

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



*A Similar Brig under sail*

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Report Title:

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*Enterprise***

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Date:

**March 2021**

Report Ref:

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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 brig Enterprise was built at Cardigan in 1822 by Nicholas Lewis and traded mainly with Ireland before with a later owner trading with the Baltic and northern Norway being registered in London. Enterprise grounded on the Aberdovey Bar in gale force winds in March 1839 delivering grain from London and after partial unloading was moved into the harbour and left damaged. In 1847 repairs started on Enterprise and she continued trading in the Baltic, eastern Mediterranean and Britain. Enterprise after being sold carried mainly coal to Europe and Britain being registered in Shoreham but trading from the Sunderland and the north east.

Enterprise was again sold about 1853 and registered in Exeter and traded from Exmouth with the north east of England, Mediterranean and Black sea. In October 1854 on a voyage from Teignmouth to Liverpool with clay Enterprise capsized and sank off the entrance to the Mersey River, crew survived.

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## 2.4 Contributors

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	Week ending

### **3.0 Introduction**

1. I selected Enterprise to research because I came across her loss while researching another vessel and I wished to see how much information I could find about her and I wanted to find out what happened and I wanted to discover:
2. The dimensions of the vessel, although for this period of time apart from the draught, they would have only been recorded in on line information if the Lloyd's survey was available or the vessel had been advertised for sale in a surviving newspaper. Who the builder was and when she was built and any other information available about her.
3. Information concerning the voyages, cargo's, any events affecting the vessel, details of its masters, crew and owners.
4. To find out the sequency of events leading up to the loss of the vessel, whenever that was and the event in 1839.
5. To discover the cause of the event in 1839 and if the vessel survived, the cause of its eventual loss.
6. The events that happened after the incident in 1839 and up to and after its loss if it survived.
7. If there were any previous research of the vessel for the 1839 incident and its story.
8. If there was a wreck site for Enterprise 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 Enterprise.

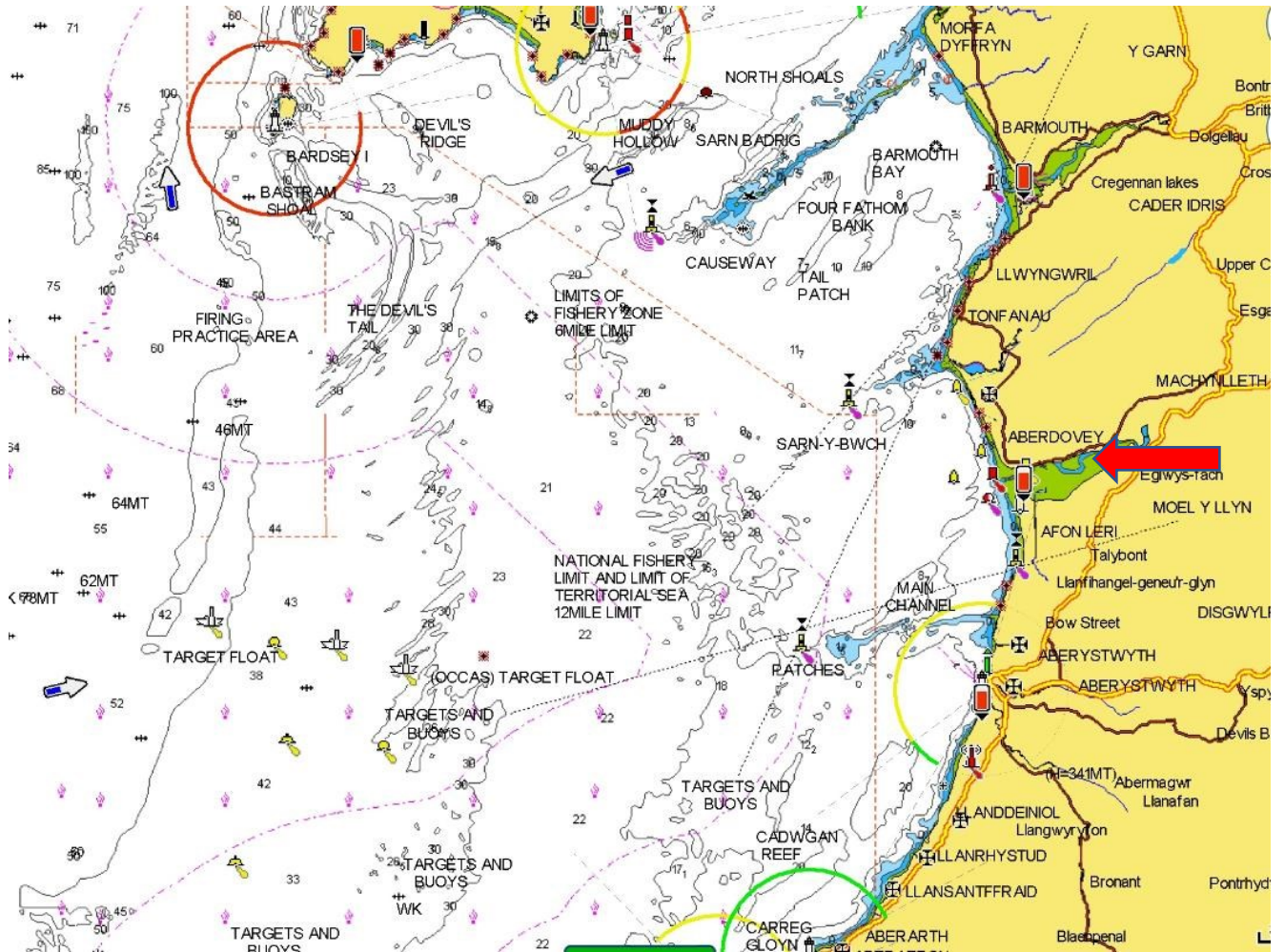
### 4.0 Background

When I started this project I knew that Enterprise was a wooden Brig involved in an incident on 17<sup>th</sup> April 1839 in Cardigan Bay, at Aberdyfi.

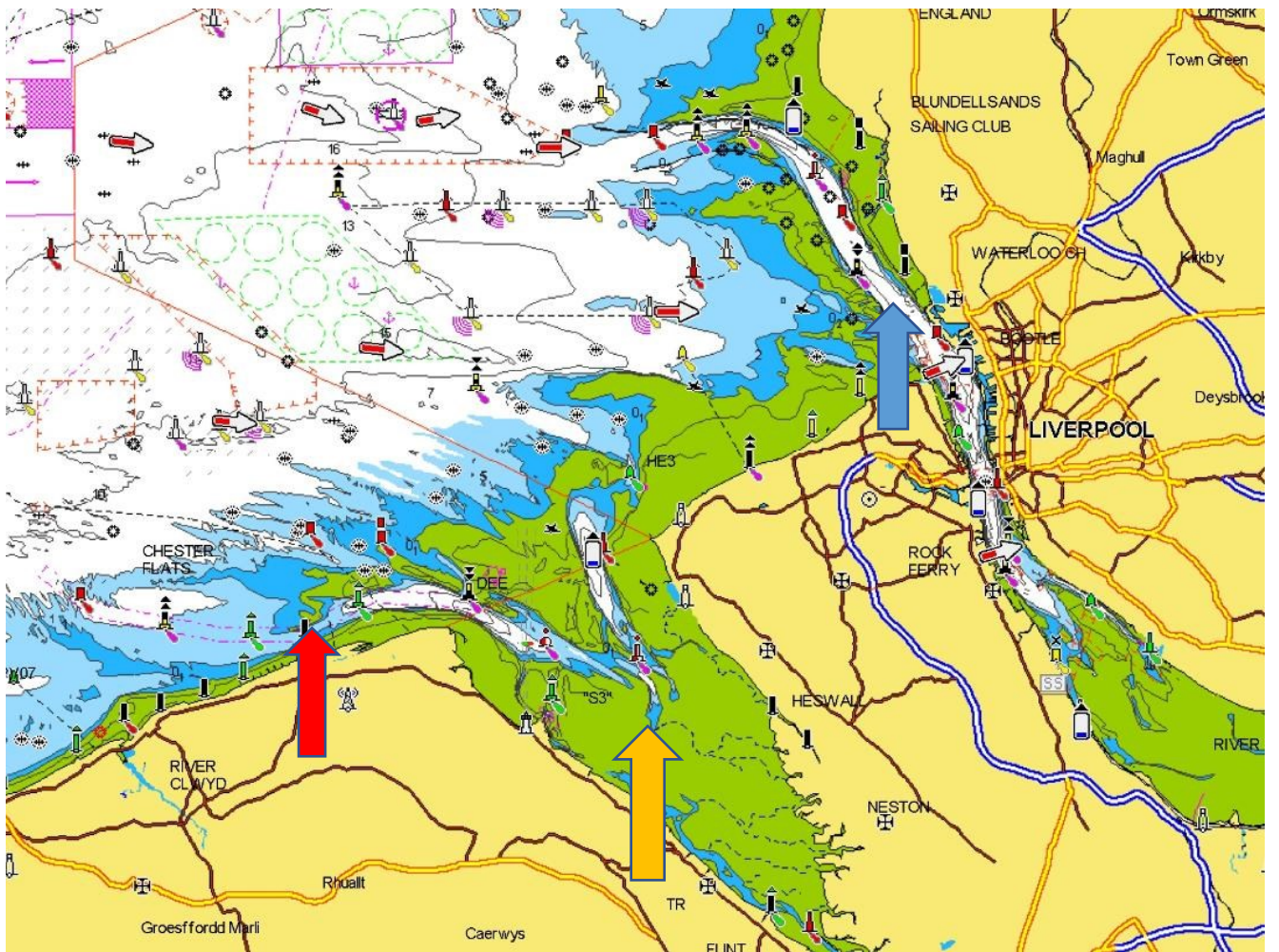


Aberdovey (Aberfyl)

