

Welsh Wreck Web Research Project (North Cardigan Bay)

On-line research into the wreck of the: *EZEL*



EZEL when was it lost ?

Report compiled by:
Graeme Perks

Report Title:

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

Compiled by:

**Graeme Perks
graperks@aol.com**

On behalf of:

Nautical Archaeology Society
Fort Cumberland
Fort Cumberland Road
Portsmouth
PO4 9LD
Tel: +44 (0)23 9281 8419
E-mail: nas@nauticalarchaeologysociety.org
Web Site: www.nauticalarchaeologysociety.org

Managed by:

Malvern Archaeological Diving Unit
17 Hornyold Road
Malvern
Worcestershire
WR14 1QQ
Tel: +44 (0)1684 574774
E-mail: MADUdiving@gmail.com
Web Site: www.madu.org.uk

Date:

July 2020

Report Ref:

Leave blank

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.

2.0 Index

2.1 Table of Contents	Page No.
1.0 Abstract -----	3
2.0 Index -----	4
2.1 Table of Contents	4
2.3 List of Pictures	4
2.4 Contributors	4
2.5 Abbreviations	4
3.0 Introduction -----	5
4.0 Background -----	6
5.0 Research Methodology -----	9
6.0 Results -----	12
7.0 Analysis -----	24
8.0 Conclusions & Recommendations -----	27
9.0 References -----	29

Appendices:

Appendix A – Lloyds Register entries -----
Appendix B – Record of voyages -----
Appendix C – Appropriation Book
Appendix D – Photographs of Ezel
Appendix E – Crew Lists 1915
Appendix F – Mercantile Navy Lists
Appendix G – Crew List index Glamorgan Archives
Appendix H – Location of Ports

2.3 List of Pictures

Page No.

Front Cover: Ezel -----	1
Fig. 1 Ezel under repair Cardigan -----	47
Fig. 2 Ezel aground -----	48
Fig. 3 Painting Ezel under sail -----	49

2.4 Contributors

Madu

2.5 Abbreviations

MADU Malvern Archaeological Diving Unit

NAS Nautical Archaeology Society

RCAHMW Royal Commission on the Ancient & Historical Monuments of
Wales

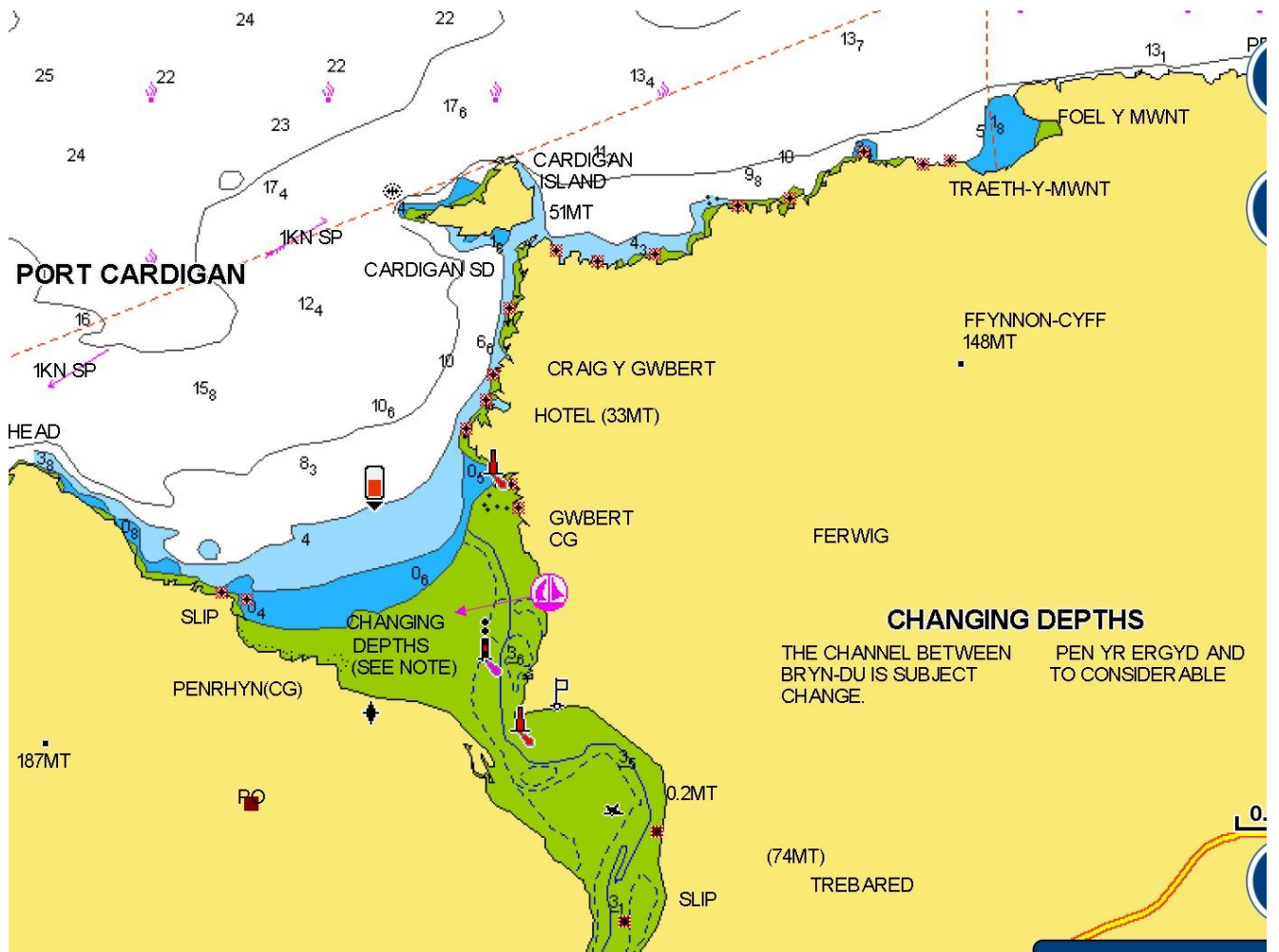
3.0 Introduction

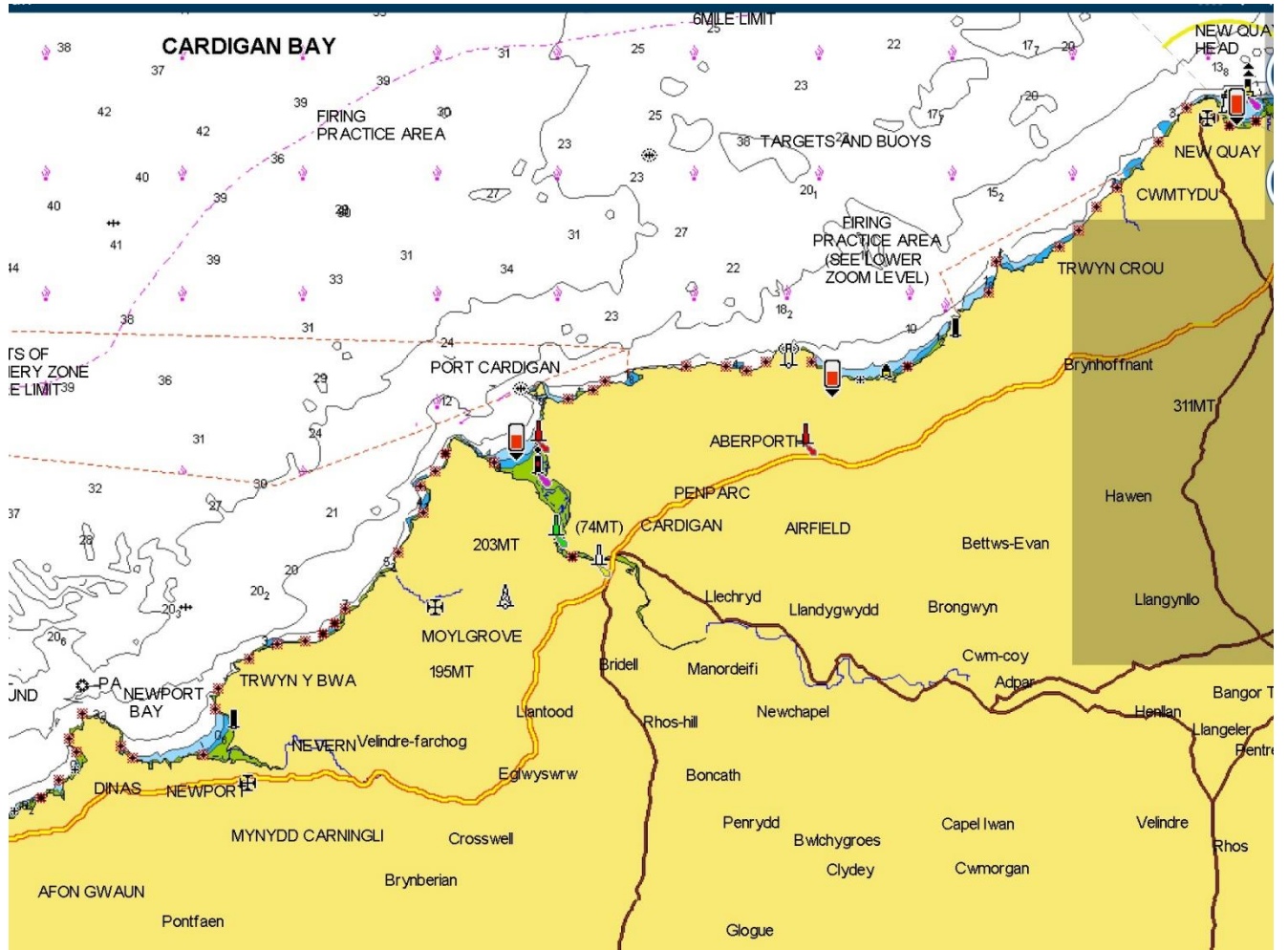
- I choose the Ezel to research as my fifth wreck during the coronavirus lock down because I thought it was an unusual name so searching on line should not produce other vessels of the same name. It was not in the same location as the other wrecks I had researched and a google search produced information about the vessel that interested me. I wanted to find as much information about the history of the vessel as possible, any incidents that it had been involved in, what type of loads it carried, to where, who was the master, who were the crew and the story of how & when it was lost.
- It was built under special survey but not for a particular owner and is recorded in Lloyds register.
- It is recorded in the Mercantile Navy list as registered at Cardiff except for two years after its stranding in 1905 and then appears again registered at Cardigan until 1917.
- The Ezel was a three masted Schooner, 100 feet in length, 22 feet 4 inches wide, 12 feet 6 inches depth.
- The many voyages are recorded in newspapers of the time and its mishaps. Its stranding on the Bar at Cardigan and sale by lots where it lay. Its sale after repair, its continued use for trade and final sinking.
- The voyage which ended on the Bar at Cardigan was from Antwerp to Cardigan and was not a usual port of call. The shallow estuary with a bar of sand/shingle restricted the size of vessel able to enter the port. It was dangerous for vessels over 300 tons burden to enter and Ezel was about this size.
- The Ezel stranded on the Bar in the Estuary, would not re-float and started to leak. It only warranted a mention in Lloyds list when it started to leak.
- It was then advertised for sale by lots at a public auction where she lay. She then reappears for sale and continues trading until sinking in 1917.
- There is no record of previous research, but some of its final sinking
- The site of her sinking in 1917 has been dived & is recorded on "Wreck site EU"

- There is no record of salvage from the vessel, the final cargo in 1917 was china clay which is not a cargo of value to recover. The cargo of basic slag was partly recovered from the vessel in 1905 before it began to leak damaging it. There is a record that it was sold complete at the auction , not just the hull separate from sails, ropes, anchors etc mentioned in the notice of the public auction.
- The final sinking is recorded on "wreck site EU "and" Uboat net" and also its location.

4.0 Background

I only knew that the Ezel was recorded as a schooner lost 0.5 M inside the Cardigan Bar before I started to research her. I was surprised by the results of a Google search of her name which was my first search on line.





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.

I searched on Google for "Schooner Ezel" and was surprised by the results.

I found Wrecksite EU and paid £3.75p for four photographs, details of the wreck site location, a description of the wreck today and how it sank.

I found UBoat net with details of its sinking, the Uboat involved and its fate.

I searched the British Newspaper Archives for Ezel, this found everything that could be corrupted to Ezel or Ezell and contained anything like it including **ezellent**. This involved searching about twenty pages of records, for each year, each with about ten items in them, I then changed to selecting Lloyds list if available for that year first, then the Shipping & Mercantile Gazette and then individual papers I had found with shipping news in Wales or the north east to reduce the time taken to view each abbreviation of a page. I then searched "schooner Ezel" as all the reports of mishaps or incidents started with this description of the vessel.

