to travel from Dunkirk to Dublin due to adverse winds, a steamer would take a few days, and why sailing ships could not provide commercial competition.

The Monmouthshire Merlin of 10th March 1849 records Mr E. V. Jenkins, chemist and druggist, Commercial-street, as owner of Emulation, he is not recorded in LR as the owner. It may have been he was the owner and William Childs Webb was the managing agent, the local newspaper had access to documents not available on line. He was recorded as presenting phrenologist casts to the Mechanics institute for a museum and a local soldier had collected a Russian soldier's skull and jaw for him in the Crimean War. The plaster cast head shows the areas responsible for certain characteristics and personality traits according to the theories of Johann Gaspar Spurzheim (1776-1832). Phrenologists believed that the shape and size of various areas of the brain (and therefore the overlying skull) determined personality. He was a founder member of the Newport Freehold land Society. Freehold land societies came into existence in the 1840s as part of a politically inspired movement, organised by Liberal radicals to effect Parliamentary reform. These societies were initiated and encouraged as mechanisms by which the supporters of reform could become enfranchised within the existing system, and thereby change the balance of political power, and ultimately the system itself. Following the Reform Act of 1832, the two most important voting qualifications were the ownership of a freehold with a minimum value of 40 shillings, and the occupation of a house worth at least £10 a year. He was taken to court by the Society's solicitor who claimed he had built a wall

partly on his land and won, but after a bitter argument in the Society with the same solicitor he lost a vote and apparently resigned as vice chairman.

The Emulation was salvaged after the loss of her rudder from the shore near Barmouth after some work unloading her and fixing baulks to her. The successful recovery of the vessel required favourable weather and a spring tide. The spring tides occurring twice a month but at varying heights and needing a suitably high tide with favourable weather to achieve the recovery provided uncertainty. This coupled with the uncertain cost of repairs seems to have resulted in the insurers accepting the vessel and probably the cargo as a total loss. The Emulation was then sold locally to recover some of the loss to Evan Edwards, who repaired her and became the next master. There is no record on line of an auction being advertised so it was probably by private arrangement between the Lloyds agent Mr Jones and Evan Edwards. Evan Edwards already owned a schooner the Ann and seems to have taken the opportunity of Emulation being sold to recover some of the underwriters losses. When Ann was lost in 1871 off Barmouth, divers were employed to salvage cargo from her in 5 fathoms of water (30 feet).

The Emulation with Evan Edwards, then sailed surprising distances for a vessel of this size, to Constantinople and on to Romanian ports via the River Danube. It also travelled southern Italy, other Mediterranean ports and the Baltic.

In 1861 to 1862 the Emulation had a new master James Pugh under whose care she lost a main mast and ran aground between buoys in the Thames estuary without the apparent assistance of adverse weather. In less than a year Edwards was recorded again as the master, possibly due to the mishaps.

Evan Edwards was involved in the Social, Religious and general welfare of Barmouth, chairing a meeting to provide constant water to the Town. He supported the lifeboat although too old to take an active part. One of his sons became master of the Emulation and perished with his wife and the crew when Emulation foundered.

The Emulation had a number of mishaps on her final voyage, suffering damage and the cargo shifting. The cargo was probably re arranged off Yarmouth, Isle of Wight where she remained for some days. Emulation sailed again for Barrow but put into Mounts Bay, sailing again on 3rd December 1877 and being seen off Lands End the same day. She was not seen again and ship's boat was found on 11th December near Pwllheli with "Emulation Edwards master" on the stern. The newspaper report in Welsh I translated using a computer translator suggested she was lost near Bardsey on 6th December. There was a succession of storms battering the south west over this period and approach seemed only to be forecast in America and repeated in the British newspapers. The worst of the

weather for about 6th December was over Ireland where it caused damage and flooding, but for the Emulation to have got into difficulties it may have been due to the cargo shifting again or the damage it had sustained causing a problem. The ship's boat being found drifting may be due to the crew abandoning the Emulation to seek refuge ashore and capsizing, but there is no evidence for this except the boat was not secured to Emulation.

The BNA produced almost all the records of voyages by Emulation, with WNL producing the remainder. The BNA and WNL provided the details of the lives and businesses of John Westacott, Evan Edwards, E V Jenkins and William Childs Webb. Two of the reports concerning Evan Edwards and his son Edward with the loss of the Emulation were translated with the Google translator from Welsh. LR entries existed for ever year she was in use and with the MNL provided useful information of repairs and changes of masters and owners. The damage survey report is the first I have seen for any vessel I have researched.

8.0 Conclusions & Recommendations

I have spent about 60 hours on this project with about 95% of the time been spent on line.

The details available on line for the masters and the crew mentioned in the loss are insufficient to trace and further details of them or their families even using a genealogy site. I have answered my other original questions, the information available on line is fairly complete, I found no previous research on the Emulation and since there is no evidence of her final loss or wreck site, that remains a slight mystery. Mr E. V. Jenkins, chemist and druggist, Commercial-street, owner described as the owner of Emulation is mentioned in numerous newspaper advertisements for medical mixtures and remedies, and as a witness in court but few details of his business and little about himself even his full name, except he was involved in local politics as a liberal reformer, was a phrenologist and founder member of the Freehold Land Society in Newport.

The crew lists held mainly in the Gwynedd Archives may provide further avenues of research but they are not available on line.

The wreck site Emulation lies is unknown and is likely to be in waters beyond the limits of recreational diving.

I continue to learn how to efficiently use the search functions for BNA to avoid sometimes thousands of possible matches, particular with emulation which seemed a very popular word to use in newspapers in the 19th century.

The story of the Emulation is interesting but lacks human stories associated with her to make a worthwhile subject for further publication.

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Appendices:

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

No.	Ships.	Masters	Tons.	BUILD.		Owners.	Port belonging to.	Destined Voyage.	Classification.	
				Where.	When.				No. Years first assigned.	Character for Hull&Stores.
601	Empress Sw YM.44overptI.	T. Strutt B.	294 288	Sndrld Drp.46	1841	Strutt&C.	Stöcktn	Sws.	8	A 1 4
2	Emu Bk YM.45ptr.&YM	T. Smith 47	293 381	Londn O & PP	1837	T. Smith	London	Lon.Bmbay	7	C. 2
3	Emulation Sr ptI. B.	E. Davies	121	Bnstpl	1846	J. Webb	Newprt	Bid. Coaster	12	A 1 46
4	Emulous Sr YM.42	W. Strutt	143 113	Ipsw'h	1840	Taylor &c	Ipswich	Liv. Medit	12	A 1 45
5	— Bg	F. Turney	194	Belfast	1826	Sinclair &				45
6	Enchantress Bk YM.45	Cormick	252 284	Withvn	1841	Capt&Co.	Whitvn	Lon. Lima	12	A 1 45
7	— Sr	Essenigh	142 120	Ipsw'h	1834	Hackett&				45
8	— Bg	G. Lodge	164	Plym'h	1818	G. Lodge	NShilds	Shl. France	—	
9	— Bg YM.46	Sewell	226	Yrmth len.&trp.46	1832	I. Preston	Yarm'th	Yar. Medit. Rest.46—	10	A 1 7 46
610	EndeavourBn YM.46overI. B.	T. Braben	56	P.E Isl B. S. & Hk	1845	L. Harris	Liverp'l	Liv. Naples	4	A 1 46
1	— Sr I. B.	Harman	68	Wells	1843	Harman	Wells	Lon.Coastr	8	A 1 43

603 Emulation a schooner, master E. Davies, 121 tons, built at Barnstable in 1846 using part iron bolts, owned by J Webb, registered at Newport, sailing Bideford coaster, surveyed at Bideford in 1846, classified A1 for 12 years

1847 No Change

1848 No Change but marked wrecked

1849 In Supplement - Master and owner now Edwards, damage repairs 1849, registered at Barmouth, sailing Barmouth coaster, new survey Barmouth August 1849

1850 - 53 No change

1854 new survey October 1854

1855- 56 No change

1857 No change except Damage repairs 1856 see appendix for Survey report
1858 no change
1859 Some repairs 1858 new survey 1858
1860 No change
1861 Master changes to Pugh new survey September 1861 still A1
1862 no change
1863 master changes to W. Jones, new survey June 1863 still A1
1864 part new keel, part new keelson, some repairs 1865, new survey May 1865
- still A1
1865 master Edwards, Bangor coaster, no other changes
1866 No changes
1867 Master changes to W. Jones, some repairs 1867, Portmadoc coaster, no
- classification
1868 some repairs 67, **opened for survey, next required in 8 years SS 1867 for 8**
- **years,** new survey December 1867 classified A1
1869 – 1870 No changes
1871 some repairs 1870, Port registered half time Portmadoc, owner has initial
- E Edwards, new survey April 1871
1872 No change,
1873 master changes to H. Morris, survey July 1873, sailing Portmadoc to Stettin
& Portmadoc coaster
1874 Master changes to W. Jones, new deck and some repairs 1875, no longer
half time Portmadoc, **SS Portmadoc 1875 for 8 years,** new survey May 1875 A1
1875 Master still H Morris changing to W Jones owner changes to Mrs Jones
1876 Master changes to E Edwards, 109 109 tons, damage repair 1876,
registered at Caernarvon, new survey July 1876
1877 no changes, but marked Missing
1878 no entry