 Aberdovey Bar

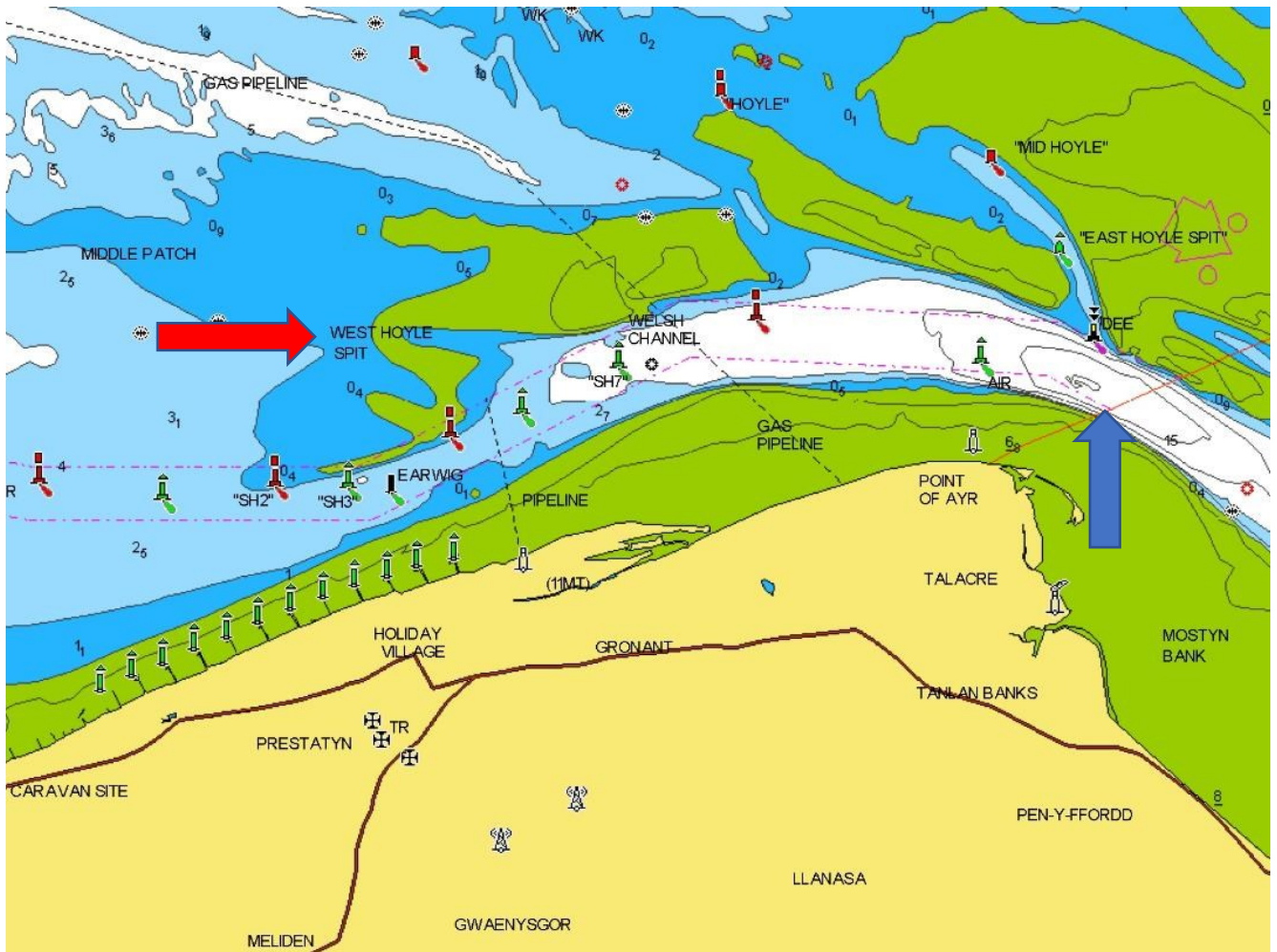


Cardigan Bay and Aberdovey

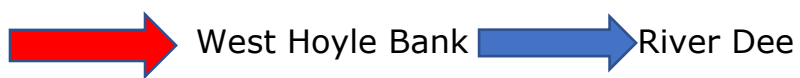


River Mersey and River Dee

 West Hoyle Bank  River Dee  River Mersey



West Hoyle Bank



## 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 "Enterprise" looking for details of her dimensions, master, builders and owners from 1822 with no match. I then searched yearly until 1834 when I found a match. I later searched again and found a match in 1826 with incorrect details and then went back to 1822 and found a match with wrong details for tonnage and vessel type, built in Wales. I then checked both ship owners and underwriters copies each year until 1834 when only one book was produced. The underwriters copy always showed vessel as a Snow but tonnage was correct from 1830, a few years before that it was in some years amended to correct tonnage. The two books never agreed and for 1826-1828 showed two vessels instead of one with slightly different details.

I searched LR ships, plans and survey reports for "Enterprise" with matches. This match was a surveyors report and letter and showed Enterprise lay in Aberdovey harbour unrepaired for nine years after it grounded on the bar in 1839 after it was recovered damaged. It was then repaired and put back into use.

I searched The British Newspaper Archives (BNA) for "Enterprise Lloyd", "Enterprise Davis", "Enterprise Thomas", "Enterprise Evans", "Enterprise Bailes", "Enterprise Shapter", "Enterprise Deal", "Enterprise Edwards", "Enterprise Simmons" and "Enterprise " looking for sailings, arrivals, a launch, owners, builders, mishaps and any details of her loss and found a number of matches. I also searched ""Enterprise London", "Enterprise Deal" and "Enterprise Sunderland" when the matches stopped in a year looking for the next master to search and found matches. I also searched using the spelling "Enterprise Bailee", "Enterprise Shafter" and "Enterprise Chapter" when I found the names were being mis spelt in reports and found matches. I searched "Enterprise 121" and found a match where she was offered for sale. I searched "Davis", "Brailes", "John Betts", "Lloyd", "Dunsford" and "Shapter" with no identifiable matches. I searched "Nicolas Lewis" and "Cardigan shipbuilding" with no matches

I searched Welsh newspapers on line for "Enterprise" looking for sailings, arrivals, a launch, owners, builders and any details of her loss and found no matches. I searched "G Thomas", "Nicolas Lewis" and Cardigan shipbuilding" with no matches.

I searched Coflein site for "Enterprise" looking for any details of the wreck and a chart with a match for 1839.

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

I searched "Cardigan ship building" with a match on Google and "Nicholas Lewis" with no matches.

I searched " Brig Enterprise of Cardigan" , " - London", "- Shoreham" and "- Exeter".

I found a match in Shoreham registered vessels when J. Bailes was the owner and master, but no new information.

## 6.0 Results

Vessel	Name/s	Enterprise	
	Type	Brig	
		Cargo	
Built	Date	1822	
	Builder	Nicholas Lewis	
		Cardigan	
Construction	Materials	Wood	
	Decks	One	
	Bulkheads	None	
Propulsion	Type	Sail	
	Details		
Engine	Details	N/A	
	Boilers		
Drive	Type		
	Number		
Dimensions	Length	Unknown ft	ins
	Beam	Unknown ft	ins
	Draught	12 ft	0 ins
Tonnage	Gross	121 tons	
	Net		
Owner	First	Davis & Co	
		Cardigan	
	Last	John Betts	
		Probably London	
	Others	Lloyd & Co, Bailes, Dunsford	
Registry	Port	London, Shoreham, Exeter	
	Flag	British	
	Number		
History	Routes	Britain to Ireland, Baltic, Mediterranean and Black Sea	
	Cargo	Slates, coal, wheat, oats, beans, marble, stones, mats, sulphur, oranges, cork, linseed, flax, timber, chains, flour, butter, grease, copper, olive oil	
Final Voyage	From	London	
	To	Aberdovey 28 <sup>th</sup> March 1839	
	Captain	Thomas	
	Crew	unkown	
	Passengers	Unkown	
	Cargo	Mainly Grain but general cargo	
Wrecking	Date	28 <sup>th</sup> March 1839	
	Location	Entrance to Aberdovey Harbour	
	Cause	Gales force winds, lost anchors and chain	
	Loss of life	Crew Saved	
	Outcome	Damaged, some cargo salvaged damaged. Moved into Port – 9 years later repaired	

Final Voyage	From	Teignmouth 12 <sup>th</sup> October 1854
	To	Liverpool
	Captain	Shapter
	Crew	unknown
	Passengers	unknown
	Cargo	Clay
Wrecking	Date	20 <sup>th</sup> October 1854
	Location	West Hoyle Bank, mouth of the Mersey River
	Cause	Storm force winds
	Loss of life	none
	Outcome	Capsized and sank

### **Gore's Liverpool General Advertiser - Thursday 12 February 1829**

The Enterprise, E. Edwards, from Waterford, with 139 sacks flour for Davis Brothers, 1108 brls wheat 80 firks butter 6 casks grease 1 bx copper order—In the King's Dock.

### **Evening Mail - Wednesday 10 June 1829**

CONSTANTINOPLE, May 11. The Sultan's headquarters will be removed tomorrow from Ramis Tchiflik to Tarapia, where everything else is already prepared for his reception. The standard of the Prophet will thither with much ceremony, and hoisted in the kiosk near Tarapia. The Sultan is induced to remove on account of the unhealthiness of Ramis Tchifhk at this season and in order to be nearer the fleet. This fleet, consisting of six ships of the line, eight frigates, and corvettes, and as many brigs and schooners, is still at anchor in the bay of Bujukdere, waiting for a favourable wind to enter the Black Sea. Several of the Foreign Ministers have ahead already taken leave of the Capitan Pacha on board of the Admiral's ship, the Selimi, of 110 guns and 1,500 men

Several Russian men of war are cruising off the Bosphorus. Some frigates have taken several vessels with corn, bound from the Asiatic ports to Constantinople, or obliged them to run aground on the coast.

Amongst other changes the Seraskier Hussein Pacha is appointed Governor and Pacha of Rudschuk, and in his room Aburshaman Pacha, late Governor of Bosnia, has obtained the command of the troops in the neighbourhood of Bourgas and Sizeboli, where nothing appears to have happened since the late unsuccessful attempt of the Turks to retake it. In general we do not have the slightest intelligence since the departure of the last mail of any military events either in Bulgaria or on the Balkan, or in the Pachalics of Asia.

The return of the English and French ambassadors is awaited. Meantime a Persian Ambassador, named Abdulah Mirsa, arrived yesterday at Scutari, whither a commissioner of high rank has been sent to meet him.

At the latter end of April, Admiral Heyden with the greater part of his fleet, five ships of the line, two frigates & c., was off Tenedos, while Admiral Ricord, with one ship of the line, two frigates several smaller vessels, cruises on the south

coast of Rumelia. The Russian ships of war had nearly vanished from the seas between Candia and Boudrom: several vessels which lately arrived from Smyrna at Alexandria had not met with a single Russian ship of war on the whole voyage.

Enterprise arrived at Alexandria on June 9 1829 while Russia and the Ottoman empire was at war.

### **Hull Packet - Tuesday 22 February 1831**

PORT OF HULL IMPORTS. From the 12th to the 18th Feb. both inclusive.

Enterprise. Thomas, Palermo, 121 — 20 tons sulphur bags shumac, 12 boxes oranges, 101 casks olive oil, 1 ton cork.

### **London Evening Standard - Monday 02 January 1832**

The Enterprise, Thomas, bound to Dundee, has put back to Pillau, having been aground, and would obliged to discharge.

### **Durham County Advertiser - Friday 24 February 1832**

#### SOUND LIST.

	Ships & Captains.	From	To	Loading
Feb. 9,	Enterprise, Thomas	Konigsberg	Dundee	linseed

### **The Cambrian 22nd August 1835**

MILFORD.- Arrived at the Quarantine Ground, the Enterprise, Thomas, from Smyrna for Cork, with a foul bill - crew all well.