This is a paid for site I initially purchased for one month for £12.95p, but they somehow managed to charge me for a second month without my consent and convinced paypal I had authorised the charge so I carried on using it after cancelling the automatic charge. A three month contract is £6 per month but cancel the automatic renewal if you use paypal.

The search is available in 50 year sections from 1750 to present, which can then be selected in ten year sections, followed by single year's and month and few days within that year. The newspapers can be selected to all or individual papers or publications but not all years are available for all newspapers, for instance 1902 and after 1913 or missing in Lloyds list. Like all scanned material the search does not always find everything or anything that's searched for but I have found a repeated search for a single year sometimes works. The search items are highlighted with a small blue box, but with lines and lines of small text I found I had to enlarge the page and scan for blue to find it. It is not 100%, sometimes it is misplaced or absent. This is not a problem with Lloyds register since it's possible to find the correct page as its listed alphabetically but lists of ports with lists of vessels arriving, sailed etc is more difficult, as the port is not always known.

I used crewlist to search the mercantile navy lists and for crew lists but these are not available on line, except for 1915. The remainder are held in the Glamorgan archives office for the period Ezel was registered at Cardiff (1873 – 1905) except 1875, 1885, 1895 and 1905 which are held at the Nation Maritime museum, Greenwich and after 1914 which are held by the Maritime History group,

Newfoundland, Canada. It also showed Shipping registers for Cardiff held in the Glamorgan Archives 1859-1881(actually 1824 – 1994).Each file contains correspondence and forms relating to registration of ships. Transaction registers record changes in ownership, only these details available on line. The Customs records also show ownership records to prove title and history of the ship but not voyages.

I searched the National maritime museum for the crew lists for 1915 which have been made available on line.

The Glamorgan archives are catalogued to search on line showing the date, owner, master, a description of the holding and the extent (No. of booklets). This is useful as in the case of the master of Ezel recorded as Deacon in Lloyds lists is two different people Tho.(Thomas) and E (Edward) Deacon, both of Padstow. Tho. Deacon is also shown as the owner from January 1884. The owner changes to Mary K Deacon

I searched the Welsh newspapers at The National Library of Wales for "Ezel" and found a surprising amount of reports I had not found considering I had searched the paid for site British newspaper archives first. This included the report of Ezel putting to sea after repairs and solved my questions concerning the reason for her sale at auction and what was bought, by who (it even gave the price paid). I had guessed correctly why it was put up for auction, but it was only a guess.

The records appear as an abbreviation, but clearer and easier to read than the British newspaper archive. It can be opened, but often the information of arrivals and departures is clear without opening the individual paper, saving time. The search criteria "Ezel" is highlighted in orange making it easy to find on the page.

I searched Lloyds Register and found the years available 1883, 1889, - 1893 (blank), 1894, 1896, 1897, 1898

I searched Lloyds Register Casualty returns for 1905 with no record.

I searched Lloyds Register Casualty returns for 1917.

I searched Lloyds Register for copies of surveyors reports with no record

I searched the Maritime History Archive for 1881 crew lists on line with no record of Ezel, 68146 or the master Edward Deacon, Ezel ,68146

I searched Cofelin with no record

I searched the Ceredigion archives but the crew list for Ezel from 1905 until 1917 but they have not survived with exceptions of 1915 which is held by the National Maritime Museum, and after 1914 which are held by the Maritime History group, Newfoundland, Canada.

I searched the National Maritime Museum for ships plans with no record

I searched FamilySearch for Edward, Thomas & Mary K Deacon, George M Beer, John Rendel, George Cowling without a match

6.0 Results

Vessel	Name/s	Ezel		
	Type	Three Masted Schooner		
		.		
Built	Date	Launched July 11 1873		
	Builder	W.H. Tonkin		
		West Bute Dock, Cardiff		
Construction	Materials	Wood, copper fastened		
	Decks	One		
	Bulkheads			
Propulsion	Type	Sail on 3 masts and bow sprit		
	Details	Fore & aft rigged		
Engine	Details	n/a		
	Boilers			
Drive	Type			
	Number			
Dimensions	Length	100 ft	0 ins	
	Beam	22 ft	4 ins	
	Draught	12 ft	6 ins	
Tonnage	Gross	162		
	Net	138		
Owner	First	Robert Mark		
		Cardiff		
	Last	Managing owner Wm, Hutchings Jnr		
		Middle Street, Padstow		
	Others	See appendix G		
Registry	Port	Cardiff - 1908 to 1917 Cardigan		
	Flag	British		
	Number	68146		
History	Routes	Cardiff		
		South America & USA, British ports & Europe		
	Cargo	China clay, coal, iron, bones, slag, ice, scrap metal, fish, ore, plaster of paris, manure, cement, linseed cake, sugar, glass sand,		
Final Voyage	From	Antwerp		
	To	Cardigan		
	Captain	O.Watts		
	Crew	5		
	Passengers	None		
	Cargo	Basic slag manure		
Wrecking	Date	1-9-1905		
	Location	Cardigan bar, 0.5m inside, river Tivy		
	Cause	Stranded & lost inside the Bar in wind conditions NNW F7.		
	Loss of life	none		
	Outcome	Total Loss, Salvaged, Re-floated, repaired & used		

I have used the spellings for town and persons used in the records, newspaper reports I found,
I know that now that many of these are an anglicised versions of the Welsh spellings.

I have completed the above table for its loss in 1905 and will show the details for its sinking in 1917 separately.

The Cardiff & Merthyr Guardian July 12 1873

A wood built schooner was launched on Friday from the yard of Mr W.H. Tonkin, West Bute Dock. The vessel is named Ezel.

Shipping and Mercantile Gazette September 25 1874

The Schooner Ezel, now at Gloucester;

Length 100x22x13;155 tons register; carries 300 tons d. w.; classed eleven years A 1 at Lloyds; copper-fastened; sails fast; shifts without ballast; built 1873. For further particulars apply to Mr W.H. Tonkin, shipbuilder, Cardiff

Merthyr Telegraph January 5 1877

Disastrous Gale

Falmouth- Ezel, Rendel, from Paraiba for orders, with loss of sails and portion of bulwarks both sides carried away; the vessel was stranded and made a little water.

Cardiff Times June 22 1878

Port of Cardiff – sale of shares in steam & sailing vessels

Messrs Stephenson, Alexander & Co., are instructed to sell by auction the following shares;

Lot 2 Eight sixty-fourths of the schooner Ezel, of Cardiff, 155 tons register, built in Cardiff in 1873, classed A 1 11 years, length 100 feet, breadth 22 2-10ths feet, depth 12 feet 6 16ths.

The Ezel can be seen at Mr Hodges Dry Dock, Cardiff

Shipping and Mercantile Gazette July 11 1879**Ships for sale**

The Schooner Ezel 155 tons register;

Has carried 284 tons of coal, launched July 1873; A 1 eleven years. Now on her way from west Indies. If necessary part purchase money might remain on mortgage. Apply Barnes, Guthrie & Co., Cardiff

Western Mail July 1879

Mr W.H. Tonkin, shipbuilder of The Parade, Cardiff died on July 7 1879 aged 56

Shields Daily Gazette and Shipping Telegraph 15 July 1879

The Ezel from Tobagos, with colonial produce, put into St Vincent I.W. on 15 July. She hand grounded at Canovan, but afterwards came off in a leaky condition. She has been surveyed and recommended to discharge and dock for repairs; cargo will be saved probably in good condition.

Shipping and Mercantile Gazette August 7 1879

Tobago- Ezel orders at St Vincent (WI) to discharge and dock for repairs having been ashore at Canovan

Shipping and Mercantile Gazette August 27 1879

St Vincent ; Ezel – Captain signed bottomry bond for £562 at a premium of 10 per cent. Sailed on 19th. – (The above is favoured by Salvage Association)

Lloyds List May 1 1880

Runcorn, April 29:- The brigantine Ariel, and the schooners Ezel and Bispham when being towed in her yesterday fouled the schooner John and afterwards grounded, but all three floated and came into dock last night's tide, the Ezel and Bispham with serious damage and making water. The Ariel sailed today with but trifling damage.

Liverpool April 30 1880 11.41 am The Bispham, of Fleetwood, Ariel, of Plymouth, Ezel, of Cardiff all from Runcorn for Newcastle, cargo salt, were in collision 28th abreast of Westonpoint through grounding. The Bispham has sustained considerable damage to stern, and vessel is strained; the Ariel sustained damage to stanchions, rails, bulwarks, &c.; the Ezel lost bulwarks, stanchions, and rail, and is also strained badly, and makes water.

Lloyds List July 19 1883

Ezel Cuxhaven July 19 ; - The schooner Ezel , Deacon bound for Helsingborg has put into the harbour here with loss of boat and an anchor.

Shipping and Mercantile Gazette December 16 1883

Ezel.- Charlestown, Cornwall, Dec. 16 8.25 am The schooner Ezel of Cardiff (coals), Deacon, in taking the basin last night at high water, not answering helm quick enough, went ashore back of east pier. She discharged 50 tons of coal during the night and got off this morning with the aid of tug. She makes little water, and is supposed not much damaged

Shipping and Mercantile Gazette May 9 1884

Ezel. – New Brighton, May 8, 4 pm.- The Ezel schooner, of Cardiff, from Poole for Runcorn, clay laden, dismasted, has been towed here from NW lightship, Liverpool Bay, by Dynamic (s) of Belfast, having lost both masts in a heavy squall at 4 am today and anchored.

Shipping and Mercantile Gazette May 14 1884

Ezel. – Report of Edward Deacon, master of the schooner Ezel, of Cardiff, 155 tons, from Poole 30 April 10 am, for Runcorn with 250 tons of pipeclay: - Proceeded, and all went well until this morning, when we arrived off the North-West lightship at about 3 am., and hove to, it being near low water. It was then blowing strong from the W. On Thursday, May 8 at 4 am, tide being low, weather clear, wind W., blowing a fresh gale, with a considerable sea from the w., the vessel was hove to under single-reefed main-sail and fore sail, and topsail, forestay sail and standing jib. I was on deck with all hands. We were on starboard tack, In the act of putting about all three stays gave way, and the masts carried away, and the wreckage went over the side. We tried the pumps and found her making no water. I saw a steamer which proved to be the Dynamic, and signalled him. He bore down on us and took us in tow without agreement, and our tow rope gave way about the Bar Light ship; but he continued towing with his own rope, and brought us up the river, where we anchored off Egremont about 9.0 am – Liverpool May 8.

Lloyds List October 26 1887

Ezel.- Galway Nov.23 – the schooner Ezel, of Cardiff from Glasgow with coal, iron and plaster of paris, struck on Black rock, in this bay, last evening, but came off and anchored in the roads, making about a foot of water per hour.

Lloyds List November 29 1887

Ezel – Report of Edward Deacon, master of the three masted schooner Ezel, of Cardiff, 155 tons, from Glasgow, Nov.17, at noon for Galway with 275 tons coal, iron and plaster of paris: - Proceeded, all going well until arrival in Galway Bay on 22d, at about 6 pm., tide half flood, weather hazy, wind E.N.E., blowing a moderate breeze, with a smooth sea, tide setting to the eastward. Put vessel on starboard tack, close hauled under all plain sail, Mutton Island light barely visible on starboard bow, and stayed again when the light bore E., about 6 45 pm. At 7 pm tide about half flood, weather dark and hazy, wind N.E., a moderate breeze, with a smooth sea, the vessel was close hauled on the port tack, under plain sail, steering about E.S.E., deponent in charge of the wheel, mate and four hands forward on lookout, when she struck stem-on and grazed on the rocks for some distance, on what has been found to be Black Rock. Vessel fell off to the south ward, as if she was caught by the heel. Hove lead and found 11 feet aft. Set square sail, and after about 15 minutes she came off, in about an hour anchored in the roadstead, making about a foot of water an hour. No salvage services were rendered.- Galway Nov.23

Lloyds List October 15 1892

Change of ownership

Ezel (68146) Wm Hutchings Jun., of Middle Street, Padstow, ship owner

Lloyds List November 30 1893

Ezel – Helvoet, Nov.30. – The Ezel from Pentewan, which went aground in the river, has been got off by a tug, without damage

Lloyds List December 11 1894

Ezel – Weymouth, Dec. 10.- The three masted schooner Ezel, of Cardiff, Deacon from Newcastle for Exeter, with coal, has put in here leaky, but not to any extent, having been aground east of Dungeness Light on Dec.8, where she remained fast for about an hour.

Lloyds List January 4 1899

Ezel – Cardiff Jan. 3, 3.15 pm – Ezel sailed hence coal laden, put back West Dock with extensive sea damage to bow deck, &c.