Appendix B – The Timeline for the *Emulation*

1846

March 18 1846 Bideford sailed Emulation Davies for Newport

March 19 1846 Newport arrived Emulation Davies from Bideford

March 29 1846 Liverpool arrived Emulation Davies from Newport

April 4 1846 Whitehaven arrived Emulation Davies from Liverpool

April 12 1846 Whitehaven sailed Emulation Davies for Newport

April 17 1846 Newport arrived Emulation Davies from Whitehaven

April 19 1846 Newport sailed Emulation Davies for Liverpool

May 1 1846 Whitehaven arrived Emulation Davies from Liverpool

May 7 1846 Whitehaven sailed Emulation Davies for Newport

May 14 1846 Newport arrived Emulation Davies from Whitehaven – iron ore

May 23 1846 Whitehaven arrived Emulation Davies from Liverpool

June 3 1846 Whitehaven sailed Emulation Davies for Newport

June 9 1846 Newport arrived Emulation Davies from Whitehaven – iron ore

June 11 1846 Newport sailed Emulation Davies for Liverpool

June 16 1846 Dublin arrived Emulation Davies from Newport

w/e July 15 1846 Newport arrived Emulation Davies from Barrow – iron ore

July 12 1846 Newport sailed Emulation Davies for Dublin

August 10 1846 Newport arrived Emulation Davies from Barrow

August 11 1846 Newport sailed Emulation Davies for Liverpool

September 8 1846 Newport arrived Emulation Davies from Barrow -iron ore

September 10 1846 Newport sailed Emulation Davies for Liverpool

October 22 1846 Holyhead put in Emulation Davies from Barrow for Newport

- damaged

October 27 1846 Holyhead sailed Emulation Davies for Newport

November 1 1846 Newport arrived Emulation Davies from Barrow – iron ore

November 3 1846 Newport cleared Emulation Davies for Liverpool

December 21 1846 Liverpool arrived Emulation Davies from Newport

December 26 1846 Liverpool sailed Emulation Davies for Newport

1847

w/e January 19 1847 Newport arrived Emulation Scantlebury from Barrow
- iron ore

January 19 1847 Newport, Mon sailed Emulation Scantlebury

February 2 1847 Newport arrived Emulation Scantlebury from Barrow

February 15 1847 Liverpool arrived Emulation Scantlebury from Newport

w/e March 8 1847 Newport arrived Emulation Lewis from Barrow - iron

March 21 1847 Dublin sailed Emulation Scantlebury for Barrow

March 29 1847 Newport, Mon sailed Emulation Scantlebury for Liverpool

April 27 1847 North Shields arrived Emulation from Lynn

May 6 1847 Liverpool sailed Emulation Scantlebury for Cardiff

May 31 1847 Liverpool arrived Emulation Scantlebury from Newport

June 9 1847 Liverpool sailed Emulation Scantlebury for Newport

June 12 1847 Newport arrived Emulation Scantlebury from Liverpool - flour

June 15 1847 Newport, Mon cleared Emulation Scantlebury for Liverpool

July 12 1847 Newport, Mon cleared Emulation Scantlebury for Liverpool

w/e July 14 1847 Newport arrived Emulation Scantlebury from Liverpool-sundries

August 2 1847 Newport, Mon arrived Emulation Scantlebury from Barrow

August 24 1847 Liverpool sailed Emulation Thomas for Barrow

August 27 1847 Barrow sailed Emulation Thomas for Newport

August 29 1847 Whitehaven sailed Emulation Thomas for Newport

August 31 1847 Newport arrived Emulation Thomas from Barrow – iron ore

September 7 1847 Newport, Mon cleared Emulation Thomas for Liverpool

September 15 1847 Liverpool arrived Emulation Thomas from Newport

September 27 1847 Liverpool sailed Emulation Thomas for Newport

October 19 1847 Newport arrived Emulation Thomas from Barrow

November 11 1847 Barrow arrived Emulation Thomas from Newport

November 19 1847 Barrow sailed Emulation Thomas for Newport

November 29 1847 Newport arrived Emulation Thomas from Barrow

December 28 1847 Newport arrived Emulation Thomas from Liverpool

1848

January 10 1848 Liverpool sailed Emulation Thomas for Newport

January 14 1848 Newport, Mon cleared Emulation Scantlebury for Liverpool

January 29 1848 Liverpool sailed Emulation Thomas for Newport

February 1 1848 Newport, Mon arrived Emulation Thomas from Liverpool

February 3 1848 Newport, Mon cleared Emulation Thomas for Cork

w/e February 10 1848 Newport, Mon sailed Emulation, Thomas for Cork

February 17 1848 Tenby sailed Emulation, Thomas for Cork

February 18 1848 Cove of Cork arrived Emulation Thomas from Newport

- railway iron

February 28 1848 Newport arrived Emulation Thomas from Liverpool

March 4 1848 Newport, Mon cleared Emulation Thomas for Liverpool

March 9 1848 Liverpool arrived Emulation Thomas from Newport

March 16 1848 Liverpool entered for loading Emulation Thomas for Newport

March 19 1848 Newport arrived Emulation Thomas from Barrow

March 22 1848 Newport, Mon cleared Emulation Thomas for Liverpool

April 4 1848 Liverpool sailed Emulation Thomas for Newport
April 6 1848 Newport arrived Emulation Thomas from Liverpool
April 8 1848 Newport, Mon cleared Emulation Thomas for Dublin
April 22 1848 Dublin sailed Emulation Thomas for Newport
April 27 1848 Newport, Mon cleared Emulation Thomas for Liverpool
May 5 1848 Liverpool arrived Emulation Thomas from Newport
June 3 1848 Newport, Mon cleared Emulation Thomas for Liverpool
June 11 1848 Liverpool arrived Emulation Thomas from Newport
June 30 1848 Newport arrived Emulation Thomas from Barrow
July 3 1848 Newport, Mon cleared out Emulation Thomas for Liverpool
July 21 1848 Barrow arrived Emulation Thomas from Newry
September 15 1848 Barcelona arrived Emulation Thomas from Newport
October 13 1848 Marseilles sailed Emulation Thomas for Falmouth
November 1 1848 Spoken to Emulation Thomas off Cape St Vincent, Portugal
November 17 1848 Spoken to Emulation Thomas Lat 44N Long 10W
November 22 1848 Falmouth arrived Emulation Thomas from Marseilles
November 24 1848 Falmouth cleared Emulation Thomas for Galway
December 10 1848 Falmouth Emulation Davies sailed for Galway
December 12 1848 Falmouth Emulation Davies did not sail yesterday to Galway
December 12 1848 Falmouth Emulation Davies sailed for Galway
December 17 1848 Waterford arrived Emulation Thomas from Marseilles
December 29 1848 Galway arrived Emulation Thomas from Marseilles - wheat

1849

February 19 1849 Newport arrived Emulation, Thomas from Galway
February 23 1849 Newport, Mon cleared Emulation Thomas for Liverpool

February 27 1849 Lost rudder, abandoned came ashore near Barmouth

March 20 1849 Emulation cargo discharged

March 24 1849 Barmouth Emulation brought into port

September 6 1849 Flint arrived Emulation, Edwards

September 22 1849 Falmouth put in Emulation, Edwards from Aberdovey for
- London

October 1 1849 Upper Pickle Herring Wharf, London arrived Emulation, Edwards
- from Barmouth

October 26 1849 London customs House cleared Emulation, Edwards for Glasgow

November 1 1849 Off Margate Emulation Davies from London for Glasgow

November 5 1849 Falmouth put in Emulation Davies from London for Glasgow

November 9 1849 Falmouth Emulation Davies sailed for Glasgow

November 20 1849 Glasgow arrived Emulation Davies from London

1850

January 10 1850 Port Penrhyn, Bangor arrived Emulation, Edwards

January 18 1850 Port Penrhyn, Bangor arrived Emulation, Edwards

January 31 1850 Port Penrhyn, Bangor cleared out Emulation, Edwards – slates

February 5 1850 Port Penrhyn, Bangor cleared out Emulation, Edwards – slates

February 13 1850 Passed through the Straits Emulation, Edwards & in Collision

February 15 1850 Caernarvon remain windbound Emulation, Edwards for London

February 22 1850 Caernarvon remain windbound Emulation, Edwards for London

February 26 1850 Caernarvon sailed Emulation, Edwards for London

March 4 1850 Upper Pickle Herring Wharf, London arrived Emulation, Edwards
- from Bangor