### **Lancaster Gazette - Saturday 28 May 1836**

Arrived Enterprise, Thomas, from Pillau, in Prussia with 6215 bobbins flax, 180 Dunnage mats, 17 deals, 16 Deal ends, 6 batten ends, etc.

**The North Wales Chronicle and Advertiser for the Principality 29<sup>th</sup> August 1837**

## Marriages

On the 22d inst at Llanfair, Merionethshire, by the Rev. R. Evans, Mr. G. Thomas, master of the brig Enterprise, of London, to Miss. J. Edwards, eldest Daughter of Mr. L. Edwards, of Pensarn.

**The Cambrian 24<sup>th</sup> February 1838**

Milford arrived Enterprise, Thomas, from Hammerfast for Swansea, with loss of main topsail and bulwarks, 3 months passage

**The Cambrian 26<sup>th</sup> January 1839**

Milford arrived Enterprise, Thomas trysail boom and foreyard gone for London.

Numerous other vessels arrived damaged.

**Morning Post - Tuesday 02 April 1839**

Aberdovey, March 29.— The Enterprise, Thomas, from London to this port, was wrecked yesterday at the entrance of the harbour — part of the cargo and materials saved.

**The Cambrian 13<sup>th</sup> April 1839**

SHIPWRECK -A large brig-, the Enterprise (Thomas, master), from London to Aberdovey, with a general cargo, chiefly of grain (most of which was consigned to Messrs. Jarrett and Sons, Machynlleth), was totally wrecked on Thursday the 28th ult., at the entrance to the harbour of Aberdovey, fortunately, however, the crew were saved. A small quantity of the grain, & c. has been recovered from the wreck in a damaged state, which will immediately be sold for the benefit of the underwriters.

**Lloyd's List - Tuesday 21 March 1848**

MILFORD [I9, W.] .. arrived from 19 Enterprise, Evans Aberdovey for Lynn—  
towed in with loss of fore and main top-mast

**Newcastle Guardian and Tyne Mercury - Saturday 08 July 1848**

Enterprise, Evans for Hamburg with 65 chains, Heaton Wallsend small, Harrison.  
Carr and Co

**Morning Advertiser - Tuesday 15 August 1848**

HAMBURG. Aug. 10.—It blew a violent gale here yesterday. The vessels which  
put to sea on the morning of the 9th instant from Cuxhaven, almost all put back  
few hours later, with a heavy gale at N.W.

Aug. 11 The Enterprise, Evans, bound to London with a cargo of wheat, has lost  
anchor and chain, : cut away sails, and sustained other damage during the late  
gale.

**Lloyd's List - Thursday 11 October 1849**

DEAL 9. Arrived Enterprise, Bailes from Sunderland for Rouen —with loss of boat,  
. bulwarks, and main-topmast

**Western Times - Saturday 19 February 1853**


## EXMOUTH

On Saturday the brig Gem, on out of the harbour, missed stays and went ashore,  
on, the point of the Warren. It was feared she would sustain much damage, but  
fortunately, by the exertions of Capt. Moss and Messrs. Pyne and Co., she was  
got off the next flood-tide, when, strange say, the brig Enterprise, heavily laden  
with coals, on coming into the harbour (having sustained considerable damage at  
sea), ran ashore; in the same spot, the tide leaving her she went over on her  
beam ends, and having 318 tons of coals on board, it is feared that she will have  
to go through considerable repair before she can go to sea again.


**Shipping and Mercantile Gazette April 12<sup>th</sup> 1853**

 **THE** very useful Brigantine **SARAH**, 117 tons N.M., and 160 tons O.M.; built principally of hackmatac, at St. John's, in 1846; carries from 170 to 180 tons on 10½ feet water; shifts without ballast, sails very fast, has all new canvas, and well found in stores. Now discharging a cargo of oats in Union Tier.


**GEO. BAYLEY and WM. RIDLEY, 2, Cowper's-court, Cornhill.**

 **THE** useful Brig **ENTERPRISE**, 121 tons O.M.; British built, and in good condition; carries nine keels of coal, at about 11 feet water; shifts without ballast, is well found in stores, and is a very desirable vessel for the coal and coasting trade. Now lying in the South West India Dock.

**GEO. BAYLEY and WM. RIDLEY, 2, Cowper's-court, Cornhill.**

 **THE** very handsome clipper-built Schooner **WANDERER**, 80 tons O.M.; built at Cork, of oak, in 1852, after the model of the America yacht; is coppered and copper-fastened; has just arrived from the Azores, and proved herself remarkably fast. Lying in the Surrey Canal.

**GEO. BAYLEY and WM. RIDLEY, 2, Cowper's-court, Cornhill.**

 **THE** fine Brig **CRIMEA**, 185 tons O.M., and 184 tons N.M.; built at Yarmouth by the present

**Shipping and Mercantile Gazette - Wednesday 30 November 1853**

PLYMOUTH—Nov. 29: Put in—The Enterprise, Shapter, from Alexandria 62 days; for Orders.

**Shipping and Mercantile Gazette - Friday 23 December 1853**

IMPORTS INTO THE PORT OF LONDON FOR THE WEEK ENDING DEC. 15.  
 . DECEMBER 16.

Alexandria [Enterprise], 1,140 qrs beans

**Sun (London) - Monday 23 October 1854**

SHIPWRECKS IN THE MERSEY AND ON THE WELSH COAST.—On Thursday night the gale which had blown on Wednesday again set in with much violence, blowing very strongly during the whole night. Amongst the wrecks it appears that about half-past seven o'clock on Friday morning, whilst the storm was raging with much fury, the brig Enterprise, of Exeter, bound from Teignmouth to Liverpool, with a cargo of clay, ran aground on West Hoyle Bank, situate near the mouth of the Mersey, between Bootle and Crosby.

GRIMSBY.—Within a space of seven miles, viz., from Great Grimsby to Sandhale, on the north-east point of Lincolnshire, nineteen vessels are on shore, chiefly colliers.

**Liverpool Standard and General Commercial Advertiser - Tuesday 24 October 1854**

SHIPWRECK.—On Friday, at 7.30 a.m., the Brig Enterprise, of Exeter, went ashore on West Hoyle Bank, and in the course of an hour capsized and sank. The life-boats from the nearest station were early in attendance to render assistance, but the crew had previously abandoned the brig in their boat, and landed safely at the Dee. The enterprise was on her voyage from Teignmouth to Liverpool with a cargo of clay. EFFECTS OF THE STORM.—On Thursday morning, a large tree which, with two others, has stood for many years on the north side of West Derby-street, a short distance above the top of Pembroke-place, was suddenly blown down by a violent gust of wind during the violence of the storm. It was snapped off near the trunk, and fell across the road. No one was passing at the time.

**Western Times - Saturday 28 October 1854**

Accounts have been received here this week of the loss of two vessels on the east coast, belonging to this port, namely, the "Enterprise," Shapter, master, and the brig "Freedom," of Exeter. Fortunately the masters and crews of both vessels were saved, with the exception of one man, belonging to the "Freedom."

**Sheffield Independent - Saturday 28 October 1854**

Shipwrecks in the Mersey and on the Welsh Coast. — On Thursday sennight, the gale which had blown on Wednesday again set in with much violence, blowing very strongly during the whole night. On Friday forenoon, intelligence arrived that there had been several disasters outside the river. Amongst the wrecks it appears that about half-past seven o'clock on Friday morning, whilst the storm was raging with much fury, the brig Enterprise, of Exeter, bound from Teignmouth to Liverpool, with a cargo of clay, ran aground on West Hoyle Bank, situate near the mouth of the Mersey, between Bootle and Crosby. The vessel dashed against the bank with such force as to stave in her bottom, and she immediately began to fill rapidly with water. For some minutes the lives of the crew were in the most imminent danger, as it was momentarily expected that the vessel would sink. The crew, seeing that there was no hope of saving the ship, and that their only chance of safety was in getting away from her, lowered one of the boats, about half an hour after she struck, and effected their escape from her, having already made signals of distress, and remained on board as long as it was prudent. About half-past eight o'clock a life boat went alongside the vessel, but was unable to render any assistance, and shortly before nine she capsized and disappeared. The crew landed safely in the course of the forenoon, on the banks of the river Dee, between Hoylake and Parkgate. A smack called the Prince Albert, belonging to Liverpool, was wrecked at Amlwich, on the Welsh coast, early on Thursday morning. The crew were saved, having, as in the former case, made their escape in a boat. The late Heavy Gales. — In the course of Saturday and the previous day a very long list of casualties, resulting from the fearful gales which have been sweeping the coasts during the past week, was received at Lloyd's. Life and property seem to have suffered considerably, and it is feared that the full extent of the havoc is yet to be learned. On Thursday the wind raged in some places with the fury of a hurricane, first from the N.W., and then the S.W. It is computed that at least 50 vessels have been driven on shore during the gales, and several were wrecks of a most calamitous character.

**Shipbuilding in Cardigan, 19th century**

During the 17th century, the development of Cardigan port as a centre for trade and herring fishing provided a market for a budding boatbuilding industry, and the further increase in trade during the latter half of the 18th century led to the construction of larger vessels.

The size of the ships that were built in Cardigan was limited to about 160 tons because of the sand bar at the entrance to the port, and so most of the ships that made transatlantic voyages were constructed in places such as New Quay, Chepstow, Poole and Swansea. Nevertheless, the shipbuilding industry at Cardigan enjoyed its golden age between 1792 and 1866, during which about 140 ships were built in local yards.



Fig. 1 Shipbuilding at Cardigan 19<sup>th</sup> Century

## 7.0 Analysis

The Enterprise after she was reported as a total wreck at Aberdovey in 1839 was partially unloaded, floated, moved into the harbour, "In a sheltered part" and left until 1847 when the owner decided to repair her and had her surveyed by Lloyds register in 1848. The surveyors report does not give the dimensions of the vessel but states the planks used were 35 to 55 feet in length. The Enterprise was obviously not insured when she grounded at Aberdovey, or if she was insured it was only as a total loss, but since she was repaired later this did not apply. I have seen other vessels where the owner only purchased insurance for the vessel which paid out if it was a total loss but not to repair damage. A cheaper form of insurance covering only a total loss.

The large repair reported in LR for 1837 was carried out on the river Scheldt twenty miles from Antwerp when the cost of the repairs was £990, consisting of £666 8s for timber and the remainder for labour and expenses. This is quoted in the letter from the Lloyds surveyor when he surveyed Enterprise when she was being repaired in 1848 after grounding on the Aberdovey bay in 1839. It describes her having lost anchors chains, sails, standing and running rigging with much damage to the hull. It continues about her being left in the harbour until 1847 when she was placed on blocks, this was probably about October 1847.