Lloyds List January 5 1899

Ezel – Cardiff Jan. 4 – The three masted schooner Ezel, which left here on Friday coal laden for Plymouth, put back to Bute West Dock on Tuesday with her sails gone and considerable damage to her bows having experienced the full force of the gale.

Royal Cornwall Gazette November 15 1900**The Gale – Casualties at Padstow**

The schooner Ezel which arrived at Padstow on Wednesday week, felt the full force of the Tuesday nights gale on the passage between Milford and Padstow. Her steering went wrong and in putting it right the master Captain W. Hutchins, got a nasty knock on the head and a cut on the hand, while some of the crew received bruises. Captain Hutchins made land about 5 o' clock on Tuesday morning, and wisely decided to wait till the next flood tide before running for the harbour. He describes the sea during the gale as very high and very short. On examination, it was found that two of the rudder pintles were carried away.

Lloyds List March 9 1904

Ezel;- Padstow, March 8 – The schooner Ezel, Watts arrived at Woodbridge, from Runcorn, with a cargo of manure, has sustained some damage to the upper portion of her cargo, caused apparently by the vessel straining at sea, chiefly between the fore and mainmasts

Lloyds List October 7 1905

Ezel – St Dogmaels, Oct. 6, 2 pm – Schooner Ezel number 68146, cargo basic slag, stranded Cardigan river, Oct. 1, and has since sprung a leak badly damaging remaining part of cargo. Will apparently need repairs before proceeding another voyage

Western Mail October 18 1905

Town of Cardigan

The fast sailing 3 Masted schooner Ezel of Cardiff

137 tons regt., dead weight 270 tons. Will be sold by public auction at Tivy-side walk on October 21st 1905 by Mr J. Evans auctioneer.

The above vessel will be sold as she lies in the river Tivy, where she can be inspected any day at low tide on a flat hard bank; anchors and chains, sail and ropes etc will be sold in lots that will suit purchasers, all of which are in excellent condition; also one almost new boat, 15 feet long.

For further particulars apply auctioneers High Street, Cardigan

Belfast Newsletter July 12 1906

The schooner Ezel 138 tons register lying at Waterford has been sold for £850. She was built at Cardiff in 1873 and carries 280 tons d. w. Dimensions 100ft x 22.4ft x 13.6ft

Lloyds List November 12 1907

Signal letters allotted

HLSE Ezel of Cardigan

Welsh Gazette and West Wales Advertiser December 26 1907

The Ezel – Some interest was caused by the departure from the quay at Cardigan last week, of the three masted schooner Ezel. The vessel, which looked extremely spic and span, was towed down the river by the s.s. Albion, and after crossing the bar, she shaped a course for a Cheshire port, where she will load with coal and proceed to Plymouth. She is manned by a crew of six, five of whom belong to Cardigan, the captain being Captain Beer, formerly captain of the Katie Darling. Mr D. Davies late of the ship Cardigan, is the owner. It will be remembered that was on the 1st October 1905 that the vessel grounded on the Cardigan Bar. She had started from Antwerp with about 300 tons of basic slag

manure, and owing to the fact that she was drawing two feet more of water than was considered safe in crossing the Cardigan Bar, she unloaded about 70 tons of her cargo at Fishguard, practically the whole of this amount being taken from her amidships. When she grounded, she strained her timbers in the middle owing to the great weight fore and aft, and in the familiar language she "washed" underneath. As it was considered that it would not be possible to get her off for a fortnight or so, arrangements were made to sell the ship and cargo where she lay, and it was Mr Davies who gave a little over £50 for the whole concern, ship and cargo. Having got the cargo off and disposed of it to neighbouring farmers, he caused the vessel to be beached near the Netpool, and she had lain there ever since until recently undergoing necessary repairs. She was formerly a Cardiff owned ship, but now the port has been changed to Cardigan.

Welsh Gazette and West Wales Advertiser January 30 1908

Memorial Notice

Mr DD. Davies. J.P. Stanley House

It is our painful duty to record the death of Mr David Davies, J.P., of Cardigan, who died on Monday week. Mr Davies was taken suddenly ill with paralysis about a fortnight ago. He was making progress so far as that was concerned, but unfortunately he contracted a chill, and double pneumonia supervened, to the effects of which he succumbed.

The deceased gentleman, who was a native of Cardigan, was the son of a master mariner, who was part owner of the brig Hermione, and it was his mother who so successfully conducted the wine and spirit business at the house in Pendre know as the "Ship". In early life, Mr Davies took over this business, and by his really striking aptitude he soon made it a more flourishing business, which necessitated the building of a more suitable and spacious premises. He was one of the most successful business men in Cardigan, and was at one time the sole owner of the Cardigan bonded stores. He was also a large shareholder in the Swansea Old Brewery Company, and when these two businesses were amalgamated and floated as a public company he was made chairman and managing director, which position to hold with credit for years. Although he had retired from public life for some years he still continued a lively interest in his concerns until his death he was largely interested in dwelling houses and ships, and vessel (the Ezel) which he had repaired and had lately left for Plymouth was referred too in this newspaper a few weeks ago. He was twice Mayor 1890-92 after being an Alderman

The Globe May 15 1908

Schooner on the Rocks

A Plymouth message states that during the night, when a strong south westerly gale with heavy rain prevailed, The three masted schooner Ezel (140 tons) of Cardigan, drove onto the rocks in Batten Bay.

The vessel arrived at Plymouth late evening from Point of Ayr with a cargo of coal, and anchored in the sound. About 2.30 flares were burned by the crew for assistance, and the tug Mildred found the Ezel had dragged her anchors and gone ashore on the rocks under Batten Coastguard station. The schooner was towed from her dangerous position, but the hawser parted and she was again driven on the rocks smashing her rudder. The next attempt was more successful and with the aid of additional tugs the schooner was successfully taken into Sutton Pool.

The Ezel was not seriously damaged but was making water. She carried a crew of five and was commanded by Captain Beer.

Lloyds List November 17 1900

The schooner Ezel from Ipswich to Barrow with grain, which grounded on the Godwins this morning, but was afterwards re-floated and towed by a lifeboat into Ramsgate

Cardiff Times February 13 1909

Admiralty cases

Tender of £100 upheld. On Monday Mr Justice Bargrave Dean sitting with Trinity masters, had before him a claim by the owners and crew of the Tug *Aid* and the coxswain and crew of the Ramsgate lifeboat, *Charles and Suzanna Stevens*, for salvage remuneration in respect of services rendered to the schooner Ezel, belonging to Mary Davies, of Cardigan. According to the plaintiffs case at 2.40 am on November 16th last the master of the *Aid* received information that distress signals were being shown from the *Gull light-ship*. The crew were immediately summoned and shortly before 3 o'clock the tug proceeded out of Ramsgate harbour and picked up the Charles and Suzanna Stevens, whose coxswain had manned her on receiving the same information as the tug master. About a quarter of an hour afterwards a flare was seen burning in the direction of the north part of the Goodwin Sands. According to the plaintiffs, the schooner was in a dangerous position, hard and fast on the sands. With the assistance of

the lifeboat, the tug made fast to the schooner and after towing at her for a little time, got her off into deep water. The tug then towed the schooner to Ramsgate, the lifeboat being made fast astern. The defendant admitted that salvage services were rendered by the tug and some slight service by the lifeboat, but they pleaded that the position of the ezel was not one of danger, and that she would have come off unassisted shortly before high tide. Defendants tendered and paid into court £100, which they said was sufficient to satisfy the plaintiffs claim.

His Lordship, giving judgement, said in the circumstances he was of the opinion that the tender of £100 was ample and sufficient.

Flintshire Observer Mining Journal and General advertiser May 6 1909

Connah's Quay, sailor drowned while mooring

On Monday morning, a sad drowning fatality occurred in the river Dee at Connah's Quay, the victim being a seaman named James Thomas aged about 52 years. It appears the Ezel, a three-masted schooner, belonging to Cardiganshire, had been unloading a quantity of pig iron at Hawden Bridge works, and on Monday morning she shifted from Summers jetty down the river to Lower Stage, for the purpose of mooring. The vessel was safely moored, and Thomas got on the jetty, fastened the ropes, and made everything secure. Shortly afterwards the captain (George Beer) noticed the deceased cap floating by the vessels side, and on looking round could find no trace of the mate (Thomas). He heard no splash into the water, but being unable to find Thomas on board the vessel, he came to the conclusion that Thomas had fallen into the river, which was at high tide at that time. He at once communicated with the Police, and Sergeant Walter Hill hastened with the grappling irons, followed by John Latham, John Hewitt, Thomas Taylor and Robert Jones, Connah's Quay fisherman. Every effort was made to discover the body, and it was ultimately found by John Hewitt, under the anchor of the vessel. The body was conveyed to the Quay mortuary. Deceased had been in the district only a short time, and had recently joined the schooner Ezel

Wreck site EU

On September 8th, 1917, Ezel, on a voyage from Teignmouth to Treport with a cargo of china clay, was sunk by gunfire by the German submarine UC-51 (Hans Galster), 20 miles north of St. Valery-en-Caux. There were no casualties.

The wreck today

Lies to starboard side, big hole at the stern part. Orientation SE-NW. Wreck has a length of 40m.

Latitude: 50°15,900'N

Longitude: : 00°24,898'E

This location is in French territorial waters

U Boat Net

Uboat	UC 51
Type	<u>UC II</u>
Shipyard	<u>Germaniawerft, Kiel (Werk 267)</u>
Ordered	12 Jan 1916
Launched	5 Dec 1916
Commissioned	6 Jan 1917
Commanders	6 Jan 1917 - 28 Apr 1917 Kptlt. <u>Wilhelm Schröder</u> 29 Apr 1917 - 17 Nov 1917 Oblt. <u>Hans Galster</u>

17 Nov 1917 - Sunk in the English Channel, in position 50.08N, 03.42W by a British mine.. 29 dead (all hands lost).

Lloyds Casualty Report July 1 1917 to September 30 1917**WAR LOSSES****Sailing Vessels**

No. in Reg -Book 1917	Name of Vessel	tons net	Nationality	Type
361	EZEL	141	UK	W 3m Sr

The National Archives

Ship Ezel, official number 68146.

When built: 1873. Register closed 1917

Not available on line

7.0 Analysis

Ezel was built in Cardiff in 1873 by W.H. Tonkin under special survey without an order from a particular owner, and he started advertising her for sale without a name before she was launched. She was given class A 1 by the surveyor for eleven years. The vessel did not sell straight away and was moved to Gloucester and re advertised.

She was registered at Cardiff in 1873 with W.H. Tonkin as the owner and appears in the Mercantile Navy list in 1874 with the owner listed as W.H. Tonkin, changing in 1875 to Robert Mark, Cardiff.

Mr W.H. Tonkin, shipbuilder of The Parade, Cardiff died on July 7 1879 aged 56

Ezel was not laid up but started trading with the first voyage recorded in July 27 1873 from Madeira.

A share in Ezel was advertised for sale in 1878 by public auction and the complete vessel in 1879 but the first recorded change on ownership was in the Mercantile Navy List of 1887. Thomas Deacon of Padstow was the new owner, an Edward Deacon of Padstow became the master in 1884 until 1896.

The crew lists for December 1877 show Jn. Guthric as the owner and Barnes Guthric & Company from July 1878 to March 1879.

Lloyds Register shows ownership changing to Robert Mark in 1874/5

The owners on crew list, Mercantile Navy list and Lloyds Register do not reflect each other so I suspect the crew lists relate to whoever is controlling the vessel rather than legal ownership. The sale offer in 1879 offers the sale with part remaining as a mortgage which I suspect means ownership would not be transferred until the mortgage was paid.

In its early life Ezel made a number of trans-Atlantic voyages but I suspect its load carrying capacity was insufficient to make this a profitable model of trade.

Its voyages were then restricted to Europe generally and many of the smaller ports.

I have provided an appendix H to illustrate where the places I thought were obscure were located. Some of these are not now active ports for shipping either due to silting up or competition from road and rail. I found some of Lloyds List spellings difficult and amusing (Monte Video). There are a couple I cannot find due to mis spellings " Mouscove ".

It sustains damage from gales on a number of occasions which is recorded in Lloyds Register in repairs 1878,1880,1884 & 1888 and newspaper report in Lloyds List or other papers.

The British newspaper archives provided most of the reports but the National Library of Wales archive of Welsh newspapers provided some important missing reports.

The limited transcribes of crew lists at the Glamorgan archives provided details of owners and masters for many of the years Ezel was registered at Cardiff and details of the full records. If any further details of crew were required a visit to the archives when they reopen is required.

The Cardigan records do not seem to have survived.