April 1 1850 Barmouth arrived Emulation, Edwards from London

April 9 1850 Barmouth sailed Emulation, Edwards for Caernarvon

April 12 1850 Caernarvon arrived Emulation, Edwards from London

April 13 1850 Caernarvon sailed Emulation, Edwards for Bangor
April 13 1850 Port Penrhyn, Bangor arrived Emulation, Edwards
April 15 1850 Caernarvon sailed Emulation, Edwards for Beaumaris
May 8 1850 Passed through the Straits Emulation, Edwards from Bangor
- for London
May 12 1850 Bangor sailed Emulation, Edwards for London
May 15 1850 Upper Pickle Herring Wharf, London arrived Emulation, Edwards
- from Bangor
June 2 1850 Antwerp arrived Emulation, Edwards from London
June 14 1850 Antwerp sailed Emulation, Edwards for Belfast
June 18 1850 Flushing Roads sailed Emulation, Edwards for Belfast
July 1 1850 Larne arrived Emulation, Edwards from Antwerp
July 2 1850 Belfast arrived Emulation, Edwards from Antwerp
July 14 1850 Caernarvon arrived Emulation, Edwards from Larne
August 6 1850 Caernarvon sailed Emulation, Edwards for London
August 22 1850 London entered outwards Emulation 121, Edwards for Valencia
September 9 1850 London cleared outwards Emulation 121, Edwards for Valencia
- Seymour
September 12 1850 Deal arrived from the river and sailed Emulation, Edwards
- for Valencia
September 28 1850 Valencia arrived Emulation, Edwards from London
October 4 1850 Valencia sailed Emulation, Edwards for Cullera
December 17 1850 Falmouth arrived Emulation, Edwards from Barletta
December 24 1850 Falmouth sailed Emulation, Edwards for London
December 28 1850 Gravesend arrived Emulation, Edwards from Barletta
December 30 1850 London Surry Dock entered inwards Emulation 121, Edwards
- from Barletta, Ogilby

1851

January 4 1851 Upper Pickle Herring Wharf, London loading Emulation, Edwards

February 5 1851 Ramsgate arrived Emulation, Edwards from London

February 16 1851 Aberdovey arrived Emulation, Edwards from London

February 22 1851 Barmouth arrived Emulation, Edwards from London

February 28 1851 Aberdovey outwards Emulation, Edwards for Barmouth

March 4 1851 Caernarvon sailed Emulation, Edwards for Beaumaris

March 6 1851 Port Penrhyn, Bangor arrived Emulation, Edwards

March 23 1851 Caernarvon sailed Emulation, Edwards

March 25 1851 Port Penrhyn, Bangor sailed Emulation, Edwards for London

April 17 1851 Upper Pickle Herring Wharf, London loading Emulation, Edwards

May 5 1851 London customs House cleared out Emulation, Edwards for Milford

May 6 1851 Upper Pickle Herring Wharf, London sailed Emulation, Edwards for
- Milford

May 14 1851 Aberystwith arrived Emulation, Edwards from London

May 15 1851 Aberystwith sailed Emulation, Edwards for Barmouth

May 23 1851 Barmouth arrived Emulation, Edwards from London

May 28 1851 Barmouth sailed Emulation, Edwards for Caernarvon

May 29 1851 Caernarvon arrived Emulation, Edwards from London

May 29 1851 Caernarvon sailed Emulation, Edwards for Beaumaris

May 29 1851 Caernarvon sailed Emulation, Edwards for Bangor

June 21 1851 Passed through the Straits Emulation, Edwards from Bangor
- for London

June 26 1851 Off Margate schooner Emulation Edwards from Bangor for London

June 26 1851 Deal arrived Emulation from Bangor and proceeded to the river

July 4 1851 London entered outwards Emulation 121, Edwards for
- Constantinople, Galatz & Ibraila, Pickernell

August 9 1851 London entered outwards Emulation 121, Edwards for
 - Constantanople, Galatz & Ibraila, Pickernell

August 22 1851 Loading in Port of London Emulation, Edwards for
 - Constantinople, Galatz & Ibraila, Pickernell Brs

August 23 1851 London customs House cleared out Emulation, Edwards for
 - Constantinople, Galatz & Ibraila

August 26 1851 Gravesend sailed Emulation, Edwards for Constantinople

August 27 1851 Deal arrived from the river Emulation, Edwards for Galatz

November 19 1851 Galtz arrived Emulation, Edwards from Liverpool

November 29 1851 Galtz sailed Emulation, Edwards for Falmouth

1852

January 21 1852 Gibraltar arrived Emulation, Edwards from Galtz

January 22 1852 Gibraltar cleared Emulation, Edwards for Falmouth or Cork

February 22 1852 Falmouth arrived Emulation, Edwards from Galtz

February 28 1852 Falmouth cleared Emulation, Edwards for Newry

March 1 1852 Falmouth sailed Emulation, Edwards for Newry

March 3 1852 Dublin arrived Emulation, Edwards from Galtz - wheat

March 15 1852 Caernarvon arrived Emulation, Edwards from Dublin

March 16 1852 Caernarvon sailed Emulation, Edwards for Bangor

April 6 1852 Caernarvon sailed Emulation, Edwards for London – slates

April 6 1852 Passed through the Straits Emulation, Edwards from Bangor
 - for London

April 18 1852 Falmouth sailed Emulation, Jones for London

May 15 1852 London customs House cleared out Emulation, Edwards for
 - Barmouth

May 27 1852 Off Barmouth Emulation, Edwards from London

May 29 1852 Barmouth arrived Emulation, Edwards from London

June 16 1852 Caernarvon arrived Emulation, Edwards from London

June 23 1852 Caernarvon arrived Emulation, Edwards

July 2 1852 Caernarvon remain Emulation, Edwards for London

July 6 1852 Caernarvon sailed Emulation, Edwards for London

July 16 1852 Deal arrived Emulation from Bangor and proceeded to the river

August 17 1852 London Customs House cleared out Emulation, Edwards for
- Barmouth

August 18 1852 Upper Pickle Herring Wharf, London sailed Emulation, Edwards
- for Barmouth & c

August 20 1852 Deal arrived Emulation, Edwards from northward & proceeded
- westward

August 26 1852 Aberystwith arrived Emulation, Edwards from London

August 29 1852 Aberystwith sailed Emulation, Edwards for Aberdovey

September 2 1852 Aberdovey sailed Emulation, Edwards for Barmouth

September 2 1852 Barmouth arrived Emulation, Edwards from London

September 16 1852 Barmouth sailed Emulation, Edwards for Caernarvon

September 18 1852 Caernarvon arrived Emulation, Edwards from London

September 22 1852 Caernarvon arrived Emulation, Edwards

October 13 1852 Caernarvon sailed Emulation, Edwards for London

October 17 1852 Off Bolt Head Emulation, Edwards from Caernarvon for London

October 25 1852 Upper Pickle Herring Wharf, London arrived Emulation, Edwards
- from Barmouth

November 10 1852 Dunkirk arrived Emulation, Edwards from London

December 7 1852 Dunkirk sailed Emulation, Edwards for Dublin

December 9 1852 Ramsgate put in Emulation, Edwards from Dunkirk for Dublin

December 22 1852 Ramsgate sailed Emulation, Edwards for Dublin

December 29 1852 Brixham put in Emulation, Edwards for Dublin

December 31 1852 Torbay put in Emulation, Edwards for Dublin

1853

January 4 1853 Dartmouth put in Emulation, Edwards from Dunkirk for Dublin

January 14 1853 Dartmouth sailed Emulation, Edwards for Dublin

January 15 1853 Fowey put in Emulation, Edwards from Dunkirk for Dublin

January 21 1853 Dublin arrived Emulation, Edwards from Dunkirk

January 28 1853 Dublin sailed Emulation, Edwards for Bangor

January 30 1853 Barmouth arrived Emulation, Edwards from Dublin

February 2 1853 Barmouth sailed Emulation, Edwards for Portmadoc

February 5 1853 Portmadoc arrived Emulation, Edwards

February 9 1853 Portmadoc arrived Emulation, Edwards

February 12 1853 Portmadoc sailed Emulation, Edwards for London

February 21 1853 Off Dover Emulation, Edwards for London from Portmadoc

February 23 1853 Upper Pickle Herring Wharf, London arrived Emulation,
- Edwards from Barmouth

March 19 1853 London customs House cleared out Emulation, Edwards for
- Aberystwith

March 22 1853 Upper Pickle Herring Wharf, London sailed Emulation, Edwards for
- Aberystwith

March 29 1853 Aberystwith arrived Emulation, Edwards from London

April 7 1853 Aberystwith arrived Emulation, Edwards

April 9 1853 Barmouth arrived Emulation, Edwards from London

April 13 1853 Barmouth arrived Emulation, Edwards

May 24 1853 Caernarvon sailed Emulation, Edwards for London

June 16 1853 London customs House cleared out Emulation 121, Edwards for
- Hartlepool and Danzig - ballast ,Jones

June 20 1853 Seaham arrived Emulation, Edwards from Hartlepool

June 30 1853 Seaham cleared Emulation, Edwards for Danzig

July 2 1853 Sound List Emulation, Edwards from Seaham for Danzig

July 3 1853 Elsinore Emulation, Edwards from Seaham for Danzig

July 26 1853 Passed through sound Emulation, Edwards from Danzig to London
- wheat