The LR entries for Enterprise from 1822 were mainly incorrect, and it is not difficult to see why LR was reduced to one book since they never seemed to match. The Enterprise was described in some entries as a Snow, the tonnage was mainly incorrect until 1830 and the date it was built was also incorrect. This made identifying the entry for Enterprise difficult and I failed to identify it until I went back when I could not identify the master from 1826 until 1830 and found an entry where the tonnage had been corrected in 1829. I should have checked both the ship owners and underwriters copy for each year which would have resulted in identifying the vessel sooner.

The Enterprise was finally lost off the Entrance to the Mersey River on route to Liverpool in 1854 but the crew survived. The masters name caused me to doubt I had the same vessel as a Brig called Enterprise registered at Swansea also with a master Shapter (Shafter/Chapter) was sailing until September 27 1847 when it was aground at Dundalk. The Enterprise I was researching was registered in Exeter which the newspaper reported stated was the port for the Enterprise lost off the Mersey, so I am confident I have the correct Vessel.

The advertisement for sale in April 1853 is probably resulted in J Dunsford purchasing her and she then re appears in the supplement of LR in 1855 with him as the master, he may have intended to command her but was not recorded as the master in any reports of her sailing.

I was unable to find any records relating to the ship builder Nicholas Lewis, or the owners of Enterprise including Edward Betts. The crew is unrecorded and the masters with only an initial and surname is not producing any matches I can identify to Enterprise. The Enterprise was in entries for LR until the year the vessels dimensions were included, 1864 but since it had not been surveyed since 1855 it was no longer included and she had already been lost. The Enterprise did not appear in the Mercantile Navy list due to her loss in 1854, but I checked to ensure I had the correct vessel.

The Enterprise sailed to Alexandria in the Black Sea during a period Russia and the Ottoman Empire were at War although she was unscathed.

The BNA provided almost all records concerning the Enterprise with WNL providing the rest.

I have provided maps below Fig.'s 2 - 5 with the ports Enterprise visited marked to show the extent of the voyages she made.

## 8.0 Conclusions & Recommendations

I have spent about 50 Hours on his project with 95% of the time spent on Line. The large number of vessels called Enterprise, lengthened the time it took for this project, and the difficulties with the LR did not assist the work. There were a number of entries where Enterprise was listed without the masters name and took time to find and identify.

The Enterprise has no known wreck site and the area she sank in is subject to silting, moving channels and the present channel is dredged with the channel buoys being moved regularly. The wreck if it survives is certain to be covered in mud and is unlikely to uncover. The depth of water and shape of the Hoyle west bank is likely to be very different to the present day when it is called a spit.

I have achieved most of my objectives, except the dimensions of the vessel are unknown and I could not discover any details about the builder, owners and crew. A vessel of this age when crew lists were not legally required, masters did not need any qualifications, I found more than I expected.

The only previous research on line is a few details of the 1839 grounding on the Aberdovey on the Coflein site.

I have learnt to check carefully both volumes of LR when they were produced as in this case they were very different and incorrect for many years. It was only after finding the entry in one book which was corrected for the tonnage that I was able to identify it before 1830 and work back and forward with the wrong details for tonnage, date built and type of vessel. I was still unable to identify any voyages in 1827 and only one in 1826. It was difficult not to include voyages for the many other vessels called Enterprise, but I am confident I have excluded them, probably with some for the correct Enterprise I did not have confidence in.

The story of the Enterprise is a bit different with its return after nine years lying in Aberdovey harbour and the wide area it traded with in its lifetime. The narrative lacks any human details, the owners were not sufficiently rich and not involved in politics to warrant a report in the newspapers of the time. The builder cannot have built many ships or generated local interest so he also fails to appear. The story as it is, does not warrant another publication.

## 9.0 References

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

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

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

## Appendices:

### Appendix A – Table of Lloyd’s Registers entries for the *Enterprise* 1822

ABOUT	BLOG	PROJECTS	HELP	DONATE	CONTACT	JOB	VOLUNTEER	PEOPLE	
1	Enterprise	J Barcham	103	Yrmt	36	Barcham	11	YaNorth	E 1
	Bg		SDB	grp.	x6				x6
2	—	J. Benoke	62	Plymh	26	Broberic	9	Pl.Rtrdm	E 1
	Sp		SD	lrp.	x6				x7
3	—	Bryson	181	Whtby	25	H. Lusby	12	Lo'Trnspt	E 2
	Bg s		SDB	D.& grp.	x2				x7
4	—	Burnford	137	Barmh	5	Capt.	12	Lo Alicnt	A 1
	Bg		SD						x9
5	—	J. Cook	223	Stcktn	6	Green&C.	14	Lo.Jamai	A 1
	Sw s.C		SDB	n.Kl	xx				10
6	—	J. Davis	128	Wales	1	Davis&Co	12	Co Londn	A 1
	Bg	G. Lloyd	SDB						10
7	—	Dobson	226	L.Hmp	16	Reed&Co.	13	Li. Brazil	E 1
	Bg s.C		SDB						10
8	—	Graves	184	Lynn	6	Bottomly	14	Lo Vlprso	A 1
	Sw s.C		SDB						xx
9	—	Herbert	220	Pictou	2	Capt.&Co.	13	Co.	A 1
	Bg		SDB						xx
10	—	W. Hoskin	107	Brxhm	9	Pnrm U.C.	11	LoCoastr	A 1
	Sp		SD						7
								Iron Cable	

6 Enterprise, Brig, master J Davis with G Lloyd added as an amendment, 128 tons, single deck, built in Wales 1 year old (1821), owners Davis & Co, 12 feet draught, sailing between Cork and London, classified A1 for 10 years

**1823** master G Lloyd, built 1820, remainder unchanged

**1824** New survey in December 1824, still A1, 2 years old, sailing Dublin to London, remainder unchanged

**1825** Now built in 1821, now 116 tons, owner captain, sailing London coaster.

Underwriters copy lists Enterprise as a Snow, master now E Lloyd, owner Lloyd & Co, 4 years old, sailing Liverpool to Riga, new survey July 1825 still A1

**Ship Owners Register 1826**

8	Bg	Dubois	175	French	French	11	Lo Havre	E 1
			<small>S D L</small>	trp.22				22
9	Sp	Whoskns	106	Brixhm	1813	Capt & Co	Lo Coast.	E 1
			<small>S D</small>	lrp.25			2 PIConly	7
670	Sw	Hunter	160	A.P.		Cowan	Li N Brns	E 1
	<small>s 22</small>		<small>S D B</small>					2
1	S	W. Klynt	880	Konin	1811	Solly & Co.	Li Dantz.	E 1
				Srprs17				21
2	Bg	Kermoth	269	Pictou	1820	Dawson	Li N. Scot	E 1
	<small>s 2, rp.25</small>		<small>S D B</small>	BB&H				3
3	Sr	J. Lawrie	102	Petrhd	1822	Capt & Co.	Lh Baltic	A 1
			<small>S D</small>					24
4	Bg	G. Lloyd	116	Wales	1820	Davis	Po Livrpl	A 1
			<small>S L B</small>					24
675	Bg	Lloyd	128	Wales	1821	Capt.	Lo Coast:	A 1
			<small>S D</small>					22



**1826** Ship owners copy – 2 vessels Enterprise both with master G Lloyd, or Lloyd, one 116 tons the other 128 tons, different dates built, different owners etc.

Underwriters copy has only one vessel a Snow E. Lloyd master, 116 tons, built in Wales, 5 years old, owned by Lloyd & Co., sailing Topsham coast., new survey November 1826 still A1

**1827** Underwriters copy now has two vessels the same as Ship owners 1826 copy

No ship owners available on line

**1828** only ship owners available on line - unchanged with 2 vessels

**1829** Ship owners copy page missing

Underwriters copy, one vessel, tonnage amended to 121 tons, master Edwards, 8 years old, owners Lloyd & Co, Cs Coaster, 2 Proved Iron Cable, 1

Hemp , new survey November 1829 classified A, new deck 1828, Some repairs 1829, stamped A1 11 in margin.

**1830** Ship owners copy one vessel, master Edwards, 116 tons, built 1820, single deck, owners Davis, sailing Cork Coast, classified A1 1828, proved iron cable. .

Underwriters copy tonnage erased and correct 121 tons stamped underneath, owners still Lloyd & Co, 9 years old, new survey November 1830 still A1, SAILING Dartmouth coast, New Bottom, 1828, some repairs 1829, 2 chain, .  
1 hemp cables

**1831** Ship owners copy Brig, master Edwards amended to Thomas, 121 tons built in Wales 1820, owner Davis amended to Betts, sailing Cork Coast amended to Hull to Malta, New Bottom 28, some repairs 1829, 2 proved iron cables classification 1829 E1

Underwriters copy still a Snow, now 121 tons, master Edwards amended to G Thomas, 10 years old, owner Betts & Co., sailing London coast classified E1 in 1829

**1832** ship owners copy Brig, 121 tons built in 1820, master Thomas, owner Betts, sailing Hull to Malta, 2 proven iron cables, new survey in Hull August 1832, still classified E1, remainder unchanged

Underwriters copy still a Snow, master G Thomas, sailing London to Pillau, new survey September 1832 still E1, 2 chain, 1 hemp cables remainder unchanged

**1833** ship owners copy unchanged except some repairs 1833, sailing to amended to London to Ostend, new survey July 1833 still E1, 2 proven iron cables

Underwriters copy still a Snow, some repairs 1833, still E1 from 1831 survey no other changes.

**1834** only one book produced shown below.

&v.35	I.B.	J Ward Johnston	275	O.B.B.E.&P.	Srpr 35	London London		4.
		M. Kelly	165			Drgh'da		
	Bg	LeFevre	114	Prize C.&O. len.23,ND.33	LeFevre	Jersey	Lon.Nwestl	Æ 1 3
C.32	Sk	J. Mann	131	Leith 1826	KkldySC	Krkaldy	Lth.London	Æ 1
	Sr	Mitchell	102	ptnw.Fnds.Srprs Petihd 1822	Gammuc	Aberd'n	Liv.	Æ 1
pt I.B.		Hutchinson				Peterhead		Æ 1
	Sr	J. Robert	105	Brxhm 1814	Pearhyn U.Co.	Falm'th	Fal.London	Æ 1 9
	Bg	GThomas	121	Cr dign 1822	J. Betts	London	Lon.Oporto	Æ 1 9
	Sr	Thomson	85	N.Scot B.B.P C. & O.	Fatherly	London	Lon.	E 1 4
s-32		W. Tyrer	69			Glo'ster		
		R. Wilby	53			Aldbro'		
		Williams	119			London		
		J. Wills	69			Newp'rt		
S		J Witham	141	Blyth 1818	G Shotten	Nwcast	Nwe. Bord	Æ 1

**1834** Enterprise Brig 121 tons built at Cardigan in 1822, master G Thomas, owner J. Betts, registered in London, sailing London to Oporto, surveyed in September 1834 classed AE 1

1835,1836,1837 No changes

1838 now shows built with iron bolts, large repair in 1837, new survey 1837 still classified AE1