The final voyage Ezel made from Antwerp to Cardigan carrying basic slag a fertiliser, often called manure at this period in time, required it to unload some cargo before entering Cardigan. This was done at Fishguard but is reported to have been taken mainly from amidships. The voyage continued apparently on a spring tide as Ezel was on the limit of the size of vessel that could safely enter Cardigan due to the Bar in the estuary. The bar consists of sand and gravel bank thrown across the entrance by the action of the sea and the river emptying into the sea at this point. It greatly reduces the depth of water and restricts vessels entering or leaving.

The uneven loading of the ship with the fore and aft being heavier caused the timbers to strain and with the uncertain date it may be possible to re- float the ship led to the vessel being offered for sale by lots at a public auction. See photographs Appendix D of the ship grounded and being repaired later.

The vessel had in effect been declared a total loss but the only report was of its grounding and it was not listed in Lloyds Register of Casualties even though it is over 100 tons. The auction was advertised locally with the intention of selling it by lots consisting of anchors and chain, sails, ropes etc.

The next report I found detailed its purchase complete for £50 by a local business man David Davies, repair in Cardigan and sailing after repair two years later.

The Newspaper archive does not have Lloyds Lists after 1909 and Lloyds Register is not available on Line for these dates. Ezel reappears in the Mercantile Navy list in 1908 registered at Cardigan with managing owner David Davies and the details remain the same until it disappears from the list in 1918. Mary Davies is recorded as the owner in an Admiralty case in 1909

There are newspaper reports of incidents involving the ship after its sailing from Cardigan and it appears Captain Beer was the master until the second half of 1915 when John Jones becomes the master and all the crew change.

The ship appears in Lloyds Register casualties in War Losses in June to September 1917.

The Wrecksite EU and UBoat net report it was sunk by gunfire from the German Uboat UC 51 about 20 miles from St Valery and all the crew survived. The common practice at this time was for Uboats to save their torpedoes and surface firing a warning shot. If the ship stopped it was accepted it had surrendered and the crew were allowed to abandon the ship in the ships boats before it was sunk, in this case by gunfire.

The UC 51 itself only survived until November the same year when it was sunk by a British mine in the English Channel, there were no survivors.

The final voyage of the Ezel was from Teignmouth to Treport carrying china clay, there is no record on line of its master or crew. David Davies is still recorded as the managing owner despite the fact he died in January 1908.

8.0 Conclusions & Recommendations

I have spent over 50 hours on this project partly because until I started selecting the newspapers to view I had hundreds of articles to view selected by the search "Ezel". I spent about 80% of that time on line.

Ezel obviously failed to unload sufficient cargo because it grounded on the bar and the action of the sea built up sand on its lee ward side. The heights of tides falls after the spring tide and it is two weeks before the next spring tide which may well have a lower height which means waiting another two weeks for the next. The tidal heights are also affected by atmospheric pressure and the day of its loss the wind was reported at Force seven which means a low pressure area increasing tidal height and may also be affected by the wind direction

The average barometric pressure for the United Kingdom varies between 1016mb along the south coast of the U.K. to 1011mb in the north of Scotland. A difference from the average of 1mb can cause a difference in height of about 1cm.

This uncertainty is mentioned in a newspaper report along with the damage as the reason it was to be auctioned by lots. It also took from October 7 1905 when it grounded until December 1907 when it sailed on its first voyage to repair it, so it was not easily re - floated and repaired.

There is a newspaper report of its sale in Waterford for £850 in July 1907 but this does not fit the later report or details of ownership which list Mr David Davies from its registration at Cardigan in 1908. He was also reported to have bought it at the auction.

There is also a report of July 30 1894 of it arriving at Gravesend from Defzyl but the sailing two days before is to Galway and the one after is from Galway. I suspect this is a mistake by Lloyds list which happened on another occasion but I found the correction that time. There is no other ship called Ezel in Lloyds Register or Mercantile Navy list but there is an Exel.

The final position of the Ezel when it was sunk is in French Territorial waters about 20 miles north from St Valery en Caux so it is not suitable for the NAS adopt a wreck scheme. It is reported as lying on its starboard side with a large hole in the stern. It is shown from charts of the area to be lying in 30+ metres of water and the ports in this area are accessible only with the tide and tidal flows would also restrict diving. It has been dived but any survey with these restrictions would take numbers of dives over a period time without problems with the weather.

I have enjoyed researching this ship but its story I am finding as I research more ships is far from unique and many smaller ships are re - floated after grounding or sinking and reused, many in a short time. This was not a period of expensive electrical equipment or fittings easily damaged by immersion in sea water.

I continue my education in on-line research with this vessel and the better selection of search words and selecting smaller periods of time and where to search.

The on-line course Using Lloyds Register has taught me to search more efficiently and understand the limitations of the technology used to search texts. I also use the keys in each addition of Lloyds Register to understand its entries and that they vary as do the details included. I no longer rely on the on line search to find entries, I manually search, this is quicker because it rarely finds them and then after waiting I then have to search manually.

I found the National Welsh Library newspaper archive useful and it produced reports not in the British newspaper archive.

An initial Google search on the vessels name is also worth while as it produced useful results with this and another ship which pointed me in the direction to find more information.

I cannot see any further avenues available for on line research only physical visits to archives for the crew lists and Lloyds Registers not available on line.

I have answered most of the questions I set out to answer, I would liked to have found out more about the crew but with limited details from crew lists this was not possible.

9.0 References

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

<http://crewlist.org.uk/>

<https://ident.familysearch.org/>

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

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

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

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

<https://opc-cornwall.org/>

<https://www.rmg.co.uk/national-maritime-museum>

<https://www.wrecksite.eu/>

<https://uboat.net/>

Appendices:

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

1874

+ EZEL Sr G. Cowling 162 100.0/22.4/12.6 Cardiff 1873 W. H. Tonkin Cardiff Cff
 11 -
 A&CP A1 68146 cf Harris Tonkin 7mn. R. Mark
 8.73 F &YM.74

The vessel was built under special survey using unsalted beams with copper or yellow metal fastenings, it was certified at Cardiff A 1 in 8/73 for 11 years. The anchor and chain were tested by a public certified machine. Felt and Yellow metalled in 1874. The master changed from G. Cowling to Harris during the year

1883

Master T. Deacon , damage repairs 1878 & 1880. Survey Padstow 7/1880 12 years A 1, owners J. Cory & Co. Half time survey Cardiff

1889

3 masts, damage repairs 78,80,84 & 88, 9 & 12 years materials, owner Mrs M O K Deacon. Survey Cardiff continued Padstow 4 years, certification expired.

1893 Blank

1894

E. Deacon master employed since 1892. 1 deck. gross 162 tons, net 138 tons, damage repair 1888, Survey 01 1888 12 years C 4
 Owner W. Hutchings jun. Freeboard 13 feet 2 inches

1896

No change

1897

Master altered to E. Hutchings employed since 1898

1898

Master altered to W. Hutchings employed since 1898

1899

Master altered to T. Hutchings employed since 1900
 damage repairs to the vessel in 1888

Appendix B – The Timeline for the *Ezel*

July 29 1873 Madeira sailed Ezel, Cowling b 150 Cory Bros
 August 16 1873 Cardiff cleared Ezel for Madeira, 285 tons coal, D, Davis & Co
 November 5 1873 Falmouth arrived Ezel from Saffi
 November 8 1873 Falmouth sailed Ezel for Ipswich
 December 8 1873 Ipswich sailed Ezel, for Goole

1874

January 6 1874 Belfast Ezel, Cowling arrived from Troon
 November 4 1873 Falmouth arrived Ezel, Cowling from Saffi
 April 28 1874 Cardiff arrived Ezel, Cowling from Santander – iron ore
 May 9 1874 Cardiff cleared Ezel for Vigo, coal
 May 15 1874 Ezel spoken to 42 2 N 6 30W
 July 15 1874 Huelva sailed Ezel, Cowling for Rouen
 September 9 1874 Rouen sailed Ezel, Cowling for Cardiff
 September 26 1874 Gloucester arrived Ezel, Cowling from Rouen
 October 1 1874 week ending imports Ezel, Cowling Rouen glass sand for S.& C.C
 October 14 1874 Cardiff west bute docks arrived Ezel, cowling from Gloucester,
 - in ballast
 November 5 1874 Falmouth arrived Ezel from Saffi
 November 7 1874 Cardiff sailed Ezel, Harris for Palermo, R. Mark

1875

February 13 1875 Gibraltar arrived Ezel, Harris from Palermo
 April 5 1875 Philadelphia arrived Ezel, Harris from Palermo
 May 1 1875 Philadelphia sailed Ezel, Harris for Bristol
 June 3 1875 Bristol arrived Ezel, Harris from Philadelphia
 June 4 1875 Bristol imports from Philadelphia 418 bags linseed cake- Holland &
 - Coombes
 June 17 1875 Bristol sailed Ezel for Cardiff
 June 17 1875 Cardiff (Penarth Roads) arrived Ezel, Hillhead in ballast
 June 28 1875 Lisbon cleared Ezel B 239, Cory Bros.
 July 21 1875 Genoa arrived Ezel from Cardiff
 September 1 1875 Ardrossan sailed Ezel for Cadiz

1876

January 23 1876 Rio de Janeiro arrived Ezel, Randle, fish
 February 19 1876 Rio de Janeiro Ezel cleared for Lisbon
 March 22 1876 Rio de Janeiro arrived Ezel, Randle from Lisbon
 April 21 1876 Rio de Janeiro arrived Ezel Rendel from Lisbon
 April 30 1876 Rio de Janeiro sailed Ezel Rendel for Trieste
 April 29 1876 Lisbon arrived Ezel, Rendel from Rio de Janeiro

May 22 1876 Trieste arrived Ezel, Randall from Rio de Janiero last from Lisbon
 June 3 1876 Bristol arrived Ezel, Harris from Philadelphia
 June 22 1876 Ezel spoken to 37.40N, 09.15W from Cardiff to Rio de Janeiro
 August 23 1876 Santos arrived Ezel, Rendel from Trieste
 September 16 1876 Santos sailed Ezel, Brudel for Perambuco

October 26 1876 Parahyba for channel Ezel about 300 tons sugar 32s 6d & 5 %
 November 9 1876 Pernambuco arrived Ezel, Rendel from Santos
 December 31 1876 Falmouth arrived Ezel from Paraiba

1877

January 4 1877 gale damaged at Falmouth
 January 29 1877 Falmouth arrived Ezel, Rundall from Parayba with sugar for
 - orders
 February 2 1877 Falmouth sailed Ezel, Rundall for Bristol – sugar
 February 8 1877 Bristol sailed Ezel for Cardiff
 February 10 1877 Cardiff arrived Ezel, Rendel from Bristol
 March 26 1877 Cardiff entered outwards Ezel, Rendel for St Catherines, 281t coal
 March 31 1877 St Catherine's cleared Ezel, B, 281 Harrison Bros.
 April 3 1877 Cardiff sailed Ezel for St Catherines
 August 30 1877 Curacao arrived Ezel, Rendel from Brazil
 October 30 1877 Falmouth arrived Ezel from Curacao
 November 13 1877 Falmouth Ezel sailed for Hull
 November 19 1877 Hull arrived Ezel from Curacao

1878

January 17 1878 Cardiff sailed Ezel B 155, Williams, Barnes, Guthrie & Co for
 - Cadiz, 280 tons coal
 January 30 1878 Cardiff sailed Ezel, Williams for Cadiz
 February 25 1878 Cadiz arrived Ezel, Williams from Cardiff
 March 13 1878 Casablanca arrived Ezel, Williams from Cork
 March 16 1878 Cadiz sailed Ezel, Williams for Casablanca
 April 14 1878 Falmouth arrived Ezel from Casablanca - beans
 May 3 1878 Falmouth sailed Ezel for Ostend
 June 6 1878 Cardiff arrived Ezel, Williams from Ostend
 July 13 1878 Cardiff arrived Ezel in ballast
 July 23 1878 Cardiff sailed Ezel, Brady for Rio Grande , Barnes & Co
 August 29 1878 Ezel spoken to at 11.52N 26.9W
 October 15 1878 Rio Grande arrived Ezel, Brady from Cardiff
 November 27 1878 Ezel spoken to at 32N 19W
 December 4 1878 Rio Grande arrived Ezel
 December 20 1878 Rio Grande sailed Ezel, Brady for Falmouth
 December 21 1878 cleared Ezel for Falmouth, 210 tons bone ash, 12,000 bones &
 - piths