August 15 1853 Gravesend arrived Emulation, Edwards from Danzig

August 15 1853 In Pickle Herring Emulation, Edwards from Danzig, R G Jones

August 25 1853 London customs House entered out Emulation 121, Edwards for
- Danzig

September 10 1853 London customs House cleared out Emulation 121, Edwards
- for Danzig

September 20 1853 Elsinore cleared Emulation, Edwards from London for Danzig

September 24 1853 Danzig arrived Emulation, Edwards from London

October 11 1853 Danzig sailed Emulation, Edwards for Dunkirk

November 2 1853 Dunkirk arrived Emulation, Edwards from Danzig

November 15 1853 Danzig sailed Emulation, Edwards for Newcastle

November 17 1853 Poole arrived Emulation, Edwards from Dunkirk

December 2 1853 Poole sailed Emulation, Edwards for Runcorn

December 4 1853 St Mawes passed schooner Emulation for Liverpool

December 29 1853 Port Penrhyn, Bangor arrived Emulation, Edwards

1854

February 2 1854 Port Penrhyn, Bangor cleared out Emulation, Edwards

February 5 1854 Caernarvon remain Emulation, Edwards from Bangor

February 10 1854 Caernarvon remain Emulation, Edwards from Bangor

February 11 1854 Passed through the straits Emulation, Edwards from Bangor
- for London

February 16 1854 Deal put in and anchored schooner Emulation, Edwards of
- Barmouth from West for North

February 20 1854 Pickle Herring arrived Emulation, Edwards from Caernarvon

March 13 1854 Upper Pickle Herring Wharf, London sailed Emulation, Edwards
- for Barmouth

March 23 1854 Falmouth sailed Emulation, Edwards for Barmouth

March 26 1854 Barmouth arrived Emulation, Edwards from London

April 12 1854 Barmouth sailed Emulation, Edwards for Caernarvon

May 16 1854 Barmouth sailed Emulation, Edwards for London

June 9 1854 Deal A. B. S. No. 32 schooner Emulation. Edwards of Barmouth :
- from westward for northward

June 14 1854 In Dungeness Roads Emulation, Edwards for Belfast from London

June 19 1854 Off Lymington Emulation, Edwards for Belfast from London

June 20 1854 Swanage put in Emulation of Barmouth for Belfast from London

June 27 1854 Belfast arrived Emulation, Edwards from London

July 6 1854 Beaumaris Emulation, Edwards passed by for Bangor

July 30 1854 Passed through the straits Emulation, Edwards from Bangor
- for London

August 3 1854 Port Penrhyn, Bangor cleared out Emulation, Edwards

August 28 1854 London customs House cleared out Emulation , Edwards
- for Barmouth & C

September 5 1854 In the bay schooner Emulation from London

September 12 1854 Barmouth arrived Emulation, Edwards from Aberystwith

September 28 1854 Caernarvon arrived Emulation, Edwards from Barmouth

November 5 1854 Caernarvon sailed Emulation, Edwards for London

November 16 1854 London customs House entered in Emulation, Edwards
- from Caernarvon

November 28 1854 Bristol, Pill arrived Emulation, Edwards from Caernarvon

December 6 1854 London customs House cleared out Emulation, Edwards
- for Barmouth

December 6 1854 Upper Pickle Herring Wharf, London sailed Emulation, Edwards
- for Barmouth

December 19 1854 Portland Roads put in schooner Emulation for Barmouth

1855

February 22 1855 Port Penrhyn, Bangor arrived Emulation, Edwards

February 24 1855 Port Penrhyn, Bangor sailed Emulation, Edwards – slates

March 1 1855 Caernarvon remain Emulation, Edwards from Bangor for London

March 6 1855 Caernarvon Passed through the Straits Emulation, Edwards from
- Bangor for London

May 5 1855 Caernarvon, arrived Emulation, Edwards

May 5 1855 Caernarvon sailed Emulation, Edwards for London

May 10 1855 Port Penrhyn, Bangor arrived Emulation, Edwards

May 30 1855 Bangor sailed Emulation, Edwards for London - slates

May 30 1855 Caernarvon Passed through the Straits Emulation, Edwards from
- Bangor for London

June 16 1855 In Upper Pickle Herring Wharf, London Emulation, Edwards

June 26 1855 London customs House cleared out Emulation, Edwards
- for Barmouth

July 12 1855 Barmouth arrived Emulation, Edwards from London

July 22 1855 Caernarvon, arrived Emulation, Edwards from Holyhead

July 24 1855 Caernarvon sailed Emulation, Edwards for Bangor

July 25 1855 Port Penrhyn, Bangor arrived Emulation, Edwards

August 16 1855 Port Penrhyn, Bangor cleared out Emulation, Edwards – slates

October 13 1855 Caernarvon, arrived Emulation, Edwards from London

October 15 1855 Caernarvon sailed Emulation, Edwards for Bangor

October 16 1855 Port Penrhyn, Bangor arrived Emulation, Edwards

October 18 1855 Caernarvon, arrived Emulation, Edwards

October 18 1855 Caernarvon sailed Emulation, Edwards

November 1 1855 Port Penrhyn, Bangor cleared out Emulation, Edwards – slates

December 8 1855 In Upper Pickle Herring Wharf, London loading Emulation,
- Edwards

1856

February 8 1856 Caernarvon sailed Emulation, Edwards for Bangor

February 8 1856 Port Penrhyn, Bangor arrived Emulation, Edwards

February 20 1856 Port Penrhyn, Bangor cleared out Emulation, Edwards – slates

February 20 1856 Caernarvon Passed through the Straits Emulation, Edwards
- from Bangor for London

March 8 1856 In Upper Pickle Herring Wharf, London loading Emulation,
- Edwards

March 20 1856 London customs House cleared out Emulation, Edwards
- for Barmouth

April 18 1856 Caernarvon, arrived Emulation, Edwards from London

April 18 1856 Caernarvon sailed Emulation, Edwards for Bangor

April 22 1856 Beaumaris passed Emulation, Edwards for Bangor

April 22 1856 Port Penrhyn, Bangor arrived Emulation, Edwards

April 24 1856 Caernarvon, arrived Emulation, Edwards

April 24 1856 Caernarvon sailed Emulation, Edwards

May 7 1856 Port Penrhyn, Bangor cleared out Emulation, Edwards – slates

May 7 1856 Passed through the Straits Emulation, Edwards from Bangor for
- London

June 6 1856 London customs House cleared out Emulation, Edwards
- for Barmouth

June 26 1856 Barmouth arrived Emulation, Edwards from London

July 6 1856 Barmouth sailed Emulation, Edwards for Caernarvon

July 10 1856 Caernarvon, arrived Emulation, Edwards from Barmouth

July 11 1856 Caernarvon sailed Emulation, Edwards

July 28 1856 Port Penrhyn, Bangor cleared out Emulation, Edwards – slates

July 28 1856 Passed through the Straits Emulation, Edwards from Bangor for
- London

October 8 1856 Aberystwith arrived Emulation, Edwards

October 9 1856 Aberystwith sailed Emulation, Edwards

October 16 1856 Caernarvon, arrived Emulation, Edwards

October 23 1856 Port Penrhyn, Bangor arrived Emulation, Edwards

November 4 1856 Port Penrhyn, Bangor cleared out Emulation, Edwards – slates

November 11 1856 Deal anchored Emulation, Edwards, damaged in collision

November 19 1856 Upper Pickle Herring wharf arrived Emulation, Edwards from
- Bangor

December 22 1856 London customs House cleared Emulation for Barmouth

December 23 1856 Pickle Herring Wharf, London sailed Emulation, Edwards
- for Barmouth

1857

January 24 1857 Aberystwith arrived Emulation, Edwards from London

January 26 1857 Barmouth arrived Emulation, Edwards from London

February 5 1857 Barmouth arrived Emulation, Edwards

March 5 1857 Port Penrhyn, Bangor cleared out Emulation, Edwards – slates

March 21 1857 In Upper Pickle Herring Wharf, London loading Emulation,
- Edwards

March 31 1857 Due to sail Pickle Herring Wharf, London Emulation, Edwards for
- Barmouth & C

April 30 1857 Barmouth arrived Emulation, Edwards

May 7 1857 Caernarvon, arrived Emulation, Edwards from Barmouth
 May 9 1857 Caernarvon sailed Emulation, Edwards for Bangor
 May 10 1857 Port Penrhyn, Bangor arrived Emulation, Edwards
 May 15 1857 Caernarvon, arrived Emulation, Edwards
 May 15 1857 Caernarvon sailed Emulation, Edwards
 May 16 1857 Port Penrhyn, Bangor arrived Emulation, Edwards
 June 4 1857 Porthynllaen sailed Emulation, Edwards
 July 1 1857 London customs House cleared outwards Emulation for Barmouth
 August 11 1857 Caernarvon, arrived Emulation, Edwards from Barmouth
 September 10 1857 Port Penrhyn, Bangor cleared out Emulation, Edwards- slates
 October 19 1857 Liverpool arrived Emulation from London
 October 29 1857 Port Penrhyn, Bangor arrived Emulation, Edwards
 November 19 1857 Port Penrhyn, Bangor sailed Emulation, Edwards- slates
 December 3 1857 Upper Pickle Herring Wharf, London arrived Emulation,
 - Edwards from Bangor (now in Regents canal)
 December 5 1857 London customs House entered inwards Emulation, Edwards
 - from Beaumaris
 December 12 1857 Upper Pickle Herring Wharf, London loading Emulation,
 - Edwards
 December 23 1857 Due to sail Pickle Herring Wharf, London Emulation, Edwards
 - for Barmouth & C