1839 no entry

No entries 1839 to 1847

1847 no entry

No.	Ships.	Masters.	Tons.	BUILD.		Owners.	Port belonging to.	Destined Voyage.	Classification.	
				Where.	When.				No. Years first assigned.	Character for Hull & Stores.
551	Enterprize Bg F. & Y.M. 45	Downing	114	Prize		R. Cubitt	Yarmth Yar.		—	Æ 1
2	Bg	W. Evans	121	len. 23 Crdign	ND. 33	sw. & lrp. 40 J. Betts	London Bar.		—	Æ 1
3	I. B. Sr	J. Bailes	124	lrp. 37 Whtrn	ND. &	lrp. 48 Bailes & Co, Shram	Sld. France		—	Æ 1
4	Bg Y.M. 47	J. Bailes	101		1826	J. Scovell			—	Æ 1
4	Bg	G. Ileson	195	Mntr's	1836	Low & Co.	M'ntrse	Lon Blk Sea	8	Æ 1
5				Drp. 40	Srprs	46		Mtr, Baltic	47	Æ 1
6	Sr	J. Hanson	118	Fowey	1846	Brokshw	Fowey	Foy Coaster	12	A 1
7	I. B. Sr	Hepburn	157	Inv'rns	1842	Hepburn	Invrn'ss	Npt. Baltic	5	A 1
8	pt I. B. Bg	W. P. Ivey	190	O. Lh & F. Yrmth	1835	Ivey & Co.	Yarmth	Liv. Medit.	11	A 1
9	F. & Y.M. 48 Bn	J. Leonard	127	N. Sco.	1842	Lauder & c	Kinsale	Crk. Coaster	4	Æ 1
660	I. B. Sr	J. Liddle	99	BS. & Hk Grngm	1838	Dall & Co.	N. Brwk	Lth. Baltic	9	A 1
1	pt I. B. Sr	J. Lobbett	107	len. & trp Nwprt	1846	Campbell	Newprt	Npt. Coaster	12	A 1
	M. 47 over	W. Hocken								

**1848** master changes to J Bailes from W Evans, owner changes from J Betts to Bailes & Co, port of registration changes from London to Shoreham

651	Enterprize Sk	Batchelor	53	Pdstw	1828	G. Pearce	Ptsm'th	Pts. Coaster	—	Æ 1
	I. B.		46	nd. & TS	ds 381	rp. 48				48
2	Bk	TCampbl	310	Plym'h	1838	Bradley &	Dublin	Dub. Singpr	12	A 1
	C.pt45pt48									48
3	Sr	G. Carter	100	Sndrld	1834	Wtb&Lon				47
			81			Sh Co.				
4	Sr		110	Pdst'w	1846	T. Cleary	Watrfrd	PadCoaster	12	A 1
	I. B.		87							46
5	Sr	Cornhill	126	M'rstn	1842	Temple &	Lynn	Lly. Baltic	9	A 1
	I. B.		106							47
6	Sw	Croft	244	Sndrld	1845	Hibberd	Nwestle	Sld. London	7	A 1
	I. B.			len. nd. &	lrp. 47					47
7	Sw	L. Davies	165	PtMdc	1845	Davies & c	Pt. Mdc	Liv. Medit.	12	A 1
	YM.45overptI.	B.								48
8	Bg	Downing	114	Prize		R. Cubitt	Yarm'th	Yar.	—	Æ 1
	r. & YM. 45		94	len. 23	nd. 33	nw. & lrp. 40				48
9	Bg	W. Evans	121	Crdign	1822	J. Betts	London	Bar.	—	Æ 1
	I. B.			lrp. 37	nd. &	lrp. 48				48
660	Sr	J. Evans	67	Yrmth	1840	Greenw'd	Yarm'th	Yar. Coaster	7	Æ 1
	I. B.		61	Srprs	48					48
1	Bg	Grimeson	195	Mntr's	1836	Low & Co.	M'ntrese	Mtr. Baltic	8	Æ 1
	YM. lm. 47			Srprs	46					2
2	Sr	J. Johnson	118	Fowey	1846	Br'knshw	Fowey	Foy. Coaster	12	A 1
	I. B.		88							46
3	Sr	Hepburn	157	Inv'rns	1842	Hepburn	Invrn'ss	Npt. Baltic	5	A 1
	pt I. B.		115	O. Lh. & F.				Cont. 47—		2 48
4	Sr	W. Hockn	107	Nwprt	1846	Campbell	Newprt	NptCoaster	12	A 1
	YM. lm. 47overptI. B.		96							3
5	Sr	D. Jones	51	Abryst	1830	Jones & C	Abryst	AbsCoaster		Æ 1

**1849** New deck and large repairs 1848, master W Evans, surveyed at Barmouth 1848 classifies AE1

**1850**

9	F. & YM.49 Enterprise Bg	718	Hk B.S. & P.						5
	YM.49	253	Xchch	1848	T Morgan	London	Poo London	12 A 1	
0	Bg J. Bailes	121	Crdign	1822	Bailes & C.	Shorhm	Sld. France	— AE1	AE1
	I. B.		lrp.37 <sup>ND</sup>						49
1	Sk B. Belor	53	Pdst'w	1828	G. Pearce				<del>40</del> 2,51
		46							48
2	Bk T. Copbll	310	Plymh	1838	Bradley &	Dublin	Dub. Singpr	12 A 1	
	& C.49		Drp.49			Dub. Trinidad	Cont.50	4 12	<del>48</del>
3	Sr D. Carroll	110	Pdst'w	1846	T. Cleary	Watrfd	Bms. Coastr	12 A 1	
	I. B.	87	Drp.50						5
4	Sr Cornhill	126	M'rstn	1842	Temple & Lynn		Lly. Baltic	9 A 1	
	I. B.	106							47
5	Sw Croft	244	Sndrld	1845	Hibberd	Nwestle	Sld. London	7 A 1	
	I. B.		len. ND & lrp.47						47
6	Bg Downing	114	Prize		R. Cubitt	Yarmth	Yar. Coaster	— AE1	
		94	len. 23 <sup>N</sup>						3
7	Sr J. Fill	67	Yrmth	1840	Greenw'd	Yarmth	Cif. Coaster	7 AE1	
	I. B.	61	Srprs48						740
8	Sr J. Geddie	110	Garmh	1850	J. Geddie	Banff	Bnf. Coaster	6 A 1	
	pt I. B.		O. Lh & E.						4
9	Bg Grndeson	195	Mntr's	1836	Low & Co.	M'ntrse	Mtr. Baltic	8 AE1	
	YM. lm.47		Srprs 46				Dun. Medit.	1140	
0	Sr J. Hanson	118	Fowey	1846	Br'knshw	Fowey	Foy Coaster	12 A 1	
	I. B.	88					Cif. Medit.	946	
1	Sr Hepburn	157	Inv'ns	1842	Hepburn	Inveras	Cly. N. Yrk	5 AE1	
	pt I. B.	115	O. Lh & F.					C.2 540	
2	Sr H. Hyne	107	Nwprt	1846	Campbell	Newprt	Shl. Coaster	12 A 1	A 1
	YM. lm.50					Npt. N. Yrk			
3	Sw J. Lloyd	96							2,51
		165	Pt Mdc	1845	Davies & C.	Pt. Mdc	Liv Trinidad	12 A 1	

Enterprise Brig master and owner J Bailes, new survey February 1851 classified AE1

1851 No changes

1852 No changes

1853 No port of registration, or sailing route or Classification

1854 No change

1855 no entry in main index

13	Express I.B. p.&YM.55 over	S J Pattersn ptI.B.	287 817 740	S.B.Bh N Brns TamB.&S.	YP.&A. 1854	R. Rankin	Liverp'l	Liv. NAmer	7	A	1	6
4	Enterprize Bg I.B.	J. Dunsfrd	121	Crdign lrp37&4	1822 8, ND. 48	Dunsford	Exeter	Exr. Coaster	—	Æ	1	7
5	Elizabeth I.B.	Sk W. Davies	35	Lwrny L.O.&P.	1819 P.lrp. 55	M. Rchrds	Milford	Mil. Coaster	—	Æ	1	7
6	Exeter I.B. L.53, I.B.	Bn J. Kelly	204	N. Sco. BBhO.S	1853 Tam&P.	Clements	N. Sco.	Lon. Winds	4	A	1	7
7	Ellen S ptI.B.	Radford P. Wakem	300	Shaldn	1855	Radf'rd &	Liverp'l	Tqy Liverpl	10	A	1	7
8	Elizabeth Anne Bg ptI.B.	T. Evans	148	Crdign	1855	Evans & C.	Cardign	Car. Coaster	12	A	1	7
9	Elizabeth & Sarah Bk d.pt34,	J. Morton pt42r&Zlm	276 55, 1	Shilds B. lrp37	1783 ptnw. 42	R. Hansell	Shields	Shl. Medit.	—	Æ	1	7
20	Ellen Sr I.B.	E. Knedy	109 81	N Brns	1842	DO'Keefe	Y'ughal	Ygh Coaster Rest.55--	4	A	1	7
21	Eugenie Bk YM.55over ptI.B.	W. Wilkie	302 239	Blyth	1855	Dawson &	Blyth	Bly. Medit.	8	A	1	8
22	Edmund Graham S YM.55, c. f	J. Shiell	887 927	Sndrld	1855	E Graham	Nwestle	Sld. Calcut.	13	A	1	6
23	Excelsior S	A. Jones	871 682	Mdlsbr	1855	Holmes &	Midlsbr	Stk. India	9	A	1	8
24	Ellen K ptI.B.		66 42	Lhmpt	1853	T. Ayles	Wymth	Wey.	6	A	1	8
25	European Sew Bk (Iron)	W. Cubitt MC.55	2379 1477	Grnek AP.400	1855 H. 4B lkHds	Hendrson	Glasgw	Cly. Trnspt	12	A	1	8

In Supplement 1855 Enterprise Brig, J Dunsford master, owner Dunsford, registered at Exeter sailing as an Exeter coaster, surveyed in July 1854 at Exeter

## **Appendix B – The Timeline for the *Enterprise***

### **1822**

August 1 1822 London Customs House outwards *Enterprise*, Lloyd for Dublin

August 9 1822 Gravesend sailed *Enterprise*, Lloyd for Dublin

August 25 1822 Dublin arrived *Enterprise*, Lloyd from London

September 26 1822 Pembury arrived *Enterprise*, Lloyd from Dublin – ballast

November 4 1822 Falmouth sailed *Enterprise* for London

### **1823**

January 16 1823 Gravesend sailed *Enterprise*, Lloyd for Dublin

January 17 1823 Deal arrived from River and sailed *Enterprise*, Lloyd for Dublin