1879

January 20 1879 Rio Grande arrive Ezel, Brady from Falmouth
March 13 1879 Runcorn arrived Ezel, Brady from Rio Grande
May 20 1879 Barbadoes arrived Ezel, Hollis from Liverpool
July 15 1879 St Vincent W.I. arrived Ezel from Tobago leaking
July 28 1879 St Vincent Ezel discharged
August 19 1879 St Vincent W.I. sailed Ezel
September 21 1879 Ezel, Harris spoke to 42N 26W on route from Tobago
September 28 1879 Fowey arrived Ezel from Tobago
September 30 1879 Ezel at Fowey
October 4 1879 Fowey sailed Ezel for Liverpool

1880

January 2 1880 Liverpool sailed Ezel for Newry
January 3 1880 West Point docks, River Weaver arrived Ezel from Liverpool, light
January 5 1880 Liverpool arrived Ezel from Tyne
January 22 1880 Yarmouth at anchor Ezel of Cardiff
February 28 1880 Fowey arrived Ezel, Deacon from Plymouth
March 12 1880 Fowey sailed Ezel, Deacon for Dordt
March 23 1880 Helvoet arrived Ezel, Deacon from Par
April 12 1880 Beachy Head passed west Ezel of Cardiff (1.0 pm)
April 13 1880 Maassluis sailed Ezel, Deacon for Liverpool
April 16 1880 HolyHead arrived Ezel from Rotterdam for Runcorn
April 19 1880 Liverpool arrived Ezel, Deacon from Rotterdam
April 23 1880 Runcorn arrived Ezel, Deacon from Rotterdam
April 28 1880 Weston point in collision after leaving Runcorn for Newcastle
April 29 1880 Runcorn arrived after collision
May 17 1880 Liverpool arrived Ezel from Runcorn
May 19 1880 Liverpool cleared Ezel for Plymouth
July 29 1880 Cardiff arrived in Penarth Roads- Ezel, Deacon
July 30 1880 Cardiff arrived Ezel, Deacon from Padstow, Ballast
August 19 1880 Gravesend arrived Ezel from Cardiff
August 31 1880 London Customs house cleared out Ezel, Deacon for Stockton
September 12 1880 Liverpool arrived from London Ezel
September 26 1880 Liverpool sailed Ezel for Weston Point
September 26 1880 Weston point arrived Ezel, Deacon from Liverpool
October 4 1880 Weston point sailed Ezel, Deacon for Bruges
October 19 1880 Bruges arrived Ezel, Deacon from Liverpool
October 22 1880 Ostend arrived Ezel, Deacon from Runcorn
November 7 1880 Ostend sailed Ezel, Deacon for England
December 7 1880 Prawle Point Passed east NWKR Ezel of Cardiff
December 14 1880 Dublin arrived Ezel from Ipswich
December 27 1880 Dublin arrived Ezel from Baltimore with timber

1881

January 20 1881 Middleborough sailed Ezel, Deacon for Dublin detained by ice
January 29 1881 Stockton arrived Ezel, Deacon from Dublin
February 4 1881 Stockton sailed Ezel, Deacon for Middlesborough
February 17 1881 Middlesborough sailed ezel,deacon for Swansea, iron
February 23 1881 Prawle Point passed west Ezel of Cardiff
March 16 1881 Swansea sailed ezel, Deacon for Newcastle
April 12 1881 Plymouth arrived Ezel of Cardiff from Shields , coal
April 29 1881 Plymouth sailed Ezel, Deacon for Harburg
May 6 1881 Cuxhaven arrived Ezel, Deacon from Plymouth
May 9 1881 Harburg arrived Ezel, Deacon from Plymouth
June 6 1881 Stockholm arrived Ezel, Deacon from Cardiff
July 8 1881 Stockholm cleared Ezel for England
July 9 1881 Elisnore in the sound Ezel of Cardiff from the Baltic
August 24 1881 Liverpool arrived Ezel, Deacon from St Valery
September 2 1881 Lizard passed east Ezel of Cardiff
November 2 1881 Glasgow, Bowling arrived Ezel, Deacon from Galway
November 19 1881 Glasgow, Bowling sailed Ezel, Deacon for Runcorn
December 14 1881 Torquay arrived Ezel, Deacon from Fleetwood
December 25 1881 Torquay sailed Ezel, Deacon for Teignmouth, ballast

1882

January 27 1882 Plymouth put in wind bound Ezel of Cardiff
February 10 1882 London Customs House cleared out Ezel, Deacon for Sligo
April 8 1882 Ardrossan arrived Ezel from Ballina
April 22 1882 Ardrossan sailed Ezel for St Malo
April 26 1882 St Malo arrived Ezel, Deacon from Ardrossan
May 9 1882 St Malo sailed Ezel, Deacon for Ardrossan
May 12 1882 Par arrived Ezel, Deacon from St Malo
May 20 1882 Par sailed Ezel, Deacon for Dordt
June 5 1882 Helvoet cleared Ezel, Deacon for Newcastle
June 8 1882 Shields arrived Ezel from Dordt
June 13 1882 Shields sailed Ezel for Limerick, coal
June 21 1882 Plymouth arrived Ezel, Deacon from Newcastle
July 22 1882 Harburg arrive Ezel, Deacon from Plymouth
July 27 1882 Harburg sailed Ezel, Deacon for Norway
August 10 1882 Cuxhaven sailed Ezel, Deacon for Norway
August 22 1882 Christiania cleared Ezel, Deacon for Folkestone
September 5 1882 Folkestone arrived Ezel, Deacon from Christiania
October 20 1882 Shields sailed Ezel for Plymouth, coal
November 9 1882 Yarmouth arrived off Ezel of Cardiff
December 1 1882 Padstow arrived Ezel, Deacon from Plymouth

1883

January 15 1883 Swansea entered outwards Ezel, Deacon for Trouville
 February 3 1882 Trouville sailed Ezel, Deacon for Swansea
 February 7 1883 Shields arrived Ezel from Trouville
 February 17 1883 Dover passed west Ezel of Cardiff
 February 19 1883 Deal passed Ezel, Deacon from Newcastle for Cork
 February 26 1883 Cork arrived Ezel, Deacon from Newcastle
 March 17 1883 Newport arrived Ezel, Jenkins from Cork
 March 27 1883 Dover passed east Ezel of Cardiff
 April 9 1883 London Customs house cleared out Ezel, Deacon for Dublin
 April 24 1883 Dublin arrived Eel from London
 May 16 1883 Shields arrived Ezel from Lowestoft
 May 23 1883 Farnborough Head passed south NWQR Ezel
 June 21 1883 Charlestown sailed Ezel, Deacon for Harburg
 June 27 1883 Cuxhaven arrived Ezel, Deacon from Charlestown
 June 29 1883 Harburg arrived Ezel, Deacon from Chalestown
 July 2 1883 Cuxhaven arrived Ezel, Deacon from Charlestown
 July 19 1883 Cuxhaven Ezel has put in with loss boat and anchor
 July 26 1883 Helsingborg arrived Ezel, Deacon from Hamburg
 August 7 1883 Helsingborg sailed Ezel, Deacon for Norway
 September 1 1883 Gravesend arrived Ezel, Deacon from Fredrikshald
 September 4 1883 Vessels lying in the river Ezel, Deacon from Fredrikshald
 - Cherry Garden Tr
 September 6 1883 Vessels lying in the river Ezel, Deacon for Idefjord Regents
 - canal dock
 October 8 1883 Falmouth sailed Ezel for Liverpool
 October 12 1883 Liverpool arrived Ezel from London
 October 29 1883 Liverpool clear Ezel for Plymouth
 November 18 1883 Lizard passed Ezel schooner
 December 3 1883 Cardiff sailed Ezel Deacon for Charlestown
 December 16 1883 Charlestown arrived Ezel from Cardiff
 December 8 1883 Cardiff sailed Ezel, Deacon for Charlestown
 December 15 1883 Fowey sailed ezel for Charlestown
 December 16 1883 Charlestown arrived Ezel, Deacon grounded

1884

March 19 1884 Fowey sailed Ezel, Deacon for Runcorn
 March 26 1884 Shields arrived Ezel from Fowey
 April 9 1884 Flamborough Head passed south NWQR Ezel
 April 10 1884 Deal passed for west Ezel of Cardiff
 April 14 1884 Pool arrived Ezel, Deacon from Newcastle
 April 30 1884 Poole sailed for Runcorn
 May 1 1884 Portland Bill passed west Ezel schooner
 May 8 1884 Liverpool towed in dismasted
 May 13 1884 Runcorn arrived Ezel, Deacon from Poole
 June 26 1884 Prawle Point passed up NWQR Ezel of Cardiff

June 30 1884 Dover passed east Ezel of Cardiff
 July 4 1884 Shields arrived Ezel from Liverpool, salt
 July 12 1884 The Tyne sailed Ezel for Plymouth
 October 8 1884 Shields arrived Ezel from Hamburg
 October 13 1884 Shields sailed Ezel for St Valery
 December 15 1884 Hevoet arrived Ezel, Deacon from Newcastle
 December 20 1884 Helvoet sailed Ezel, Deacon for Shields
 December 24 1884 Lowestoft arrived Ezel, Deacon from Dord for Tyne
 December 30 1884 Shields arrived Ezel from Dorat

1885

January 20 1885 The Tyne sailed Ezel for Plymouth
 March 5 1885 Glasgow arrived Ezel , Deacon from Teignmouth, clay
 March 16 1885 Glasgow sailed Ezel with 6 men for Brest 136ts coal £47 12s,
 - 152ts pig iron £342 agents Gillies & Reid
 May 11 1885 The Tyne arrived Ezel from Cork
 June 20 1885 Middlesbrough arrived Ezel, Deacon from Plymouth, iron ore
 June 24 1885 Middlesbrough Ezel, Deacon for Newport ,pig iron
 July 4 1885 Lizard passed west Ezel of Cardiff
 August 11 1885 West Point arrived Ezel from Par
 September 17 1885 Helvoet sailed Ezel, Deacon for Newcastle
 November 1 1885 Shields arrived Ezel from Plymouth
 Lloyds List & Shipping & Mercantile Gazette not available

1886

Lloyds List & Shipping & Mercantile Gazette not available
 May 18 1886 Shields arrived Ezel from Liverpool
 May 24 1886 Shields sailed Ezel for Plymouth
 June 21 1886 Cardiff arrived Ezel from Plymouth, scrap iron and lead
 July 1 1886 Cardiff arrived Ezel, Deacon from Portsmouth
 October 9 1886 passed east Ezel of Cardiff
 November 1 1886 Cardiff arrived Ezel from Plymouth in ballast
 November 6 1886 sailed Ezel, Deacon for Gravesend
 November 12 1886 Lizard passed east Ezell of Cardiff

1887

February 16 1887 Lizard passed west Ezel of Cardiff
 February 22 1887 Belfast arrived Ezel, Deacon from Penryn with granite
 March 10 1887 Ayr sailed Ezel for Plymouth , Coal
 May 6 1887 Antwerp sailed Ezel for Tyne
 May 19 1887 Shields arrived Ezel from Antwerp
 May 26 1887 Shields Ezel sailed for Plymouth
 July 4 1887 Weston Point arrived Ezel from Fowey
 July 23 1887 Runcorn sailed Ezel, Deacon for Tyne

August 17 1887 Galway sailed Ezel for Newport
 August 24 1887 Cardiff arrived Ezel, Deacon from Galway
 August 27 1887 Cardiff sailed Ezel, Deacon for Gravesend
 August 30 1887 Prawle Point passed up NWQR Ezel of Cardiff 9 5 am
 August 31 1887 Deal anchored off Ezel of Cardiff north
 September 16 1887 Tyne arrived Ezel from London
 September 25 1887 Shields sailed Ezel, coals
 October 3 1887 St Catherine's Point bound down Ezel(3-masted sch) of Cardiff
 - 10.30 am
 October 4 1887 Teignmouth arrived Ezel, Deacon from Newcastle
 October 21 1887 Teignmouth sailed Ezel, Deacon for Glasgow
 October 27 1887 Glasgow arrived Ezel, Deacon from Teignmouth
 November 17 1887 Glasgow sailed Ezel, Deacon for Galway
 November 23 1887 Galway stuck on rock
 December 27 1887 Padstow arrived Ezel from Galway