1858

January 20 1858 Aberystwith arrived Emulation, Edwards from London
 February 18 1858 Aberystwith arrived Emulation, Edwards from London
 March 15 1858 Upper Pickle Herring Wharf, London arrived Emulation,
 - Edwards from Barmouth
 March 20 1858 Upper Pickle Herring Wharf, London loading Emulation, Edwards

April 29 1858 Barmouth arrived Emulation, Edwards

May 29 1858 Barmouth sailed Emulation, Edwards for Caernarvon

May 31 1858 Passed through the Straits Emulation, Edwards from Barmouth for
- Bangor

June 1 1858 Port Penrhyn, Bangor arrived Emulation, Edwards

June 24 1858 Port Penrhyn, Bangor cleared out Emulation, Edwards- slates

July 28 1858 Shields sailed Emulation, Edwards for Hull

August 7 1858 Queenstown arrived Emulation, Edwards from Newcastle – coal

August 15 1858 Queenstown sailed Emulation, Edwards for Barmouth

September 9 1858 Aberystwith arrived Emulation, Edwards from London

September 30 1858 Port Penrhyn, Bangor cleared out Emulation, Edwards- slates

November 13 1858 Upper Pickle Herring Wharf, London loading Emulation,
- Edwards

November 20 1858 Due to sail Pickle Herring Wharf, London Emulation, Edwards
- for Barmouth & C

December 17 1858 Aberystwith arrived Emulation, Edwards from London

1859

March 7 1859 London customs House entered inwards Emulation, Edwards from
- Barmouth

April 21 1859 Portmadoc arrived Emulation, Edwards

May 5 1858 Portmadoc sailed Emulation, Edwards

May 24 1859 Dunkirk arrived Emulation, Edwards from London

June 16 1859 Liverpool arrived Emulation, Edwards from Dunkirk

July 21 1859 Port Penrhyn, Bangor sailed Emulation, Edwards- slates

August 29 1859 Belfast arrived Emulation 109 from London - chalk

1860

January 11 1860 Penzance sailed Emulation, Edwards for Liverpool

March 5 1860 Holyhead sailed Emulation, Edwards for London

November 29 1860 Poole arrived Emulation, Edwards from Runcorn

December 18 1860 Poole arrived Emulation, Edwards from Runcorn

1861

April 1 1861 Portmadoc sailed Emulation, Edwards for London

April 27 1861 Upper Pickle Herring Wharf, London loading Emulation, Edwards

May 4 1861 Upper Pickle Herring Wharf, London due to sail Emulation, Edwards
- for Barmouth & C

May 23 1861 Aberystwith arrived Emulation, Edwards

June 13 1861 Port Penrhyn, Bangor arrived Emulation, Edwards

October 7 1861 Penzance arrived Emulation, Pugh from Bangor for London
- with loss main mast

December 21 1861 Aberystwith sailed Emulation, Edwards for Aberdovey

1862

January 15 1862 Barmouth sailed Emulation, Pugh for Portmadoc

January 15 1862 Off Portmadoc Emulation, Pugh from Barmouth

January 20 1862 Portmadoc sailed Emulation, Edwards for Caerarvon

January 23 1862 Caerarvon arrived Emulation, Pugh from London

January 30 1862 Port Penrhyn, Bangor arrived Emulation, Pugh

April 17 1862 Aberystwith arrived Emulation, Pugh from London

August 7 1862 Aberystwith arrived Emulation, Pugh

October 2 1862 Deal passed Emulation, Edwards of Caernarvon from West
- to North

1863

February 21 1863 Port Penrhyn, Bangor cleared out Emulation, Ellis- slates

March 16 1863 Holyhead sailed Emulation, Ellis for London

March 25 1863 Upper Pickle Herring Wharf, London arrived Emulation, Edwards
- from Bangor and Barmouth

April 11 1863 London customs House cleared Emulation, Ellis for Portmadoc

May 28 1863 Port Penrhyn, Bangor arrived Emulation, Ellis

September 7 1863 Lymington, Off Jack in the Basket Emulation schooner from
- London for Aberdovey

w/e October 9 1863 Barmouth arrived Emulation, Jones from London

October 10 1863 Pwllheli arrived Emulation, Jones from Barmouth

October 11 1863 Pwllheli sailed Emulation, Jones for Portmadoc

November 5 1863 Port Penrhyn, Bangor cleared out Emulation, Jones- slates

1864

January 7 1864 Ipswich arrived Emulation, Jones from Belfast

January 27 1864 Belfast sailed Emulation, Jones for Bangor

February 25 1864 Port Penrhyn, Bangor cleared out Emulation, Jones- slates

June 2 1864 Port Penrhyn, Bangor cleared out Emulation, Jones- slates

August 18 1864 Port Penrhyn, Bangor arrived Emulation, Jones

September 21 1864 Holyhead put in Emulation, Jones from Bangor for London

December 11 1864 Holyhead sailed Emulation, Jones for London

December 27 1864 Liverpool arrived Emulation, Jones from Mistley

1865

January 30 1865 Holyhead put in Emulation, Edwards from Liverpool for
- Barmouth

February 9 1865 Holyhead sailed Emulation, Edwards for Barmouth

February 11 1865 Barmouth arrived Emulation, Edwards from Liverpool
March 9 1865 Barmouth arrived Emulation, Edwards from Port Dinorwic
April 23 1865 Caernarvon sailed Emulation, Jones for Bangor
August 28 1865 Cuxhaven sailed Emulation, Edwards for England
September 16 1865 Belfast arrived Emulation, Jones from Hamburg – bark
September 28 1865 Port Penrhyn, Bangor arrived Emulation, Jones
November 30 1865 Port Penrhyn, Bangor cleared out Emulation, Jones- slates
December 7 1865 Holyhead put in Emulation, Jones from Bangor for London
December 11 1865 Holyhead sailed Emulation, Jones for London
December 30 1865 London customs House entered out Emulation, Jones for
- Landerdeau

1866

January 10 1866 London & St Catherine's dock Emulation 109, Jones for Brest
January 12 1866 London customs House cleared out with cargo Emulation, Jones
- for Landerdeau
May 4 1866 Barmouth sailed Emulation, Jones for Bangor
May 24 1866 Caernarvon sailed Emulation, Jones for Dinorwic
September 6 1866 Liverpool cleared out Emulation, Jones for Bangor
October 22 1866 Portmadoc cleared Emulation, Jones for Rotterdam
October 25 1866 Portmadoc sailed Emulation, Jones for Rotterdam
November 1 1866 Zierikzee arrived Emulation, Jones from Par
November 1 1866 Zierikzee sailed Emulation, Jones for Dordt
November 29 1866 Rotterdam cleared Emulation, Jones for Swansea
December 1 1866 Helvoet sailed Emulation, Jones for Swansea
December 15 1866 Off Lymington Emulation, Jones From Rotterdam for Swansea

December 19 1866 Lymington sailed Emulation of Barmouth, Jones From
- Rotterdam for Swansea

1867

January 11 1867 Swansea sailed Emulation for Cork

January 11 1867 Mumbles passed Emulation for Cork

February 18 1867 Barmouth arrived Emulation, Jones from Queenstown

March 8 1867 Portmadoc entered loading Emulation, Jones for London

April 18 1867 Porthdyllaen arrived Emulation, Jones

April 25 1867 Porthdyllaen sailed Emulation, Jones for London

May 1 1867 Deal - in the Downs Emulation, Jones from Portmadoc with damage

May 20 1867 Victoria dock Emulation 109, Jones from Dublin

May 22 1867 London customs House entered in Emulation, Jones from
- Queenstown

May 23 1867 Victoria dock Emulation 109, Jones from Dublin

June 7 1867 Waterford arrived Emulation, Jones from London

June 17 1867 Waterford sailed Emulation, Jones for Cardiff

July 2 1867 St Nazaire arrived Emulation, Jones from Swansea

July 15 1867 Nantes sailed Emulation, Jones for Requejada

July 19 1867 Paimboeuf came down Emulation, Jones for Requejada

September 8 1867 Deal arrived Emulation, Jones from Requejada for Antwerp

September 9 1867 Flushing arrived Emulation, Jones from Requejada

October 23 1867 Flushing sailed Emulation, Jones for Dublin

October 29 1867 Plymouth put in Emulation, Jones from Antwerp for Dublin

November 6 1867 Dublin arrived Emulation, Jones from Antwerp

November 27 1867 Deal passed Emulation for Point de Galle

1868

February 12 1868 Belfast arrived Emulation, Jones from London

April 25 1868 Porthdyllaen sailed Emulation, Jones

May 22 1868 Altona arrived Emulation, Jones from Portmadoc

June 30 1868 Bilboa arrived Emulation, Jones from Hamburg

August 5 1868 Cardiff arrived Emulation, Jones from Bilboa – iron ore

1869

January 20 1869 Milford Haven put in Emulation, Jones from Portmadoc to
- Wisbech