March 25 1823 Port Penrhyn, Bangor cleared out *Enterprise*, Lloyd – slates

May 26 1823 Falmouth sailed *Enterprise*, Lloyd for Limerick

June 7 1823 Limerick arrived *Enterprise*, Lloyd from London

June 10 1823 Limerick arrived *Enterprise*, Lloyd from London

July 29 1823 Falmouth sailed *Enterprise* for London

### **1824**

April 13 1824 Port Penrhyn, Bangor cleared out *Enterprise* – slates

April 20 1824 Falmouth arrived *Enterprise* for London

April 22 1824 Falmouth sailed *Enterprise*, Lloyd for London

May 13 1824 London customs house cleared outwards *Enterprise*, Lloyd for  
- Elsinore and Riga – Agent Smith and Sundius

June 19 1824 Falmouth sailed *Enterprise*

July 9 1824 Liverpool sailed *Enterprise*, Lloyd for Riga

October 21 1824 Elsinore Sound *Enterprise*, Lloyd for Arbroath from Riga- ballast

## **1825**

January 21 1825 Deal arrived Enterprise, Lloyd from Riga

January 21 1825 Deal remains Enterprise, Lloyd from Riga

February 1 1825 Ramsgate arrived Enterprise, Lloyd from Riga for Bridport

February 20 1825 Bridport arrived Enterprise, Lloyd from Riga

October 22 1825 Topsham arrived Enterprise, Lloyd from St Petersburg

## **1826**

September 12 1826 Almwyh sailed Enterprise, Lloyd for Bristol

## **1827**

## **1828**

March 18 1828 Port Penrhyn, Bangor cleared out Enterprise, Edwards – slates

March 31 1828 Plymouth arrived Enterprise, Edwards from Bangor for London

August 30 1828 Limerick arrived Enterprise, Edwards from London – ballast

November 13 1828 Cowes arrived Enterprise, Edwards from London

December 4 1828 Bristol arrived Enterprise, Edwards from London

## **1829**

February 10 1829 Liverpool arrived Enterprise, Edwards from Waterford-flour etc

April 27 1829 Portsmouth sailed Enterprise, Edwards for London

June 9 1829 Alexandria arrived Enterprise, Davis from Smyrna

**1930**

April 15 1830 Cardiff arrived Enterprise from Cardigan

April 28 1830 Newry arrived Enterprise, Thomas from Cardiff - iron

September 21 1830 Falmouth arrived Enterprise, Thomas from Cardiff for Palermo

November 14 1830 Palermo arrived Enterprise, Thomas from Cardigan

November 23 1830 Port Penrhyn, Bangor cleared out Enterprise, Thomas – slates

**1831**

February 14 1831 Hull arrived Enterprise, Thomas from Palermo

March 8 1831 Hull sailed Enterprise, Thomas for Malta

March 18 1831 Ramsgate sailed Enterprise, Thomas for Malta

Prior May 1831 Malta arrived Enterprise, Thomas from Newcastle

June 27 1831 Liverpool arrived Enterprise, Thomas from Riga

August 10 1831 Deal arrived Enterprise from Mediterranean & sailed for river

August 13 1831 Gravesend arrived Enterprise, Thomas from Palermo

October 24 1831 Pillau arrived Enterprise, Thomas from London

**1832**

January 2 1832 Reported returning to Pillau after grounding

February 9 1832 Elsinore arrived Enterprise, Thomas from Konigsberg to Dundee

February 11 1832 Elsinore sailed Enterprise, Thomas from Konigsberg to Dundee

February 18 1832 Broughty Roads arrived Enterprise, Thomas from Pillau

February 27 1832 Dundee arrived Enterprise, Thomas from Pillau

April 4 1832 Elsinore arrived Enterprise, Thomas from Dundee

April 14 1832 Pillau arrived Enterprise, Thomas from Dundee

June 8 1832 Gravesend arrived Enterprise, Thomas from Konigsberg

June 25 1832 London customs house cleared outwards Enterprise, Thomas for  
- Elsinore and Riga – Agent Lee

July 23 1832 London customs house cleared outwards Enterprise, Thomas for  
- Elsinore and Riga – Agent Lee

August 8 1832 Elsinore arrived Enterprise, Thomas from London

August 15 1832 Riga arrived Enterprise, Thomas from London

November 27 1832 Yarmouth Roads arrived Enterprise, Thomas from Riga

December 6 1832 Gravesend arrived Enterprise, Thomas from Konigsberg

December 11 1832 London customs house entered Enterprise, Thomas from Riga  
- Agent Lee

### **1833**

February 21 1833 London customs house cleared outwards Enterprise, Thomas  
. for Ostend, Bruges and Ghent Agent Simon

April 3 1833 London customs house cleared outwards Enterprise, Thomas  
. for Hammerfast Agent Ogilby

May 3 1833 Gravesend sailed Enterprise, Thomas for Hammerfast

October 9 1833 Patras arrived Enterprise from Swansea

### **1834**

January 7 1834 Penryn arrived Enterprise, Thomas from Patras

March 6 1834 Milford arrived Enterprise, Thomas from Swansea

April 17 1834 Newport sailed Enterprise, Thomas

May 19 1834 London customs house cleared outwards Enterprise, Thomas for  
. Pillau, Konigsberg and Elbing

June 30 1834 London customs house cleared outwards Enterprise, Thomas with  
. cargo for Pillau, Konigsberg and Elbing

July 2 1834 Gravesend sailed Enterprise, Thomas for Pillau

September 2 1834 Yarmouth Roads arrived Enterprise, Thomas from Konigsberg

September 4 1834 Gravesend arrived Enterprise, Thomas from Konigsberg

October 18 1834 London customs house cleared outwards Enterprise, Thomas  
with cargo for Oporto

October 20 1834 Gravesend sailed Enterprise, Thomas for Oporto

October 23 1834 Deal arrived Enterprise from the river and remains

October 28 1834 Deal Enterprise for Oporto remains

November 11 1834 Oporto arrived Enterprise from London

### **1835**

June 17 1835 Smirna arrived Enterprise, Thomas from Trieste

August 20 1835 Milford arrived at the quarantine ground Enterprise, Thomas  
from Smirna for Cork

September 20 1835 Youghal arrived Enterprise, Thomas from Smirna

September 22 1835 Cove of Cork arrived Enterprise, Thomas from Smirna

### **1836**

February 14 1836 Gravesend arrived Enterprise, Thomas from Sligo

February 16 1836 London customs house entered inwards Enterprise, Thomas  
from Sligo agent Ogilby

March 2 1836 London customs house outwards Enterprise, Thomas for Pillau -  
ballast

April 1 1836 Passed Elsinore Sound Enterprise G Thomas from London to Pillau -  
Ballast

April 13 1836 Pillau arrived Enterprise from London

May 2 1836 Passed Elsinore Sound Enterprise of London G Thomas from Pillau  
to Lancaster - Flax

May 25 1836 Lancaster arrived Enterprise, Thomas from Pillau - Flax and Deals

June 13 1836 Lancaster sailed Enterprise, Thomas for Barrow - ballast

w/e June 23 1836 Ulverston sailed Enterprise, Thomas for Antwerp – iron ore

### **1837**

February 6 1837 Fisherrow arrived Enterprise, Thomas from Antwerp

May 16 1837 North Shields sailed Enterprise, Thomas for Antwerp

May 20 1837 Antwerp arrived Enterprise, Thomas from Newcastle

June 12 1837 Stockton arrived Enterprise, Thomas from Antwerp

July 16 1837 St Petersburg arrived Enterprise, Thomas from Newcastle - 21 days

September 1 1837 Portmadoc sailed Enterprise, Thomas – slates

December 11 1837 Lerwick arrived Enterprise, Thomas from Hammerfast – Loss  
of sails

December 18 1837 Lerwick remaining Enterprise, Thomas

### **1838**

February 22 1838 Milford arrived Enterprise, Thomas from Hammerfast-damaged

March 8 1838 Swansea arrived Enterprise, Thomas from Hammerfast

March 27 1838 Waterford Passage arrived Enterprise, Thomas from London

March 28 1838 Waterford arrived Enterprise, Thomas from Swansea - culm

March 29 1838 Milford sailed Enterprise, Thomas for Waterford from Swansea

May 13 1838 Liverpool arrived Enterprise, Thomas from Waterford

May 21 1838 Liverpool entered loading Enterprise, Thomas for Riga

July 29 1838 Riga arrived Enterprise, Thomas from Liverpool

September 7 1838 Caledonian Canal Enterprise, Thomas from Riga - flax

September 24 1838 Oban put in Enterprise, Thomas from Riga for Belfast

w/e November 22 1838 Bangor sailed Enterprise, Thomas for Belfast

November 18 1838 Belfast arrived Enterprise, Thomas from Bangor - slates

November 22 1838 Port Penrhyn, Bangor cleared out Enterprise, Thomas – slates

**1839**

January 23 1839 Milford arrived Enterprise, Thomas from Cardigan for London

January 24 1839 Milford arrived Enterprise, Thomas for London – damaged

February 5 1839 Tresco, Scilly sailed Enterprise, Thomas for London

February 5 1839 Deal arrived and proceeded Enterprise, Thomas from Cardigan

February 15 1839 London hauled in Enterprise, Thomas from river

March 17 1839 Deal arrived Enterprise, Thomas from river and sailed for

. Barmouth

March 28 1839 Aberdovey wrecked in harbour entrance Enterprise, Thomas from

. London

**1839 to 1848** lying in Aberdovey harbour damaged after grounding on Bar

**1848**

March 17 1848 Aberdovey sailed Enterprise, Evans for Lynn

March 19 1848 Milford arrived Enterprise, Evans from Aberdovey for Lynn towed  
. in Damaged

April 9 1848 Boulogne arrived Enterprise, Evans from Aberdovey

April 16 1848 Boulogne sailed Enterprise, Evans for Lynn

April 19 1848 Lynn arrived Enterprise, Evans from Aberdovey

May 1 1848 Lynn sailed Enterprise, Evans for Newcastle

May 30 1848 Portsmouth arrived Enterprise, Evans from Newcastle

June 30 1848 Shields arrived Enterprise, Evans from Hull

July 8 1848 Shields sailed Enterprise, Evans for London

w/e July 11 1848 Newcastle cleared Enterprise, Evans for Hamburg

July 5 1848 Newcastle sailed Enterprise, Evans for Hamburg - chain

July 11 1848 Cuxhaven arrived Enterprise, Evans from Newcastle

July 12 1848 Hamburg arrived Enterprise, Evans from Newcastle

July 31 1848 Hamburg sailed Enterprise, Evans for London

August 11 1848 Damaged in storm near Hamburg Enterprise, Evans for London -  
wheat

October 7 1848 Cuxhaven arrived Enterprise, Evans from Shields

October 19 1848 Cuxhaven sailed Enterprise, Evans for London

October 23 1848 Yarmouth, Norfolk arrived off Winterton Enterprise, Evans for  
London from Hamburg

November 2 1848 Gravesend arrived Enterprise from Hamburg

November 6 1848 London customs house entered inwards Enterprise, Evans for  
Hamburg agent Castindiecks