1888

February 10 1888 Padstow sailed Ezel,Deacon for Cardiff
 February 12 1888 Cardiff Ezel, Deacon arrived from Padstow
 February 16 1888 Cardiff sailed Ezel, Deacon for Plymouth
 March 3 1888 Lizard passed west Ezel (sch.) of Cardiff
 March 5 1888 Swansea arrived Ezel, Deacon from Plymouth, Pitch
 March 10 1888 Cardiff cleared outwards Ezel for Cherbourg, coal
 March 17 1888 Swansea sailed Ezel, Deacon for St Valery
 April 2 1888 St Valery sailed Ezel, Deacon for Swansea
 April 14 1888 St Valery sailed Ezel, Deacon for London
 April 18 1888 London Customs house entered in Ezel,Deacon from St Valery
 May 8 1888 London Customs house cleared out Ezel, Deacon for Avonmouth
 June 8 1888 Liverpool Ezel arrived from Bristol
 June 16 1888 Liverpool sailed Ezel for Plymouth
 June 20 1888 Lizard passed east Ezel (3 masted sch.)of Cardiff
 June 24 1888 Portsmouth arrived Ezel, Deacon from Liverpool
 July 16 1888 Portsmouth Sailed Ezel, Deacon for Southampton
 July 28 1888 West Point sailed Ezel for Tyne
 August 14 1888 Yarmouth anchored NWQR Ezel, of Cardiff
 August 22 1888 Shields arrived Ezel from Liverpool
 August 25 1888 Shileds sailed Ezel for Plymouth
 August 29 1888 Yarmouth passed south NWQR Ezel, of Cardiff
 September 1 1888 Dover passed west Ezel (3 masted sch.) of Cardiff
 October 6 1888 Runcorn arrived Ezel, Deacon from Teignmouth
 October 9 1888 Weston Point arrived Ezel, Deacon from Runcorn
 October 11 1888 Weston Point sailed ezel, Deacon for Tyne
 November 20 1888 Shields sailed Ezel for Plymouth
 November 23 1888 Yarmouth passed south NWQR Ezel of Cardiff

1889

January 3 1889 Cardiff arrived Ezel from Bristol, light
 January 7 1889 Newport, Mon. arrived Ezel, Deacon from Hayle, flour
 January 14 1889 Newport, Mon. sailed Ezel, Deacon for Newhaven
 February 22 1889 Lizard passed west Ezel (3 mast sch.) of Cardiff
 March 4 1889 Liverpool Ezel, Deacon arrived from Newhaven
 April 15 1889 Caernarvon arrived Ezel, Deacon from Galaxy
 May 27 1889 Harburg arrived Ezel, Deacon from Caernarvon
 June 13 1889 Harburg sailed Ezel, Deacon for England
 June 21 1889 Cuxhaven sailed Ezel, Deacon for England
 June 30 1889 Christiania arrived Ezel, Deacon from Harburg
 July 1 1889 Christiania sailed Ezel, Deacon for England
 July 5 1889 Swansea arrived Ezel Christiania, ice
 July 8 1889 Deal anchored from the north Ezel of Cardiff
 July 8 1889 Dungeness passed west Ezel (3 mast sch.) of Cardiff
 July 9 1889 Dover passed west Ezel (sch.) of Cardiff
 July 11 1889 Prawle Point passed down Ezel (3 mast sch.) of Cardiff
 July 15 1889 Swansea arrived Ezel from Christiania, ice
 July 29 1889 Swansea sailed Ezel, Deacon for Newhaven
 August 23 1889 Newhaven sailed Ezel, Deacon for Runcorn
 September 11 1889 Liverpool arrived Ezel from Newhaven
 September 26 1889 Runcorn sailed Ezel, Deacon for Plymouth
 November 4 1889 Deal passed west for North Ezel of Cardiff
 November 6 1889 Brouwershaven arrived Ezel, Deacon from Plymouth for Dordt
 November 21 1889 Helvoet sailed Ezel, Peacock for Newcastle
 November 23 1889 Shields arrived Ezel from Dordt
 November 26 1889 Nieuwe Waterweg arrived ezel, wools from St Malo
 December 10 1889 Deal anchored Ezel (3 mast sch.) of Cardiff 11 10 am
 December 13 Deal sailed Ezel from Plymouth for Shields
 December 14 1889 Cowes arrived Ezel (Cardiff) from Shields, sailed for Plymouth

1890

February 1 1890 Cardiff arrived Ezel, Deacon from Plymouth
 February 6 1890 Cardiff sailed Ezel, Deacon for Charlestown
 February 12 1890 Falmouth arrived Ezel from Cardiff
 February 21 1890 Falmouth sailed Ezel for Charlestown
 April 8 1890 Liverpool Ezel sailed for London
 April 25 1890 Gravesend arrived Ezel from Liverpool
 April 28 1890 London Customs House entered in Ezel, Deacon from Runcorn
 May 8 1890 London Customs house cleared out Ezel, Deacon for Ellesmere
 May 22 1890 Liverpool arrived Ezel from London
 June 8 1890 Holyhead put in ezel, Hutchings from Liverpool for Plymouth
 August 1 1890 Deal passed west Ezel (3 mast sch.) of Cardiff
 August 5 1890 Plymouth arrived Ezel, Deacon from Middlesbrough
 August 23 1890 Shields arrived Ezel from Plymouth
 September 27 1890 Middlesbrough arrived Ezel, Deacon from Plymouth

1891

No Lloyds list

March 3 1891 Lizard passed east Ezel of Cardiff

April 21 1891 Sunderland sailed Ezel for Arbroath

July 4 1891 Cardiff arrived Ezel from Padstow in ballast

July 10 1891 Cardiff sailed Ezel, Deacon for Fowey

September 16 1891 Cardiff arrivals Ezel from Pembroke Dock in ballast

1892

No Lloyds List

April 4 1892 Cardiff arrived Ezel in ballast from Pembroke Dock

October 15 1892 change ownership

December 28 1892 Falmouth sailed Ezel for Liverpool

1893

January 20 1893 Liverpool cleared Ezel for Plymouth

April 3 1893 London Customs house cleared out Ezel, Deacon for Runcorn

April 5 1893 Gravesend arrived Ezel from Llanelly

April 25 1893 EastBourne passed west Ezel of Cardiff

April 27 1893 Lizard passed west Ezel of Cardiff

May 4 1893 Runcorn arrived Ezel, Deacon from London

May 30 1893 Gravesend arrived Ezel from Falmouth

June 2 1893 London Customs house entered in Ezel, Deacon from Runcorn

June 15 1893 Gravesend sailed for Peterhead

July 12 1893 St Abb's Head passed south Ezel (sch.) of Cardiff

July 13 1893 Peterhead sailed Ezel, Deacon for Leigh

September 11 1893 Harburg arrived Ezel, Deacon from Plymouth

September 23 1893 Harburg cleared Ezel, Deacon for Newcastle

October 3 1893 Cuxhaven sailed Ezel, Deacon for Newcastle

October 10 1893 Shields arrived Ezel, Deacon from Harburg

October 22 1893 North Foreland passed west Ezel of Cardiff for Odessa

November 24 1893 Pentewan sailed Ezel, Deacon for Dordt

November 29 1893 Helvoet arrived Ezel, Deacon from Pentewan

November 30 1893 Helvoet aground

December 30 1893 Helvoet sailed Ezel, Deacon for Newcastle

1894

January 11 1894 Shields arrived Ezel from Dordt

January 22 1894 Shields sailed Ezel for Teignmouth

February 10 1894 Teignmouth arrived Ezel, Deacon from Tyne

March 10 1894 Teignmouth sailed Ezel, Deacon for Runcorn

March 27 1894 Runcorn arrived Ezel, Deacon from Teignmouth

April 7 1894 Runcorn sailed Ezel, Deacon for London

April 11 1894 Falmouth arrived Ezel, Deacon from Runcorn

April 13 1894 Falmouth sailed Ezel for London
 April 16 1894 Gravesend arrived Ezel from Coast
 April 18 1894 London Customshouse entered in Ezel, Deacon from Runcorn
 April 21 1894 London Customshouse cleared out Ezel, Deacon for Greenock
 May 6 1894 Glasgow arrived Ezel, Deacon from London
 May 19 1894 Glasgow sailed Ezel, Deacon for Poole
 May 29 1894 Poole arrived Ezel, Deacon from Greenock
 July 25 1894 London Customs house entered in Ezel, Deacon from Runcorn
 July 28 1894 Gravesend sailed Ezel for Galway
 July 30 1894 Gravesend arrived Ezel from Delfzyl =====
 September 26 1894 Falmouth arrived Ezel from Galway
 November 1 1894 Aberdeen arrived Ezel, Deacon from London , bone meal
 November 23 1894 Aberdeen sailed Ezel, Deacon for Newcastle, stones
 December 1 1894 Shield's sailed Ezel for Falmouth
 December 8 1894 Shields sailed Ezel for Teignmouth
 December 11 1894 Weymouth put in leaky after going aground
 December 17 1894 weekending arrived Exeter Canal Ezle from Shields, coal
 January 1 1895 Weekending Exeter canal sailed Ezel light cargo for Teignmouth,
 - gas coals

1895

No Lloyds List

April 10 1895 Leith arrived Ezel, Deacon from Fowey, China clay

1896

January 29 1896 Runcorn arrived Ezel, Deacon from Bideford
 February 4 1896 Manchester arrived Ezel, Deacon towed from Runcorn to load
 February 7 1896 Manchester sailed Ezel, Deacon for Plymouth
 March 29 1896 Rotterdam sailed Ezel for London
 March 30 1896 London Customs house entered in Ezel, Deacon from Rotterdam
 April 10 1896 London Customs house cleared out Ezel, Deacon for Dublin
 April 20 1896 Falmouth arrived Ezel, Deacon from London
 May 11 1896 Cardiff arrived Ezel, Deacon from Dublin, burnt ore
 May 19 1896 Cardiff sailed Ezel, Deacon for Charlestown
 May 26 1896 Charlestown, Cornwall arrived Ezel, Deacon from Cardiff
 June 5 1896 Charlestown, Cornwall sailed Ezel, Deacon for Fowey
 August 24 1896 Flamborough Head passed south Ezel
 August 26 1896 Dungeness passed west Ezel of Cardiff
 August 29 1896 Paimpol arrived Ezel, Deacon from Cardiff
 September 10 1896 Paimpol sailed Ezel, Deacon for Guernsey
 September 11 1896 Guernsey arrived Ezel, Deacon from Paimpol
 October 9 1896 Lizard passed east Ezel of Cardiff
 October 14 1896 Gravesend arrived Ezel from Coast
 November 3 1896 London Customs house cleared out Ezel, Deacon for Dublin
 December 11 1896 Cardiff arrived Ezel, Deacon from Dublin
 December 29 1896 Cardiff sailed Ezel, Deacon for Cowes

1897

January 5 1897 Cowes arrived Ezel, Deacon from Cardiff
February 10 1897 Liverpool arrived Ezel, Deacon from London
February 19 1897 Garston arrived Ezel, Deacon from Liverpool
February 19 1897 Liverpool Ezel cleared for Penzance
February 28 1897 Garston sailed Ezel, Deacon for " Mouscowe "
March 12 1897 Holyhead arrived Ezel, Deacon from Liverpool
May 4 1897 Antwerp sailed Ezel, Deacon for Granville
May 9 1897 Granville arrived Ezel, Deacon from Antwerp
June 30 1897 London Customs house cleared out Ezel, Deacon for Cardiff
July 10 1897 Cardiff arrived Ezel from London in cement
July 14 1897 Cardiff berthed Ezel
July 23 1897 Cardiff berthed Ezel
July 26 1897 Cardiff sailed Ezel, Deacon for Falmouth
August 24 1897 Helvoet arrived Ezel, Deacon from Falmouth
September 15 1897 The Tyne arrived ezel from Dordt (Hebburn)
September 25 1897 Newcastle cleared Ezil for Courseilles
November 17 1897 Manchester Ezel cleared for Plymouth

1898

January 22c1898 Runcorn cleared Ezel, Hutchins for Plymouth
January 25 1898 Runcorn sailed Ezel, Hutchins for Plymouth
February 1 1898 Holyhead arrived Ezel, Hutchins from Runcorn
March 1 1898 Fowey arrived Ezel, Hutchins from Plymouth
May 24 1898 Fowey sailed Ezel for Dordt
April 22 1898 Runcorn sailed Ezel, Hutchins for Manchester
June 14 1898 Helvoet sailed Ezel, Hutchins for Newcastle
June 20 1898 Sunderland arrived Ezel, Hutchins from Dordt
June 30 1898 Sunderland sailed Ezel, Hutchins for Exmouth
July 15 1898 Teignmouth arrived Ezel, Hutchins from Exmouth
August 3 1898 Runcorn sailed Ezel, Hutchins for Teignmouth
September 19 1898 Prawle Point passed east Ezel of Cardiff
September 21 1898 Helvoet arrived Ezel, Hutchins from Falmouth
October 5 1898 Shields arrived Ezel from Dordt
October 28 1898 Cork arrived Ezel, Hutchins from Rushbrook to load for Newport
November 7 1898 Cardiff ezel imports pitwood
November 11 1898 Newport sailed Ezel for Plymouth, 270 tons coal
November 16 1898 Newport, Mon sailed Ezel, Hutchins for Plymouth
November 16 1898 Swansea bay signalling station Ezel, Hutchins for Plymouth
November 21 1898 Falmouth arrived Ezel from Newport
December 1 1898 Fowey arrived Ezel, Hutchins from Plymouth
December 10 1898 Fowey sailed Ezel, Hutchins for Avonmouth
December 22 1898 Cardiff arrived Ezel
December 31 1898 Cardiff sailed Ezel, Hutchins for Plymouth