January 28 1869 Deal, in the Downs Emulation, Jones from Portmadoc for
- Wisbech

April 3 1869 Portland put in Emulation, Jones from Middlesbrough for BritainFerry

April 7 1869 Falmouth put in Emulation, Jones from Middlesbrough for Britain
- Ferry

April 28 1869 Falmouth put in Emulation, Jones from Neath for Dieppe

May 12 1869 Dieppe arrived Emulation, Jones from Neath

June 4 1869 Liverpool arrived Emulation from Dieppe

June 9 1869 Runcorn arrived Emulation, Jones from Dieppe

July 6 1869 Off Deal Emulation, Jones from Liverpool to Stettin

July 14 1869 Swinemude arrived Emulation, Jones from Liverpool

July 15 1869 Stettin arrived Emulation, Jones from Liverpool

July 27 1869 Swinemude arrived Emulation, Jones for Sundsvall

July 27 1869 Swinemude sailed Emulation, Jones for Sundsvall

August 2 1869 Sundsvall arrived Emulation, Jones from Stettin

August 21 1869 Sundsvall sailed Emulation, Jones for England

September 24 1869 Deal passed Emulation, Jones for Barmouth

October 2 1869 Plymouth put in Emulation, Jones from Sundsvall for Barmouth

October 5 1869 Plymouth sailed Emulation, Jones for Barmouth

October 7 1869 Milford arrived Emulation, Jones from Sundsvall for Barmouth

October 12 1869 Barmouth arrived Emulation, Jones from Sundsvall

October 21 1869 Portmadoc arrived Emulation, Jones from Barmouth

November 20 1869 Portmadoc sailed Emulation, Jones for London

1870

January 7 1870 Middlesbrough arrived Emulation, Jones from Boulogne

January 17 1870 Middlesbrough sailed emulation for Conway

February 16 1870 Portmadoc arrived Emulation, Jones from Amlwch

March 22 1870 Portmadoc sailed Emulation, Jones for London

March 27 1870 Dartmouth sailed Emulation, Jones for London

April 12 1870 London customs House cleared out Emulation, Jones for New Ross

May 7 1870 Waterford arrived Emulation, Jones from London

May 22 1870 Waterford Passage sailed Emulation, Jones for Newport

May 23 1870 Waterford sailed Emulation for Newport

May 25 1870 Newport arrived Emulation, Jones from New Ross

May 25 1870 Newport entered loading Emulation, Jones for Riga

May 25 1870 Newport entered outwards Emulation 109, Jones for Riga

- Jones Bros. & Co

June 1 1870 Newport cleared Emulation for Riga 177 tons iron, Tredegar Iron Co.

June 25 1870 Riga arrived Emulation, Jones from Newport

July 17 1870 Riga sailed Emulation, Jones for London

July 26 1870 Elsinore in the sound Emulation, Jones from Riga for London

August 9 1870 London customs House entered in Emulation, Jones from Riga

October 2 1870 Riga arrived Emulation, Jones from Middlesbrough

November 7 1870 Riga sailed Emulation, Jones for England

December 7 1870 Londonderry arrived Emulation from Riga

1871

January 18 1871 Milford put in windbound Emulation, Jones from Londonderry
- for London

January 26 1871 Plymouth put in Emulation, Jones from Londonderry

February 16 1871 London customs House cleared out Emulation, Jones
- for Dundalk

February 25 1871 Deal anchored Emulation of Caernarvon for the west

March 8 1871 Dundalk arrived Emulation, Jones from London

March 19 1871 Dundalk sailed Emulation, Jones for Bangor

March 20 1871 Portmadoc arrived Emulation, Jones

March 21 1871 Portmadoc sailed Emulation, Jones for Dundalk

April 24 1871 Portmadoc sailed Emulation, Jones for Stettin

May 4 1871 Longhope, Orkney arrived Emulation, Jones from Portmadoc

May 12 1871 Elsinore sound list Emulation, (Sch from Portmadoc) from N. Sea
- for Baltic

May 14 1871 Swinemude arrived Emulation, Jones from Portmadoc

May 16 1871 Stettin arrived Emulation, Jones from Portmadoc

June 7 1871 Swinemude sailed Emulation, Jones for Sundsvall

June 18 1871 Sundsvall arrived Emulation, Jones from Stettin

July 21 1871 Elsinore arrived in the sound Emulation, Jones from Sundsvall
- for Portmadoc

August 5 1871 Dungeness passed west Emulation of Caernarvon (JVRM)

August 19 1871 Portmadoc arrived Emulation, Jones from Llandulas

August 24 1871 Portmadoc arrived Emulation, Jones

September 12 1871 Portmadoc sailed Emulation, Jones for Geestemunde

October 8 1871 Geestemunde arrived Emulation, Jones from Portmadoc

October 19 1871 Bremerhaven arrived Emulation, Jones from Portmadoc

October 21 1871 Geestemunde sailed Emulation, Jones for Portmadoc

November 14 1871 Portland Roads put in Emulation, Jones from Norway for
- Lancaster

November 18 1871 Falmouth put in Emulation, Jones from Fredrickstadt for
- Lancaster

December 7 1871 Milford put in Emulation, Jones from Fredrickstadt for
- Lancaster

December 13 1871 At Milford Emulation, Jones from Fredrickstadt for Lancaster

December 14 1871 Holyhead arrived Emulation, Jones from Fredrickstadt

December 15 1871 Glasson Dock, Lancaster arrived Emulation, Jones from
- Fredrickstadt

December 27 1871 Glasson Dock, Lancaster sailed Emulation, Jones for Barrow

1872

January 11 1872 Holyhead put in Emulation, Jones from Lancaster for Portmadoc

January 22 1872 Portmadoc arrived Emulation, Jones from Lancaster

February 1 1872 Portmadoc arrived Emulation, Jones

March 13 1872 Portmadoc sailed Emulation, Roberts for Hamburg

March 26 1872 Plymouth sailed Emulation, Roberts for Hamburg

April 9 1872 Hamburg arrived Emulation, Roberts from Portmadoc

May 1 1872 Hamburg sailed Emulation, Roberts for Runcorn

May 3 1872 Cuxhaven sailed Emulation, Roberts for Runcorn

May 25 1872 Liverpool arrived Emulation from Hamburg

July 7 1872 Waterford Tide Note Passage arrived Emulation 109, Roberts from
- Runcorn - salt

July 19 1872 Waterford sailed Emulation, Roberts for Cardiff

July 22 1872 Cardiff arrived Emulation 109, Roberts from Waterford - ballast

July 29 1872 Cardiff entered outwards Emulation 109 for Villanuvea,
- Evans, Jones & Co

July 31 1872 Cardiff sailed Emulation, Evans for Valencia

September 27 1872 Gibraltar arrived Emulation, Evans from Villanuvea and
- cleared for Pomaron

September 29 1872 Villa Real arrived Emulation, Evans from Gibraltar

October 29 1872 Villa Real sailed Emulation, Evans for Tyne

November 24 1872 Off Margate Emulation, Edwards from Pomaron for Newcastle

1873

January 27 1873 Yarmouth I.W. anchored and since proceeded Emulation of
- Caernarvon (JVVM)

January 27 1873 Poole arrived Emulation, Jones from Newcastle

February 15 1873 St Michaels Mount in the Roads at Anchor Emulation, Jones
- from Poole for Runcorn

February 28 1873 Runcorn arrived Emulation, Jones from Poole

March 14 1873 Runcorn sailed Emulation, Evans for Dublin

March 18 1873 Dublin arrived Emulation from Runcorn

May 15 1873 Portmadoc sailed Emulation, Morris for Hamburg

May 17 1873 Portmadoc sailed Emulation, Morris for Lynn

May 18 1873 Lizard signal station passed east Emulation schooner of Caernarvon
- (JVVM)

