

**Welsh Wreck Web Research Project
(North Cardigan Bay)**

On-line research into the wreck of the:

Frances



A Brig offshore

Report compiled by:

Graeme Perks

Report Title:

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(North Cardigan Bay)
On-line research into the wreck of the:
*Frances***

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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.

Frances was a brigantine built in 1818 and owned by George Danby Palmer of Great Yarmouth. The Frances was on a voyage from Liverpool to Great Yarmouth with a cargo of salt in 1826 when she was in collision with another vessel in a storm, which caused her mast to fall killing the master. The remaining crew abandoned the Frances which was washed ashore in Red Wharf Bay, Anglesey.

The Frances was repaired and continued sailing mainly between Great Yarmouth and north east England with cargos of corn, returning with coal. The Frances was sold in 1865 when George Danby Palmer died shortly after it had been damaged in a gale. The Frances was converted to a schooner and continued carrying cargos of coal until it foundered in a gale off the Spurn in 1868 travelling from Seaham to Treport, France. The crew were rescued by a passing steamer.

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2.4 Contributors

MADU

2.5 Abbreviations

LR	Lloyds Register of shipping
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
RCAHMW	Royal Commission on the Ancient & Historical Monuments of Wales
RNLI	Royal National Lifeboat Institution
w/e	weekending

3.0 Introduction

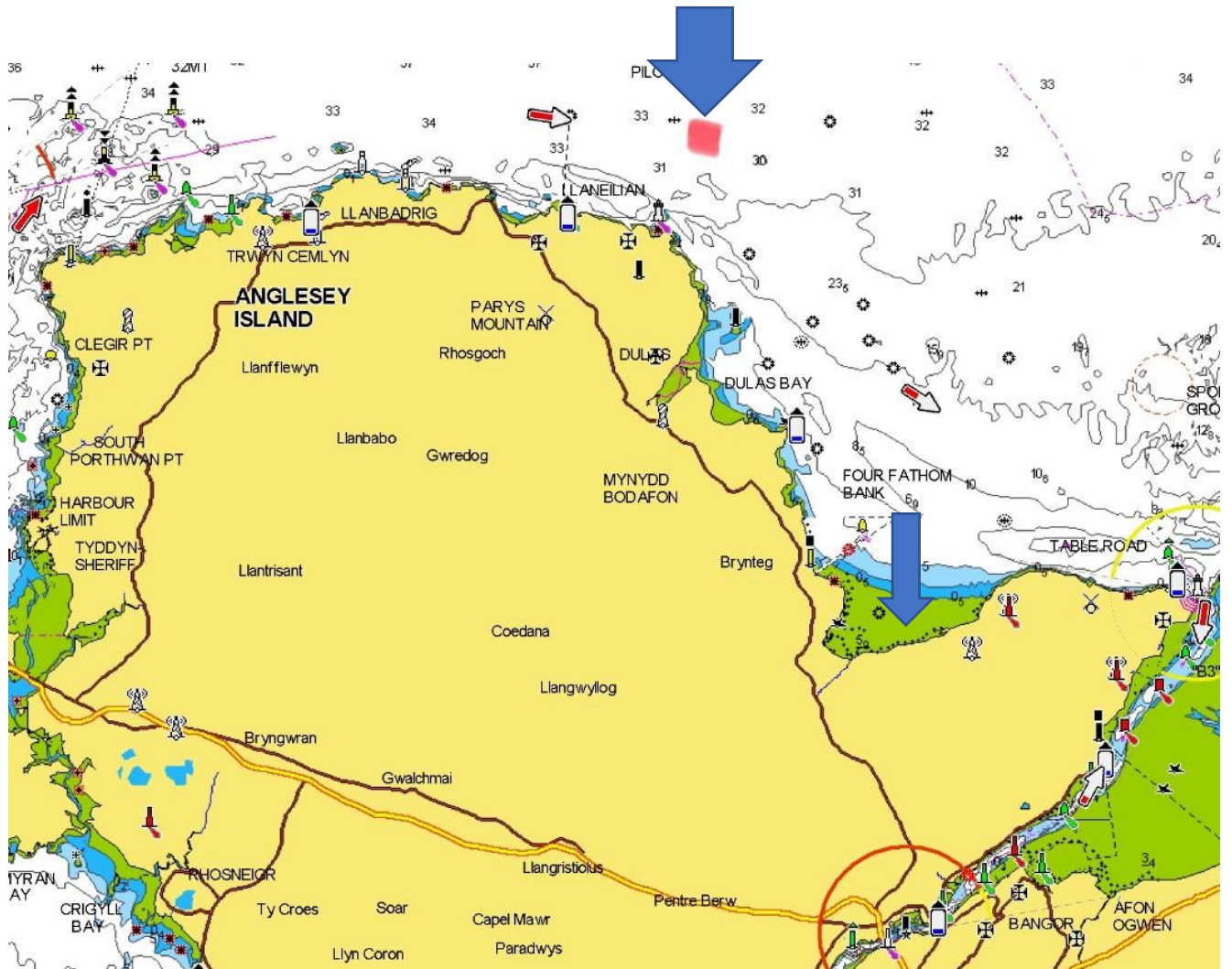
1. I selected Frances to research because it was an old incident and wished to see how much information I could find about her. She was also reported to have been sunk in a collision but the other vessel which was not listed as sunk and I wanted to find out what happened and I wanted to discover:
2. 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 1826.
5. To discover the cause of the event in 1826 and if the vessel survived, the cause of its eventual loss.
6. The events that happened after the incident in 1826 and up to and after its loss if it survived.
7. If there were any previous research of the vessel for the 1826 incident and its story.
8. If there was a wreck site for Frances 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 Frances.