## **1849**

January 18 1849 Shields sailed Enterprise of London

May 14 1849 Sunderland arrived Enterprise, Bailes from London

June 7 1849 Seaham sailed Enterprise, Bailes for Caen

July 24 1849 London customs house entered outwards Enterprise, Bailes for Caen  
Agent Schenk

August 23 1849 Sunderland sailed Enterprise, Bailes for Rouen - coal

September 11 1849 Rouen arrived Enterprise, Bailes from Sunderland

September 17 1849 Hartlepool arrived Enterprise, Bailes from Rouen

September 20 1849 Sunderland arrived Enterprise, Bailes from Hartlepool

October 5 1849 Sunderland sailed Enterprise, Bailes for Rouen

October 10 1849 Deal arrived Enterprise, Bailes from Sunderland for Rouen -  
damaged

October 15 1849 Rouen arrived Enterprise, Bailes from Sunderland

October 18 1849 Gravesend arrived Enterprise from Rouen

October 19 1849 London customs house entered inwards Enterprise from Rouen

**1850**

January 31 1850 Sunderland arrived Enterprise, Bailes from London – goods

March 14 1850 Sunderland sailed Enterprise, Bailes for Rouen – coal

March 16 1850 Rouen arrived Enterprise, Bailes from Sunderland

April 1 1850 Rouen sailed Enterprise, Bailes for Yarmouth

April 2 1850 Quilleboeuf sailed Enterprise, Bailes for Yarmouth

May 7 1850 Sunderland arrived Enterprise, Bailes from London

May 25 1850 Deal arrived Enterprise, Bailes from Sunderland for Rouen

May 27 1850 Deal sailed Enterprise, Bailes from Sunderland for Rouen

June 11 1850 Rouen arrived Enterprise, Bailes from Sunderland

June 21 1850 Sunderland arrived Enterprise, Bailes from Rotterdam

June 29 1850 Sunderland sailed Enterprise, Bailes for Rouen

July 4 1850 Sunderland sailed Enterprise, Bailes for Rouen - coal

July 11 1850 Rouen arrived Enterprise, Bailes from Sunderland

August 12 1850 Sunderland arrived Enterprise, Bailes from London

August 22 1850 London customs house entered inwards Enterprise, Bailes from  
Rouen Agent Dudfield

September 28 1850 Sunderland sailed Enterprise, Bailes for Rouen

October 8 1850 Rouen arrived Enterprise, Bailes from Sunderland

October 25 1850 Sunderland arrived Enterprise, Bailes from Rouen

November 14 1850 Sunderland sailed Enterprise, Bailes for Rouen – coal

November 18 1850 Rouen arrived Enterprise, Bailes from Sunderland

November 25 1850 Rouen arrived Enterprise, Bailes from Sunderland

December 17 1850 Sunderland sailed Enterprise, Bailes for Rouen

December 29 1850 Rouen arrived Enterprise, Bailes from Sunderland

**1851**

January 17 1851 Rouen sailed Enterprise, Bailes for London

January 27 1851 Gravesend arrived Enterprise, Bailes from Rouen

January 27 1851 London customs house entered inwards Enterprise from  
 . Rouen

March 5 1851 Rouen arrived Enterprise, Bailes from Sunderland

March 30 1851 Sunderland arrived Enterprise, Bailes from Rouen

April 14 1851 Seaham arrived Enterprise, Bailes from Sunderland

May 24 1851 Torquay arrived Enterprise from Newcastle

December 20 1851 London customs house entered inwards Enterprise, Simmons  
 . from Lannion Agent Schenk

**1852**

January 7 1852 Hartlepool arrived Enterprise , Simmons from London

March 23 1852 Guernsey, St Sampsons sailed Enterprise, Simmons for London

March 31 1852 Gravesend arrived Enterprise , Simmons from Guernsey

April 1 1852 London customs house entered inwards Enterprise 121 of  
 . Shoreham , Simmons from Guernsey Agent Cheeswright

May 10 1852 Leith arrived Enterprise , Simmons from London - Marble

July 8 1852 Plymouth arrived Enterprise , Simmons from Newcastle

November 27 1852 Guernsey, St Sampsons sailed Enterprise, Simmons for  
 . St Malo

December 29 1852 London customs house entered inwards Enterprise 121 ,  
 . Simmons from St Malo Agent Schenk

**1853**

January 6 1853 Yarmouth in the Roads Enterprise , Simmons from Newcastle for  
 . Exeter

January 20 1853 Swanage put in Enterprise, Shapter from Shields for Exeter

January 22 1853 Exmouth arrived Enterprise , Simmons from Shields  
w/e February 17 1853 Exeter sailed Enterprise, Shapter for Cardiff  
February 18 1853 St Michaels Mount in the Roads Enterprise, Shapter from  
. Exeter for Wales  
March 14 1853 Swansea sailed Enterprise, Shapter for London  
March 18 1853 Falmouth put in Enterprise, Shapter from Swansea for  
. Southampton  
March 20 1853 Southampton arrived Enterprise, Shapter from Swansea  
April 1 1853 Swansea arrived Enterprise, Shapter from Southton  
April 9 1853 Swansea sailed Enterprise, Shapter for Portsmouth  
May 17 1853 Exmouth sailed Enterprise, Shapter for Salterton  
June 11 1853 Swansea sailed Enterprise, Shapter for Malta  
September 14 1853 Marseille sailed Enterprise, Shapter for Malta  
September 22 1853 Malta arrived Enterprise, Shapter from Marseille  
September 26 1853 Malta sailed Enterprise, Shapter for Alexandria  
September 28 1853 Alexandria arrived Enterprise, Shapter from Malta and  
. Sunderland  
November 29 1853 Plymouth arrived Enterprise, Shapter from Alexandria  
December 13 1853 Deal arrived Enterprise from Alexandria  
December 16 1853 London customs house entered inwards Enterprise from  
. Alexandria  
  
1854  
January 26 1854 Deal Enterprise, Shapter from London for Cardiff put back and  
. anchored  
January 26 1854 Deal anchored in the Downs Enterprise, Shapter from London  
. for Cardiff  
w/e February 8 1854 Exmouth arrived Enterprise, Shapter from London  
February 10 1854 Exmouth sailed Enterprise, Shapter for Cardiff

March 14 1854 Cardiff sailed Enterprise, Shapter for Malaga – coal

April 8 1854 Malaga arrived Enterprise, Shapter from Cardiff

June 17 1854 London customs house entered inwards Enterprise, Shapter from  
. Malaga Union Tier – Brennan

July 26 1854 Exmouth arrived Enterprise, Shapter from Hartlepool

August 1 1854 Exmouth arrived Enterprise, Shapter from Hartlepool

w/e August 9 1854 Exmouth sailed Enterprise, Shapter for Hartlepool

August 15 1854 Exmouth sailed Enterprise, Shapter for Hartlepool

September 5 1854 Exmouth arrived Enterprise, Shapter from Hartlepool

w/e September 18 1854 Exmouth sailed Enterprise, Shapter for Teignmouth

w/e October 18 1854 Exmouth sailed Enterprise, Shapter for Teignmouth

October 12 1854 Teignmouth sailed Enterprise, Shapter for Liverpool

October 20 1854 At entrance to Mersey River sunk Enterprise, Shapter for  
. Liverpool

## Appendix C Port locations

**Alexandria** is the capital city of the Teleorman County, Muntenia, Romania. It is located south-west of Bucharest, towards the Bulgarian border. The city is situated on the Vedea River.

**Broughty Roads** off Dundee

**Bridport** is a town in Dorset, England, 1.5 miles inland from the English Channel near the confluence of the River Brit and its tributary the Asker. The harbour now at West Bay is not a natural landscape feature and it has a long history of having been silted up, blocked by shingle and damaged by storms, and each time repairs, improvements and enlargements have subsequently been made. The harbour has been moved twice: it was originally 1 mile inland, then was moved to the coast beside the East Cliff, then was moved again 270 metres (300 yd) along the coast to the west, where it is located today. The previous main commercial trade of the harbour—exporting Bridport's ropes and nets—declined in the second half of the 19th century.

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

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

Elbląg, German **Elbing**, city, north-central Poland. It lies along the Elbląg River near the Nogat River, which is the eastern mouth of the Vistula River.

Helsingør, which we call **Elsinore**, guarding as it does the northerly entrance to the Sound, and the entrance to the Baltic Sea which is, at this point, less than three miles wide. The Baltic was a principal source of naval stores, timber above all, but also hemp, pitch, tar, tallow, resin, brimstone, copper, iron-ore and flax.

**Fisherrow** is a harbour and village at Musselburgh, East Lothian, Scotland, to the east of Portobello and Joppa, and west of the River Esk.

**Hammerfest** is a town in Troms og Finnmark county, Norway. It is located on the north western coast of the island of Kvaløya.

**Königsberg** was the name for the historic Prussian city that is now Kaliningrad, Russia.

**Lannion** is in the Côtes-d'Armor department in Brittany in north western France.

**Leith** is a port area in the north of the city of Edinburgh,

Baltiysk, prior to 1946 known by its German name **Pillau**, is a seaport town in Kaliningrad Oblast, Russia, located on the northern part of the Vistula Spit, on the shore of the Strait of Baltiysk separating the Vistula Lagoon from Gdańsk Bay.

**Riga**, Latvia's capital, is set on the Baltic Sea at the mouth of the River Daugava.

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

Budleigh **Salterton** is a small town on the coast in East Devon, England, 15 miles south-east of Exeter.

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

**Smyrna** was a Greek city located at a strategic point on the Aegean coast of Anatolia. Due to its advantageous port conditions, its ease of defence and its good inland connections, Smyrna rose to prominence. The modern name of the city is Izmir.

**Topsham** is a town in Devon, England, in the district of Exeter, on the east side of the River Exe, immediately north of its confluence with the River Clyst and the former's estuary, between Exeter and Exmouth

**Winterton-on-Sea** is a village on the coast of Norfolk, England. It is 8 miles north of Great Yarmouth and 19 miles east of Norwich.