May 22 1873 Dover passed up Emulation schooner of Caernarvon

May 22 1873 Dungeness passed east Emulation schooner of Caernarvon JVVM

w/e June 5 1873 Lynn Alexandra Dock sailed Emulation, Morris for Harbour - light

June 25 1873 Londonderry arrived Emulation from Lynn

July 2 1873 Londonderry cleared out Emulation for Portmadoc

July 29 1873 Portmadoc sailed Emulation, Morris for Lynn

August 5 1873 Deal passed Emulation of Caernarvon from the west for north

August 5 1873 Dover passed up channel Emulation schooner of Caernarvon

August 5 1873 Dungeness passed east Emulation of Caernarvon JRVM

August 8 1873 Wisbeach arrived Emulation from Portmadoc

August 24 1873 Wisbeach sailed Emulation, Morris for Hayle

September 2 1873 Deal anchored Emulation, Morris from Wisbeach for Hayle

September 25 1873 Hayle sailed Emulation, Morris for Cardiff

October 9 1873 Cardiff sailed Emulation, Morris for Charlestown

December 11 1873 Liverpool arrived Emulation, Morris from Runcorn

December 30 1873 Holyhead arrived Emulation, Morris from Liverpool for Cork

1874

January 4 1874 Holyhead sailed Emulation, Morris for Portmadoc

w/e January 7 1874 Portmadoc arrived Emulation, Morris from Liverpool

February 25 1874 Portmadoc sailed Emulation, Jones for Newcastle

March 5 1874 Lizard signal station passed east Emulation schooner of Caernarvon

April 8 1874 Shields sailed Emulation for Cork

April 18 1874 Prawle Point passed west Emulation schooner of Caernarvon JRVM

May 6 1874 Cork sailed Emulation, Jones for Caernarvon

May 14 1874 Pwllheli arrived Emulation, Jones from Cork

May 16 1874 Portmadoc arrived Emulation, Parry from Pwllheli

May 21 1874 Portmadoc arrived Emulation, Jones from Pwllheli

June 18 1874 Gravesend sailed west Emulation

July 30 1874 Portmadoc sailed Emulation, Jones for Hamburg

August 24 1874 Lizard signal station passed east Emulation of Caernarvon

August 31 1874 Cuxhaven arrived Emulation, Jones from Port Madoc

September 2 1874 Harburg arrived Emulation, Jones from Port Madoc

September 18 1874 Harburg sailed Emulation, Jones for Shields

September 28 1874 Cuxhaven sailed Emulation, Jones for Newcastle

October 6 1874 Shields arrived Emulation, Jones from Harburg

October 31 1874 Dover passed down channel Emulation schooner of Caernarvon

November 9 1874 Waterford Note Passage arrived Emulation 109, Jones from
- Newcastle – coals

November 30 1874 Waterford sailed Emulation, Jones for Cardiff

December 3 1874 Cardiff arrived Emulation 109 – ballast

December 5 1874 Penarth arrived Emulation 109 from Waterford - ballast

December 21 1874 Cardiff, Penarth dock sailed Emulation, Jones for Dublin – coal

1875

January 17 1875 Portmadoc arrived Emulation, Jones from Dublin

June 1 1875 Portmadoc sailed Emulation, Jones for Riga

June 5 1875 Dungeness passed east Emulation of Caernarvon JRVM

June 14 1875 Elsinore Sound List Emulation of Caernarvon , Jones from
- Portmadoc for Riga

June 28 1875 Riga arrived Emulation, Jones from Portmadoc

July 16 1875 Riga sailed Emulation, Jones for Conway

September 15 1875 Bangor NW arrived Emulation, Jones from Conway

October 27 1875 Longhope arrived Emulation, Griffiths from Bangor

November 22 1875 Aberdeen sailed Emulation, Griffiths for London

December 12 1875 Great Yarmouth passed south Emulation of Caernarvon JRVM

December 30 1875 Torquay sailed Emulation, Griffiths for Portmadoc

1876

w/e January 12 1876 Mochras arrived Emulation, Griffiths from Torquay

w/e February 16 1876 Barmouth arrived Emulation, Griffiths from Mochras

March 27 1876 Barmouth sailed Emulation, Griffiths for Aberdeen

April 3 1876 Scrabster put in wind bound Emulation, Griffiths from Barmouth
- for Aberdeen

April 7 1876 Aberdeen arrived Emulation, Griffiths from Barmouth - slates

April 20 1876 Aberdeen sailed Emulation, Griffiths for Newcastle - ballast

July 22 1876 Barmouth sailed Emulation, Owens for Aberdeen

August 16 1876 Aberdeen sailed Emulation, Griffiths for Newcastle

September 1876 Off Deal Emulation, Owens from Newcastle for Kinsale

September 9 1876 Portland put into the Roads Emulation, Edwards from
- Newcastle for Kinsale

October 22 1876 Kinsale arrived Emulation, Owen from Penarth

November 2 1876 Cardiff, Penarth Roads arrived Emulation 109

November 3 1876 Cardiff arrived Emulation 109, Owens from Kinsale - oats

November 20 1876 Cardiff sailed Emulation, Owens for Waterford

1877

w/e 28 February 1877 Barmouth sailed Emulation, Edwards for Aberdeen

March 10 1877 Inverness arrived Emulation, Edwards from Barmouth - slates

March 10 1877 Inverness sailed Emulation, Edwards for Aberdeen - slates

March 16 1877 Aberdeen arrived Emulation, Edwards from Bangor

March 29 1877 Aberdeen sailed Emulation, Edwards for Clackmannan

April 9 1877 Alloa sailed Emulation, Edwards for Dieppe

May 4 1877 Deal passed Emulation of Caernarvon for the west

May 5 1877 Dieppe arrived Emulation, Edwards from Clackmannan

- May 21 1877 Dieppe sailed Emulation, Edwards for Runcorn
- May 23 1877 Lizard signal station passed west Emulation of Caernarvon
- May 29 1877 Runcorn arrived Emulation, Edwards from Dieppe – in collision
- July 7 1877 Barmouth schooner Emulation loading with slates for Aberdeen
- August 14 1877 Barmouth sailed Emulation, Edwards for Aberdeen
- August 31 1877 Aberdeen arrived Emulation, Edwards from Barmouth – slates
- September 15 1877 Aberdeen sailed Emulation, Edwards for London - stones
- September 19 1877 Gravesend arrived Emulation from coast
- October 1 1877 Millwall Docks Emulation 109, Edwards lying south side
- October 4 1877 London customs House cleared out Emulation, Edwards
- for Barrow
- October 9 1877 Gravesend sailed Emulation for Barrow
- October 22 1877 Yarmouth IW at anchor with cargo shifted
- October 25 1877 Yarmouth IW remaining at anchor Emulation of Caernarvon,
- Edwards from London for Barrow in Furness
- November 1 1877 Yarmouth IW at anchor in the Roads Emulation of Caernarvon,
- Edwards from London for Barrow in Furness
- December 3 1877 Mounts Bay sailed Emulation for Barrow
- December 3 1877 Off Lands End Emulation, Edwards for Barrow
- December 11 1877 Debris washed ashore at Pwllheli

Appendix C Location of Ports

Altona is the westernmost urban borough of the German city state of Hamburg,

Barletta is a city, commune of Apulia, in south eastern Italy.

Brăila is a city in Muntenia, eastern Romania, a port on the Danube

Clackmannan is a small town in the Central Lowlands of Scotland. Situated within the Forth Valley, Clackmannan is 1.8 miles south-east of Alloa

Constantinople is an ancient city in modern-day Turkey that's now known as Istanbul

Cullera is a city of Spain. It is part of the province of Valencia and the Ribera Baixa comarca. The city is placed near the discharge of the Júcar in the Mediterranean Sea.

Constanța is a city on the shores of the Black Sea, in south eastern Romania.

Dordrecht, historically known in English as **Dordt** or Dort, is a city and municipality in the Western Netherlands,

Fredrikstad is a city and municipality in Viken county, Norway.

Galați is the capital city of Galați County, in the historical region of Western Moldavia, in eastern Romania. Galați is a port town on the Danube River.

Geestemünde is a municipality in the German city-state Bremen. Geestemünde is located in the independent city Bremerhaven.

Greenhithe is a town in Dartford in Kent, England. It is located 3.6 miles east of Dartford and 4.5 miles west of Gravesend.

Landerneau is a commune in the Finistère department of Brittany in north-western France. It lies at the mouth of the Elorn River, 22 km east of Brest.

Llanddulas is a village in Conwy county, Wales, midway between Old Colwyn and Abergele

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

Mistley is a large village in the Tendring district of northeast Essex, England. It is around 11 miles northeast of Colchester

New Ross is a town in southwest County Wexford, Ireland. It is located on the River Barrow, near the border with County Kilkenny, and is around 12 miles north east of Waterford.

Known as **Pomaron** in England, this inland port was specially constructed on the River Guadiana, which here forms the border with Spain, to serve the mine. São Domingos Mine is a deserted open-pit mine in Corte do Pinto, Alentejo, Portugal. This site is one of the volcanogenic massive sulfide ore deposits in the Iberian Pyrite Belt, in 1855 mining was resumed, as the international demand for copper grew during the Industrial Revolution.

Queenstown- Formerly Cove of Cork now Cobh known from 1849 until 1920 as Queenstown, is a seaport town on the south coast of County Cork, Ireland.

Requejada is a town, in north of Spain. It has a port on the San Martín de la Arena estuary, a place where iron was received and wheat was shipped near Bilbao.

Stettin (German) now Szczecin is a city on the Oder River in northwest Poland.

Sundsvall is a city in Västernorrland County, Sweden. It has a port by the Gulf of Bothnia.

Villanueva is a port in Barcelona

Zierikzee is a small city in the southwest Netherlands, 30 miles southwest of Rotterdam.