1899

January 3 Cardiff arrived Ezel from Bristol, light
January 4 1899 Cardiff arrived Ezel, Hutchins from sea damaged
January 23 1899 Cardiff sailed Ezel, Hutchins for Plymouth
January 27 1899 Plymouth arrived Ezel from Cardiff , coal
March 10 1899 Runcorn sailed Ezel, Hutchins for Partington
March 15 1899 Manchester cleared Ezel, for Teignmouth
March 21 1899 Falmouth arrived Ezel from Liverpool
March 27 1899 Teignmouth arrived Ezel, Hutchins from Liverpool
April 23 1899 Teignmouth sailed Ezel, Hutchins for Runcorn
May 3 1899 Runcorn arrived Ezel, Hutchins from Teignmouth
May 28 1899 Teignmouth arrived Ezel, Hutchins from Runcorn
June 17 1899 Prawle Point passed west Ezel (sch.)
July 4 1899 Liverpool arrived Ezel from Falmouth
July 20 1899 Falmouth arrived Ezel from Liverpool
August 11 1899 Falmouth sailed Ezel for Dordt
August 16 1899 Helvoet arrived Ezel, Hutchins from Falmouth
August 28 1899 Antwerp arrived Ezel, Hutchins from Dordt
September 5 1899 Antwerp sailed Ezel, Hutchins for Cork
September 15 1899 Roches Point arrived off from Antwerp for Cork
October 3 1899 Cardiff arrived from Cork, burnt ore
October 14 1899 Cardiff arrived Ezel, Hutchins from Charlestown
December 2 1899 Padstow arrived Ezel, Hutchins from Liverpool
December 21 1899 Cardiff arrivals Ezel

1900

January 2 1900 Cardiff Bute West dock Ezel from Padstow, agent Silcocks, Ballast
January 5 1900 Cardiff Bute West dock Ezel from Padstow, agent Silcocks,
January 29 1900 Cardiff Bute West dock Ezel from Padstow , agent Silcocks
January 31 1900 Cardiff sailed Ezel, Hutchings for Charlestown
April 27 1900 Padstow Ezel, Hutchings sailed for Newport
April 31 1900 Newport arrived Ezel from Padstow
May 9 1900 Newport sailed Ezel, Hutchings for Charlestown
May 16 1900 Charlestown, Cornwall arrived Ezel, Hutchings from Newport
May 21 1900 Charlestown, Cornwall sailed Ezel, Hutchings for Runcorn
June 18 1900 Runcorn sailed Ezel, Hutchings for Falmouth
July 1 1900 Falmouth arrived Ezel from Runcorn
September 7 1900 Cardiff arrived Ezel from Watchet, light
September 8 1900 Cardiff sailed ezel, Hutchings for Plymouth
September 29 1900 Lizard passed West Ezel of Cardiff
October 22 1900 Runcorn Ezel, Hutchings sailed for Padstow

1901

March 15 1901 Cardiff arrived Ezel from Padstow
April 15 1901 Littlehampton, Tyne Ezel sailed for Shields
April 17 1901 Shields arrived Ezel from Littlehampton
June 16 1901 Charlestown, Cornwall sailed Ezel, Hutchings for Rotterdam
July 7 1901 Poole arrived Ezel, Hutchison from Rotterdam
August 3 1901 Poole sailed Ezel, Hutchings for Runcorn
October 1 1901 Fowey Ezel sailed for Runcorn
November 8 1901 Falmouth arrived Ezel from Runcorn
November 28 1901 Fowey sailed Ezel for Runcorn
December 17 1901 Runcorn sailed Ezel, Watts for Padstow

1902

May 23 1902 The Wear arrived ezel from Dordrecht
June 5 1902 Wear sailed Ezel for Exmouth
June 11 1902 Exmouth arrived Ezel from Wear
July 13 1902 Entered Eastham Locks Ezel From Teignmouth for Runcorn, Clay
July 13 1902 Runcorn arrived Ezel, Watts from Teignmouth
September 8 1902 Cardiff arrived Ezel from Padstow, sand

1903

June 8 1903 The Tyne arrived Ezel from Lowestoft
June 17 1903 Berthed at Tyne Dock, Newcastle Ezel
June 20 1903 The Tyne sailed Ezel for Falmouth
October 25 1903 Shields arrived Ezel from Hayle
November 3 1903 Berthed at Northumberland Dock, Newcastle Ezel
November 6 1903 Shields sailed for Poole
November 14 1903 Poole arrived Ezel, Watts from Newcastle

1904

January 1 1904 Runcorn arrived ezel, Watts from Poole
January 15 1904 Runcorn Ezel cleared for Wadebridge
February 19 1904 New Ross sailed ezel, Watts for Runcorn
March 8 1904 Wadebridge arrived Ezel, Watts from Runcorn
March 14 1904 Padstow Ezel, watts sailed for Bristol
March 16 1904 Bristol arrived Ezel from Padstow
March 23 1904 Bute West Docks Bristol Ezel
April 22 1904 Newry sailed Ezel, Watts for Plymouth
June 27 1904 Southampton, Redbridge arrived Ezel, Watts from Lymington
July 15 1904 Southampton, Redbridge ailed Ezel, Watts for Newport (Mon)
August 6 1904 Newport sailed Ezel, Watts for Calstock
October 9 1904 Shields arrived Ezel from Harburg
October 19 1904 Shields sailed Ezel for Teignmouth
October 28 1904 Teignmouth arrived Ezel from Shields

October 24 1904 Runcorn cleared Ezel for Falmouth
November 21 1904 Teignmouth sailed Ezel for Runcorn
December 2 1904 Runcorn arrived Ezel, Watts from Teignmouth
December 8 1904 Runcorn sailed Ezel, Watts for Liverpool
December 10 1904 Liverpool cleared for Wadebridge
December 23 1904 Padstow arrived Ezel, Watts from Bristol

1905

February 6 1905 Padstow sailed Ezel, Watts for Bristol
February 7 1905 Bristol arrived Ezel from Padstow
February 15 1905 Cardiff arrived Ezel, Watts from Bristol, light
April 12 1905 Preston sailed Ezel, Watts for Newlyn
May 30 1905 Vessels lying in the river Ezel West India dock buoy, London
June 2 1905 Vessels lying in the river Ezel West India dock buoy, London
June 3 1905 Vessels lying in the river Ezel West India dock buoy, London
June 8 1905 London customs house entered in Ezel, Watts from Penzance
August 15 1905 Bideford arrived Ezel from Newcastle
August 23 1905 Flushing arrived Ezel, Watts from Bideford

1906

No records except sale in Waterford

1907

November 12 1907 allocated signal code HLST as Ezel of Carnarvon

1908

February 20 1908 Port Talbot sailed Ezel, Beer for Treport
March 4 1908 Treport arrived Ezel, Beer from Port Talbot
March 31 1908 Falmouth sailed Ezel for Amlwch
April 14 1908 Almwch arrived Ezel from Treport
April 22 1908 Amlwch sailed Ezel, Beer for Mostyn
May 15 1908 Plymouth arrived Ezel, Beer from Point of Ayr
July 17 1908 entered Eastham Locks Ezel from Plymouth for Runcorn, clay
July 30 1908 Runcorn sailed Ezel, Beer for Guernsey
August 5 1908 Guernsey arrived Ezel, Beer from Runcorn
September 8 1908 Shoreham sailed ezel, Beer for Port Talbot
October 1 1908 Port Talbot sailed Ezel, Beer for Treport
October 6 1908 Plymouth arrived Ezel, Beer from Port Talbot for Treport
October 27 1908 Ipswich arrived Ezel from Treport
November 6 1908 towed into Ramsgate by lifeboat
November 14 1908 Ipswich sailed for Barry
December 11 1908 No. 1 Dock Barry Dock Ezel
December 28 1908 Plymouth arrived from Swansea for Exmouth

1909

January 8 1909 Faversham arrived Ezel, Beer from Barry
February 23 1909 Connah's Quay sailed Ezel for Rochester
March 9 1909 Vessels lying in the river Ezel at Northfleet
March 17 1909 Vessels lying in the river Ezel at B White's wharf, London
March 19 1909 Vessels lying in the river Ezel Regent's canal, London
March 24 1909 Vessels lying in the river Ezel, Bear Regent's canal old Entrance
March 26 1909 Vessels lying in the river Ezel Regent's canal, London
May 11 1909 Belfast arrived Ezel, Beer from Chester with bricks and tiles
May 24 1909 Swansea arrived Ezel, Beer from Belfast, metal scrap
May 29 1909 Berthed South dock Swansea Ezel
June 5 1909 Berthed South dock Swansea Ezel
June 6 1909 Swansea sailed Ezel, Beer for Lynn, coal
June 28 1909 Lynn sailed Ezel ,Beer for Hull
July 21 1909 Poole arrived Ezel, Beer from Hull
August 24 1909 Poole sailed Ezel, Beer for Westonpoint
August 27 1909 Lizard passed west Ezel of Cardigan
September 11 1909 Runcorn arrived Ezel, Beer from Westonpoint
September 16 1909 Runcorn cleared Ezel for Newlyn
October 2 1909 Portland put in Ezel for Newlyn
October 25 1909 Poole sailed Ezel, Beer for Runcorn
November 10 1909 Runcorn arrived Ezel, Beer from Poole
November 16 1909 Runcorn sailed Ezel, Beer for Par
November 25 1909 Par arrived Ezel from Runcorn
December 2 1909 Par sailed Ezel for Runcorn
December 7 1909 Plymouth sailed Ezel, Beer for Runcorn
December 16 1909 Runcorn sailed Ezel, Beer for Liverpool

Appendix C

Appropriation book entry

Ship Name	Tonnage	Type	Date	Notes
3 Blaueck	138	"	16 Aug "	"
4 Glamorgan	1571	"	10 Oct "	"
5 Devon	69	"	4 Nov "	"
6 Roath	190	"	25 Jan 73	"
7 Chatsworth	620	"	6 Feb 73	"
8 Pembroke	1524	"	20 Mar "	"
9 Swift	65	sailing	12 May "	first Registry
6814 0 Gaerleon	539	steam	29 "	"
1 Gaen	196	"	31 "	"
2 G. E. Wood	698	"	6 June "	"
3 Somorostro	458	"	12 "	"
4 Sirvane	420	"	22 July "	"
5 St. Decumans	124	"	14 Aug "	"
6 Ezel	155	sailing	15 Aug "	"
7 Casarea	646	steam	17 Sep "	"
8 Gathorne	772	"	7 Oct "	first Registry
9 Hellepont	860	"	3 Nov 73	"
Cornubia	585	"	22 Jan 74	"

Appendix D



- **The schooner, Ezel, being repaired at Cardigan harbour, 19th century**



"Ezel" aground at Pwll Sama, Poppit. Sunk by German submarine gunfire in English Channel. 1917



Appendix E
Crew Lists 1915 Ezel 68146

George M Beer, master, aged 41, born Knilford, previous ship same
Edward Hatchard, mate, 58, born Poole, same ship
Thomas Halls, able seaman, 21, Leith, same ship
John Francis, cook, 29, Alderney, same ship
Horace Burrell, ordinary seaman, 16, Curragh camp, same ship
William Ladd, ordinary seaman, 16, Fulham, same ship

John Jones, master, 45, Newquay, previous ship Ashton of Cardiff
J. Stiles, mate, 25, New Zealand, Multistone of Bristol
D. Hall, able seaman, 35, Belfast, Ford Fisher
Fred Stevens, cook, 15, London, Mount Edgecumbe
M. Rasmussen, able seaman, 52, Denmark, Caeva Romana
Richard Owen, mate, 63, Amlwch, Loch Fisher
Enoch T Evans, cook, 18, Newquay, not stated
James Collins, able seaman, 40, Courtnes?, Florence of Misskford