## Appendix D Lloyds surveyor's report and letter

The following is a brief account of former Repairs given to the Brig Enterprise. And subsequent damage sustained on the Passage from London to Aberdovey in 1839. as Mr. John Belts, the Owner informed me

At the River Scheldt some Twenty Miles above the City of Antwerp in 1837 this Vessel underwent some very extensive repairs - when most if not all her Outside planking from lower Edge of Wale upwards has been Stripped off the Keelson, with the whole of her Ceiling with the Hold & Deck Beam Clamps and a great Number of 2<sup>nd</sup> Foot Boards and Timbers, has been taken off, and the whole has been replaced with New Zealand Oak - the Bill for Timber & Planks only was £660 8 and the remaining expenses for Work Done &c &c came to 323<sup>rs</sup> 12

The total expense of the said repairs £990<sup>rs</sup> 10<sup>rs</sup>

In about 18 Months after the above repairs the Enterprise was bound from London to Aberdovey laden with Wheat - Owing to the Weather being very rough - when she approached Dovey Bar she took the ground, and when the Gale abated she was partly discharged, and subsequently brought to the Harbour, with the loss of some Anchors, Chain Cables, her Sails, Standing and Running Rigging much damaged - Her Hull escaped without much damage, which happened to the Keel, some 1<sup>st</sup> & 2<sup>nd</sup> Foot Boards, as may be seen in Report of this present repair

John Belts Surveyor



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Lloyd's Register  
Foundation

No. *268* Survey held at *Harlow* Date *26 Jan 1848*  
 on the *Breg Enterprise* Master *William Evans*  
 Tonnage *921* Built at *Cardigan* When built *1822*  
 By whom built *Nicholas Lewis* Owners *John Bell*  
 Port belonging to *London* Destined Voyage *unknown*  
 If Surveyed Afloat or in Dry Dock *Lastly in hard ground Beach*

Length <i>32</i> Feet	Extreme Breadth <i>10</i> Feet	Depth of Hold <i>7</i> Feet
-----------------------	--------------------------------	-----------------------------

Room and Space	Scantlings of Timber		Thickness of Plank	
	Number	Particulars	Outside	Inside
Floors	10	Moulded 10 8	Keel to Bilge 2 1/2	Lumber Strakes 3
1 <sup>st</sup> Foothooks	9 1/2	8 7	Bilge Planks 4 1/2	Bilge Planks 3 1/2
2 <sup>nd</sup> Ditto	8	7 6	Bilge to Wales 2 1/2	Ceiling in Flat 2 1/2
3 <sup>rd</sup> Ditto	8	6 4	Wales 4 1/2	Ditto Bilge to Clamp 2 1/2
Top Timbers	8	6 4	Top-sides 2	Hold Beam Clamps 3 1/2
Deck Beams N <sup>o</sup> 16	4 feet	10	Sheer Strakes 9 1/2	Deck Beam Ditto 4 1/2
Hold Beams N <sup>o</sup> 4	19	10	Plank Sheers 2 1/2	Ceiling 'twixt Decks 3 1/4
Keel <i>of American Oak</i>	10	10	Water-Ways 5	Hold Beam Shelves
Kelsons <i>new in 1837</i>	17 1/2	17	Upper Deck 2 1/2	Deck Beam Ditto

Copper or Iron	Size of Bolts in Fastenings, distinguishing whether		Iron
	Copper	Iron	
Heel-Knee, and Dead Wood shaft	1		Hold Beams <i>all new</i> 7 1/2
Scarp of Keel N <sup>o</sup> 8	3/4		Deck Beams <i>partly new</i> 7 1/2
Floor Timber Bolts			
Kelson ditto <i>all through Nelson</i>	1		
Transoms and throats of Hooks			
Arms of Hooks			

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is *1 1/4* Inches. The Space between the Top-timbers is *3* Inches. The Stem, Stern Post, are composed of *British Oak* the Transoms, Aprons, Knight Heads, Hawse Timbers, of *British Oak* and are free from all defects. The Floors and first Foothooks are composed of *British Oak* Timber. The other Foothooks and Top Timbers of *Shore given in 1837 are Foreign Oak Other British Oak*. The Shifts of the first and second Foothooks are not less than *3* N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are *3*. The Frame is *well* squared from the first Foothook Heads upwards, and *very much* free from sap, and from thence downwards, the alternate Frames are *not* bolted together. *Fore & aft, but Midship they are* N. B. If not, state how bolted. The Butts of the Timbers are *not* close together; their thickness not less than *1/4* of the entire moulding at that place. The Frame is *not* bolted with *a* Butt at each end of the check. *upwards of 80 New Checks has been fixed*. The Main Kelson is composed of *Foreign Oak new in 1837* and the False Kelson of *Quebec Oak of great length*. The Scarps of the Kelsons are not less than *1* foot *6* inches. *The Main Kelson is 57 feet long without shaft*. The Deck and Hold Beams are composed of *British Oak*. **Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of *American Elm*. From the first Foothook Heads to the Light Water Mark of *British Oak*. From the Light Water Mark to the Wales of *British and Sutherland's Oak*. The Wales and Black-strakes are of *Sutherland's Oak mostly*. The Top-sides of *Foreign Oak*. The Sheer-strakes and Plank-sheers of *Do*. The Water-ways of *mostly of British Oak*. The Decks of *New Yellow Pine* State of *good quality*. The Shifts of the Planking are not less than *3* Feet *6* Inches. N. B. If less than prescribed by the Rule, state whether general or partial, and if partial, in what part of the Ship. The Planking is wrought *between* between the Decks of *Foreign Oak*. The Bilge Planks of *Foreign Oak*. **Fastenings.**—To Hold Beams *Eighteen of British Oak and Eight Strong Iron Bars*. *He fastened with new Iron Bolts*. Deck Beams *11 New British Oak knees with new Iron Bolts the Original ones are sound*. Number of Breasthooks *4* quite sound Pointers *1* Crutches *1*. *All the* Butts End Bolts are of *new Iron* in the Bottom, and *a* Bolt in each Butt End through and clenched. *all the* Bilge and Lumber Strakes are *newly* bolted through and clenched. Treennails of *Sea toned British Oak*. General Quality of Workmanship *is good & firm*. We certify that the preceding is a correct description of the above-named Vessel. Surveyor's Signature *John Jones*. Builder's Signature \_\_\_\_\_



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

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N <sup>o</sup> .	Yards.	Yards.	N <sup>o</sup> .	Yards.	N <sup>o</sup> .
Fore Sails,	150	Chain .....	1	Bower,	of Sufficient Weight
Fore Top Sails,	120	Hempen Stream Cable .....	7	Stream,	
Fore Topmast Stay Sails,	90	Hawser .....	6	Kedge,	
Main Sails,	90	Towlines .....	5		
Main Top Sails,	90	Warp .....	4		
		All of the best quality.			

Her Standing and Running Rigging are all new & sufficient in size and *very best* in quality.

She has *one Boat on Deck* Long Boat and \_\_\_\_\_

The present state of the Windlass is *very good* Capstan \_\_\_\_\_ and Rudder is *new*, with two new *Turns*

7 p. 37

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

Since this Vessel has been damaged on the day of her loss in 1837 she has been hauled to a well sheltered part of the Harbour, and left to remain there till the beginning of the last when she was lifted on blocks, and the Carling, Decks, Cabin, Forecastle, Lower Beams & Combs, being taken off, & cast to the water, as well as the main surface of the Outside planks to view, when at the request of the Owner I went on board when he further requested I should very particularly examine both hull & outside and mark out every visible defect in Timber, planks, or any other materials accordingly I have marked six upper Deck Beams, 11 upper Deck Knee Main Hatch Combing 15 Stanchions all of which has been replaced with New British Oak & fastened with new Iron Bolts. I have also marked 12 Floor 14 1<sup>st</sup> Joistheads, 16 2<sup>nd</sup> Joistheads, all of which I have been replaced with British Oak the Carling planks has been carefully numbered before they were taken off. On the 2<sup>nd</sup> October last, I have examined every plank of the hull before they were repaired—certainly they were quite sound well preserved from ship, and the most lengthy lot of planks that can hardly be met with they being 35 some 55 feet in length every plank has been repaired to its original place they were carefully bevelled and saw caulked from below by the 1<sup>st</sup> Joisthead he acts as the fore hold <sup>boards</sup> of British oak the two Middlestap are new, the others sound—how fastened see other side, she has a new Rudder on the bottom of Timber Oak extending above the Foremast and abaft Main mast, sided 12 ft mounted 7 inches she has new Hull Planking on the Bottom & Deadwood, are fastened with new Iron Bolts, fore & aft—she has been carefully bevelled & caulked over from keel to hatchways—no defects in planks has been found on the Outside—Her Equipment, consisting of a full set of Masts and Spars, All her Standing and running Rigging, Anchors, Chain Cables, Hempen Stream, Hawser, Warps &c; with a complete set of Sails. All the above Equipment, are new, made & completed in London, the respective qualities of which are of the very best, and equal in every respect, to the best 12 years ship, Her Hull is now in a complete and efficient state of repair—As the Timber & planks in the Top sides were new in 1837 and now appears to be good & sound—the Owner considered it the wisest & most proper the whole of her for the sake of having her repaired for restoration—therefore in accordance with the Rules, I am not authorized to recommend a higher Class than *second* through the above, the destruction of the Certificate had the Owner applied for a special Survey as per Rules

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

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

The Amount of the Fee.....£ : 10: is received by me, *J. H. Jones*

Special .....£ : :

Certificate (if required) .....£ : :

Committee's Minute *15<sup>th</sup> Feb 1845*

Character assigned *A-1 second repair*

*J. H. Jones*

The ...  
 to the ...  
 on the ...  
 as Mr ...  
 At the ...  
 in 1837 ...  
 Mast of ...  
 has been ...  
 held & ...  
 and ...  
 washed ...  
 and the ...  
 the ...  
 In ...  
 having ...  
 the ...  
 She ...  
 did ...  
 lost ...  
 Run ...  
 with ...  
 cost ...  
 per ...



## Appendix E Cargo explanation

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

**Soumak** is a tapestry technique of weaving strong and decorative textiles used as rugs and bags. Soumak is a type of flat weave, somewhat resembling but stronger and thicker than kilim, with a smooth front face and a ragged back



Fig. 2 Map of Wales with Ports marked

-



→ Winterton → Lannion → Alexandria → Caen → Elsinore  
→ Antwerp → St Malo → Scilly → Boulogne



Fig. 4 Map of the United Kingdom with Ports marked

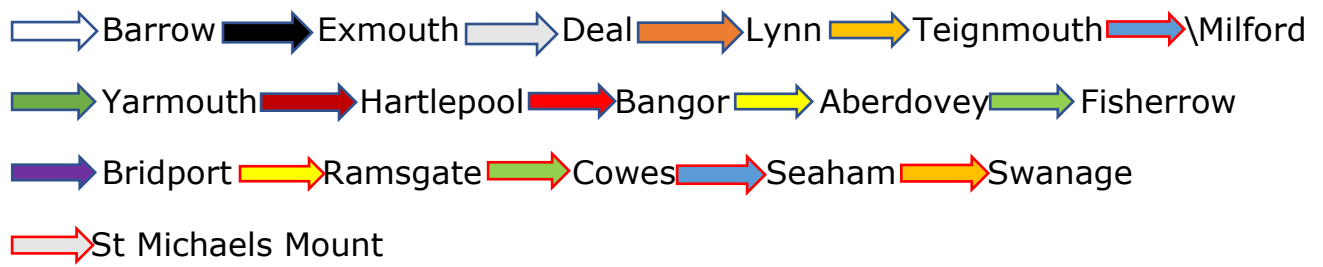




Fig. 5 Map of Ireland with Ports marked

→ Cove of Cork