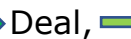


Fig. 2  Barrow in Furness,  Whitehaven,  Barmouth
 Bangor,  Deal,  Alloa,  Clackmannan



Fig. 4

Map of Wales

→ Caernarfon

Appendix D Appropriation Book Entry No. 24656

24560	Eliza	191	"	"	11. June 1844
24561	William	115	"	London	11. Oct ^r 1843
24562	Josiah Adams	214	"	Wollbourns	13. Aug 1851
24563	Isles	335	"	Victoria Shields	11. Sep 1849
24564	Zemindar	706	"	"	29. April 1852
24565	Emutation	121	"	Carnarvon	10. Sep 1849
24566	Laurel	199	"	Shields	19. Nov
24567	Emma	349	"	London	28. Dec 1850
24568	Watt	83	"	Yarmouth	1. Sep. 1841
24569	Zusen	206	"	London	1. June 1853
24570	Upton Pebow	112	"	"	22. April 1841
24571	Yvra	174	"	"	16. May 1851
24572	Emeralda	130	"	"	18 "

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This page was last modified on 21 February 2021

Appendix E Lloyds survey report March 1846 & Repairs 1856

No. 177 Survey held at Offiden Date 19 March Rec 21/3/46 184 3
 on the Schooner Emulation Master Levan Davis
 Tonnage 121 Built at Darnestaple When built 1846
 By whom built John Westcott & Son Owners John Charles Webb
 Port belonging to Leopold Hammonds Destined Voyage Leopold
 If Surveyed Afloat or in Dry Dock in the stocks & other ways

Length aloft	73	Extreme Breadth	17	Depth of Hold	11
Scantlings of Timber.			Thickness of Plank.		
Timber and Space	each	inches	inches	inches	inches
Floors	sided	1 1/2	Moulded	1 1/2	Keel to Bilge
1 st Foothooks	"	9	"	9 1/2	Bilge Planks
2 nd Ditto	"	8	"	8 1/2	Bilge to Wales
3 rd Ditto	"	7	"	7 1/2	Wales
4 th Timbers	"	7	"	7 1/2	Top-sides
Beams	N ^o . of	15	"	8 1/2	Sheer Strakes
Keel	N ^o . of	2	"	9	Plank Sheers
Kelsons	"	11	"	10	Water-Ways
				11	Upper Deck
				12	
				14	

Copper or Iron. Heel-Knee, and Dead Wood abaft 1 **Copper or Iron.**
 Scarphs of Keel N^o. 6 Bolts thro' the Bilge and Foot Waling 3/4
 Floor Timber Bolts 7/8 Butt End Bolts 3/4
 Kelson ditto 1 1/4 Lower Pintle of the Rudder
 Transoms and throats of Hooks 1
 Arms of Hooks 7/8

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 1/2 Inches. The Space between the Top-timbers is 3 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are all free from all defects. The Floors and first Foothooks are composed of English Oak Timber. The other Foothooks and Top Timbers of English Oak. The Shifts of the first and second Foothooks are not less than four feet N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are four feet. The Frame is well squared from the first Foothook Heads upwards, and all free from sap, and from thence downwards, the frame is N. B. If not, state how bolted. The alternate Frames are all bolted together. The Butts of the Timbers are all close together; their thickness not less than 1/3 of the entire moulding at that place. The Frame is well checked with 2 Butt at each end of the chock. The Main Kelson is composed of English Oak and the False Kelson of The Scarphs of the Kelsons are not less than 10 feet inches. The Deck and Hold Beams are composed of English Oak.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of English Elm & Dry Oak. From the first Foothook Heads to the Light Water Mark of all English Oak. From the Light Water Mark to the Wales of English Oak. The Wales and Black-strakes are of English Oak. The Topsides of English Oak. The Sheer-strakes and Plank-sheers of English Oak. The Water-ways of English Oak. The Decks of Welsh Yellow Pine State of Very Good. The Shifts of the Planking are not less than 5 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 seven strakes between English Oak. **Planking Inside.**—The Limber-strakes are composed of English Oak the Bilge Planks of English Oak. The Ceiling, Lower Hold, of all English Oak Between Decks of English Oak. Shelf Pieces of Clamps of English Oak. **Fastenings.**—To Hold Beams Iron Bolts have been bolted. Deck Beams wood lodging & locking Bolts have bolted. Number of Breasthooks Four Pointers Crutches Butts End Bolts are of 3/4 in the Bottom, and 2 Bolt in each Butt End through and clenched. Bilge and Footwaling 3/4 bolted through and clenched. General Quality of Workmanship Very Good.

We certify that the preceding is a correct description of the above-named Vessel.
 Builder's Name John Westcott & Son Surveyor's Name James Bowen
 C. F. SETPANE, PRINTER, BARRINGTON STREET, LONDON. © 2019 Foundation 3073-0214

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

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N ^o .	Fathoms.		toches.	N ^o .	
/ Fore Sails,	150	Chain	15/6	2	Bower, 9-0-12-8-1-10
/ Fore Top Sails,	80	Hempen Stream Cable	6 1/2	1	Stream, 1-3-0
/ Fore Topmast Stay Sails,	80	Hawser	5	1	Kedge, 1-3-0
/ Main Sails,	80	Towlines	4		
/ Main Top Sails,	80	Warp	3		
and <u>all other necessary</u>		All of <u>good</u> quality.			

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

She has one Long Boat and ✓

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

General Remarks—Statement and Date of Repairs.

Spun between the beams 3rd 9 1846

If Sheathed, Doubled, Felted, or Coppered _____ When last done _____

I am of opinion this Vessel should be Classed 12 A1

The Amount of the Fee.....£ 2 : 0 : 0 is received by me, James Bowen

Special£ : :

Certificate (if required)£ : :

Committee's Minute 24th Nov 1846

Character assigned A 1 for 12 years

[Signature]



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20763

REPORT of SURVEY for REPAIRS.

No. 644 Survey held at London Date December 2nd 1856
 on the Schooner "Emulation" Master Evan Edwards
 Tonnage 121 Built at Barnstaple When built 1846
 By whom built _____ Owners Edwards
 Port belonging to Barnmouth Destined Voyage Coasting
 If Surveyed Afloat or in Dry Dock Wests Way

Handwritten signature

Last Survey, No. 760 Port Bonger Classd 12 A 1
54

REPAIRS

Now done; In consequence of damage 12 Roughtree stantions and the main Mast and belovarts from the fore part of the Fore Rigging aft renewed.

Added 14 pair of vertical knee riders extending from the Hold Beams to the lower part of the Bridge.

Present Condition of the

Decks	} <i>Good</i>	Treenails	Windlass and Copstan
Waterways		Breasthooks and Stenson	Pumps
Comings	} <i>do</i>	Transoms, Pointers, and Crutches	Boats
Upper Deck Beams & Fastenings		Timbers of the Frame	Masts, Yards, &c.
Lower Deck Beams & Fastenings	} <i>where seen</i>	Keelsons	Sails
Planksheers		Clamps and Shelves	Anchors No. of
Sheerstrakes	} <i>where seen</i>	Ceiling	Cables
Topsides		Rudder	Hawsers and Warps
Wales	} <i>where seen</i>	Copper <i>new</i> When put on	Standing & Running Rigging
Plank (Bottom) and Counter			

General Observations and Opinion,

Caulking of Bottom, Deck, & Waterways. good and firm

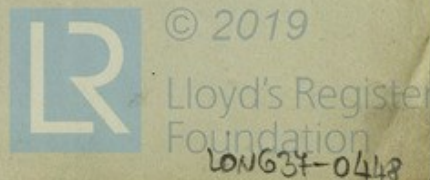
This vessel is now in a good and efficient state and is eligible in our opinion to remain classed 12 A 1

The Amount of Fee.....£ : 10: - is received by me,
 Special..... : :
 Certificate (if required) : 2: 6

Pro. W. Hawn.
H. J. Boolds

Committee's Minute 23rd December 1856

Character assigned 12 A 1



Appendix F Mercantile Navy List

1858 24565 Emulation Caernarvon

No change until 1865 when more details included in List

1865 no entry

1866 24565 Emulation Caernarvon code flags P R J Q, 109 tons, owner Edward Edwards, Barmouth, Merioneth.

1867 owner Evan Edwards remainder unchanged

1868 No change until 1872 when additional details shown

1872 schooner built in Barnstable in 1846, code flags now P V R M,

No change until 1876

1876 owner changes to Mrs Ann Edwards, Barmouth, Glaydon

1877 not available on line

1878 No change

1879 No entry

Crew Lists

Year	ON Range	TNA reference
1857	24561-24620	BT98/5027
1858	24551-24590	BT98/5402
1859	24535-24566	BT98/6082
1860	24557-24590	BT98/6760

Crew list for the above years may be in above references at the National Archives

1862 National Archives BT99/121, 1873 BT99/918, 1876 BT99/1098

1861, 1865, 1866 & 1875 may be held by National Maritime Museum but only 1866 is in the catalogue.

The remainder from 1863 until 1877 are held by Gwynedd Archives Service

None are available on line.