Appendix F

Mercantile Navy List

Year	Ship Name	Rank	Name	Year	Code	Owner
51706	Express, Nassau, N.F.	Sr.	Bahamas	1871	..	53 Samuel Melone, Abaco, Baham
13242	Express, Poole	K.	Woodbridge	1840	L.G.D.S	59 C. J. Stone, Poole.
23105	Express, Port Louis, Mauritius	Bn.	Hamworthy, Dorset.	1847	N.Q.G.H	136 J. D. Canot, Port Louis, Mauri
57047	Express, Portsmouth	Bn.	Pr. Ed. Is.	1867	H.P.B.Q	199 John White, Portsmouth.
57064	Express, Pr. Ed. Is.	Bn.	Pr. Ed. Is.	1867	..	285 Thomas Young, Pinnette, Pr. J
42174	Express, Quebec	Sr.	Pr. Ed. Is.	1861	T.H.Q.M	68 John Evans, Port aux Basques.
49574	Express, Ramsgate	Dy.	Lowestoft	1864	..	44 Thos. Robert Tucker, Ramsgat
35905	Express, St. John's, N.F.L.	Sr.	La Have, N.S.	1849	R.S.M.N	25 Thomas Grandy, Fortune Bay.
37576	Express, St. John's, N.F.L.	Sr.	Lunenburg, NS.	1851	S.F.N.B	22 John Connell, Fermeuse, N.F.
55691	Express, St. John's, N.F.L.	Sr.	Carbonear, NFL	1867	..	25 John Penney, Carbonear, N.F.
23534	Express, Scilly	Bn.	St. Mary's, Scilly	1850	N.S.B.V	184 Jas. Phillips, St. Mary's, Scilly.
21411	Express, Wexford	Sp.	Barnstaple	1839	..	41 John Thos. Devereux, Wexford
28401	Express, Whitehaven	Sr.	Lancaster	1860	..	106 Thomas Kelly, Whitehaven.
29228	Express, Wick	Sr.	Kingston, Elgin	1861	..	88 John Leith, Pultney Town, Wi
11846	Express, Yarmouth	Spl.	Ipswich	1854	..	62 Jas. Hubert, Ipswich.
56350	Express, Yarmouth	Sk.	Yarmouth	1867	..	35 Isaac Bridge, Yarmouth, Norfo
34715	Express, Yarmouth, N.S.	Sr.	Yarm'th, N.S.	1846	R.L.P.G	26 Thomas O'Brien, Clare county.
57245	Extant, St. John's, N.F.L.	Sr.	La Have, N.S.	1866	..	30 Jacob Jensen, Fortune Bay, N.
54225	Extenuate, Portsmouth	Sr.	Pr. Ed. Is.	1866	..	97 John Williams, 22, Peel St., So
22853	Eydent, Port Glasgow	Sk.	Dumbarton	1849	N.P.F.L	31 (b) Mrs. Agnes Adam, Gourrock
53178	Eye of Providence, Scarboro'	Yl.	Whitby	1866	..	42 Charles Reynolds, Hunmanby.
36389	Eyo, Miramichi, N.B.	Sr.	Pr. Ed. Is.	1864	R.V.M.T	36 Philip McFadyen, Charlottetow
68146	Ezel, Cardiff	Sr.	Cardiff	1873	..	155 Wm. Hy. Tonkin, Cardiff.
56697	Ezra, Fleetwood	Sk.	Fleetwood	1866	..	35 Thomas Leadbetter, Fleetwood

- 1875 the owner is Robert Mark, Cardiff
- 1876 same
- 1877 same except code NWQR has been allocated
- 1879 same
- 1880 same
- 1882 same
- 1883 same
- 1884 same
- 1885 same
- 1887 owner Thomas Deacon, Padstow
- 1888 same
- 1889 managing owner Mary K Deacon
- 1890 same
- 1891 same
- 1892 same
- 1893 managing owner Wm Hutchings Jnr., Middle Street, Padstow

1894 same

1895 same

1896 same

1897 same

1898 same

1899 same

1900 same

1902 same

1903 same

1904 same

1906 missing from List

1907 missing from List

1908 Ezel of Cardigan code signal HLSR managing Oner David Davies, Stanley
House, Cardigan

-
1910 same

1911 same

1913 same

1914 same

1915 same

1916 same

1917 same

1918 missing from List

Appendix G

Crew list index Canfod – Glamorgan Archives

The term “voyage” is used in lists for the period covered by the agreement, many of which are running agreements guaranteeing to return a crew to a British port by a certain date although several journeys between British or foreign ports may have been carried out during that time.

KEY

A: Agreement foreign trade

AC: Agreement & crew accounts

B: Agreement (home trade)

D: Account of voyage & crew (half yearly, Home trade)

G: Account of changes in crew

M: Release at termination of voyage

Eng 1: Late A,AC & M

Eng 2: late G



Glamorgan Archives
Archifau Morgannwg



Canfod

A
A
A
Text only
Search

<ul style="list-style-type: none"> Advanced search About Canfod How to search Canfod Consulting documents Glossary of terms Useful links Contact us 	<h4>Record</h4> <ul style="list-style-type: none"> <input type="checkbox"/> DCA - Port of Cardiff Crew Agreements and Official Logbooks - 1863-1913 <input type="checkbox"/> 1873 - Crew lists for 1873 - 1873 <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="background-color: #004a7c; color: white;">Document reference</td> <td>DCA/1873/68146</td> </tr> <tr> <td style="background-color: #004a7c; color: white;">Level of description</td> <td>Item</td> </tr> <tr> <td style="background-color: #004a7c; color: white;">Title</td> <td>Ezel</td> </tr> <tr> <td style="background-color: #004a7c; color: white;">Date</td> <td>Jul-Dec 1873</td> </tr> <tr> <td style="background-color: #004a7c; color: white;">Description</td> <td>Owner: Wm. Hen. Tonkin, Cardiff Master: Geo. Cowling, St. Ives Eng 1, log, D, B, BB</td> </tr> <tr> <td style="background-color: #004a7c; color: white;">Extent</td> <td>3 papers, 2 booklets</td> </tr> </table>	Document reference	DCA/1873/68146	Level of description	Item	Title	Ezel	Date	Jul-Dec 1873	Description	Owner: Wm. Hen. Tonkin, Cardiff Master: Geo. Cowling, St. Ives Eng 1, log, D, B, BB	Extent	3 papers, 2 booklets
Document reference	DCA/1873/68146												
Level of description	Item												
Title	Ezel												
Date	Jul-Dec 1873												
Description	Owner: Wm. Hen. Tonkin, Cardiff Master: Geo. Cowling, St. Ives Eng 1, log, D, B, BB												
Extent	3 papers, 2 booklets												

Quick links: [Site Map](#) [Privacy Policy](#)
English Cymraeg

Dec.1877

Owner : Jn. Guthric, Cardiff
Master : Jn. Williams, Cornwall
Eng 6
1 booklet

Jul 1878 – Mar 1879

Owner : Barnes, Guthric, & Co., Cardiff
Master : Jn. Brady, not given
Eng 1
1 booklet

Apr – Oct 1879

Owner : W.Jenkin, Cardiff
Master : Anthony Harris, not given
Eng 1
1 booklet

Jul – Dec 1879

Owner : W.Jenkin, Cardiff
Master : Anthony Harris, not given
D
1 booklet

Dec1879 – Dec 1880

Owner : Jn Cory & sons, Cardiff
Master : Tho. Deacon, Padstow
2 Eng 6
2 booklets

Same details until

Jul 1884

Owner : Jn Cory & sons, Cardiff
Master : E. Deacon, Padstow
Eng 6
1 booklet

Jan – Dec 1884

Owner : Tho. Deacon, Padstow
Master : E. Deacon, Padstow
Eng 1,2 Eng 6
3 booklets
(3 voyages)

Same details until 1888

Jan – Jun 1888

Owner : Mary Deacon, Padstow
Master : Edw. Deacon, Padstow
Eng 6
1 booklet

Same details until 1892

Jul – Dec 1892

Owner : Wm. Hutchings, Padstow
Master : Edw. Deacon, Padstow
Eng 6
1 booklet

Same details until 1898

Jan – Jun 1898

Owner : Wm. Hutchings, Padstow
Master : E.P. Hutchings, Padstow
Eng 6
1 booklet

Jul – Dec 1898

Owner : Wm. Hutchings, Padstow
Master : Wm. Hutchings, Padstow
Eng 6
1 booklet

Same details until 1900

Jan – Jun 1900

Owner : Wm. Hutchings, Padstow
Master : Tho. Hutchings, Devon
Eng 6
1 booklet

Jul – Dec 1900

Owner : Wm. Hutchings, Padstow
Master : Wm. Hutchings, Padstow
Eng 6
1 booklet

Same until 1902

Jan – Dec 1902

Owner : Wm. Hutchings, Padstow
Master : Octavius Watts, Padstow
2 Eng 6
2 booklets

Jan – Dec 1903

Owner : A. Hutchings, Padstow
Master : Octavius Watts, Padstow
Eng 6
1 booklet

Same details in last record Jan- Dec 1904

Extracts from Kelly's Directory, 1893 Padstow

Commercial

DEACON	Edward	Master mariner	Barry's Lane
HUTCHINGS	John	Master mariner	Duke St

Appendix H

Amlwch- Harbour is situated on the north eastern corner of Anglesey.

Ardossan – North Ayrshire coast in southwestern Scotland

Avonmouth is a port and outer suburb of Bristol

Ballina - in north County Mayo, Ireland. It lies at the mouth of the River Moy

Bideford – North Devon

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

Calstock - situated on the River Tamar 12 miles upstream from Plymouth

Connah's Quay Flintshire, lying along the River Dee. It is 6 miles from Chester

Canóvanas is a municipality in Puerto Rico, located in the north eastern region

Curaçao is a island in the southern Caribbean, 40 miles from Venezuelan coast.

Charlestown Harbour is situated in south Cornwall near St Austell.

Christiania – Copenhagen, Denmark

Courseulles-sur-Mer is a small town located in Normandy north west of France.

Cowes – Isle of Wight

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

Elisnore- Helsingør, known in English as Elsinore, in eastern Denmark.

Eastham Locks - form the western end of the Manchester Ship Canal,

Faversham - is a market town in the Swale district in Kent

Flushing – Vlissingen, Holland. Historical name in English: Flushing

Garston – Liverpool

Dordt in English, Dordrecht, western Holland

Goole – Yorkshire, 45 miles from North sea at confluence Don & Ouse rivers

Granville - In of the Mont Saint-Michel, Normandy

Helsingborg - **Sweden's** ,closest point to Denmark:

Harburg – Bavaria, Germany on Wornitz river

Hayle – Hayle river estuary near St Ives Bay, 7 miles from Penzance

Hillhead - Glasgow, south of the River Kelvin,

Huelva –South western Spain in the Gulf of Cadiz at the mouth of Odian and Tinto rivers

Littlehampton – English Channel, West Sussex

Lizard Cornwall is the most south-westerly point of the British mainland

Lymington – Solent in Hampshire

Maassluis is a city in the western Holland

Mostyn- Flintshire, on estuary of the river Dee

Newlyn - **Newlyn** lies on the shore of Mount's Bay near Penzance

Odessa – southern Ukraine, on Black Sea

Paimpol – Northern Brittany, France

Par - harbour on the south coast of Cornwall, near St Austell

Penryn west Cornwall, on **Penryn** River about 1 mile northwest of Falmouth.

Paraíba is a state of Brazil, in the Brazilian Northeast,

Partington – on Manchester ship canal, 10 miles from Manchester

Pentewan former port on south coast of Cornwall near St Austell

Pernambuco is a state in northeast Brazil, on the Atlantic Ocean. Its modern capital, Recife

-

Pill and King Road – Bristol where pilots were picked up

Point of Ayr- northernmost point of mainland Wales, Dee estuary

Prawle Point – The Southern most point of Devon

Rio Grande – Argentina, north coast of Tierra del Fuego 132 miles from Ushuaia

Rochester is a town in Medway in Kent, about 30 miles from London.

Roche's Point - situated at the entrance to Cork Harbour, Ireland.

Rushbrook – On river Lark, 20 miles north west of Ipswich

Safi is a city in western Morocco on the Atlantic Ocean.

Santos - in the Brazilian state of São Paulo,

Shields – Port of Tyne, Newcastle upon Tyne

Shoreham- is a seaside town and port in West Sussex,

St Catherine – Jersey

St Catherine's Point – south side of Isle of Wight

St Dogmaels - Pembrokeshire, on the estuary of the River Teifi, a mile downstream from Cardigan, further along the estuary, lies Poppit Sands beach.

St Valery in Caux – English Channel in Normandy, northern France

Teignmouth – south Devon, 12 miles from Exeter

Treport is a coastal port town on the English Channel in northern, Normandy

Trouville- Normandy, North west France

Vigo - northwest of the Iberian Peninsula, **Spain** southern shore of an inlet of the Atlantic Ocean

-

Wadebridge- Cornwall 5 miles upstream from Padstow on river Camel

Watchet – Somerset 15 miles from Taunton on Bristol Channel

Westonpoint - Runcorn