4.0 Background

When I started this research I knew Frances a wooden sailing vessel had been involved in a collision with Britannia on 7th September 1826 near Flysdalas, Caernarfonshire and had sunk.

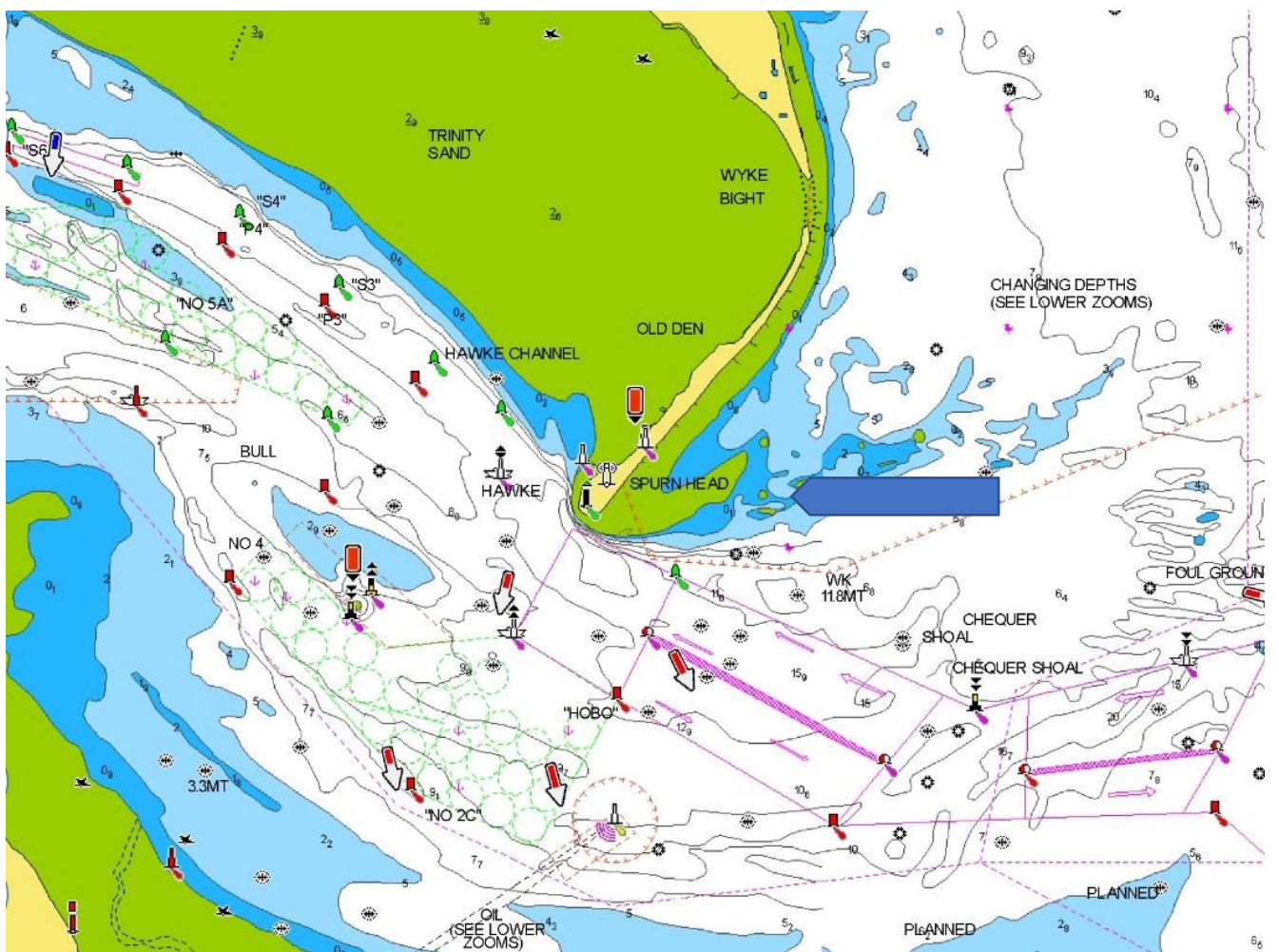


Off Point Lynas mentioned in report of collision



Anglesey showing approximate position of collision

Red Wharf Bay is the green triangle between Four Fathom Bank and Table Road



The Spurn and Spurn Head



The Spurn and location in North east England

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 "Frances" looking for details of her dimensions, master, builders and owners from 1818 with a match. I then searched yearly until 1840.

I searched LR ships, plans and survey reports for "Frances" with no match.

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

I searched The British Newspaper Archives (BNA) for "Frances Clare", "Frances Rice", "Frances Conyers", "Frances Teasdale", "Frances Darnell", "Frances Tuthill", "Frances Kirby", "Frances Walker" and "Frances Johnson" looking for sailings, arrivals, a launch, owners, builders, mishaps and any details of her loss and found a number of matches. I also searched ""Frances Yarmouth" and "Frances Sunderland" when the matches stopped in a year looking for the next master to search and found matches. I also searched all the above using the spelling "Francis" when I found it was being mis spelt in reports and found matches.

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

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

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

I searched The British Newspaper Archives (BNA) for "George Palmer" and in Google to find details about him or his family with matches and to find details about his business and life.

I searched The British Newspaper Archives (BNA) for "John Tuthill" and in Google to find details about him or his family with matches and to find details about his business and life.

6.0 Results

Vessel	Name/s	Frances	
	Type	Brig	
		Cargo	
Built	Date	1818	
	Builder	Unknown	
Construction	Materials	Wood	
	Decks	Single deck	
	Bulkheads	None	
Propulsion	Type	Sail	
	Details	Square Rigged	
Engine	Details	N/A	
	Boilers		
Drive	Type		
	Number		
Dimensions	Length	69 ft	ins
	Beam	Unknown ft	ins
	Draught	9 ft	4 ins
Tonnage	Gross	80 tons	
	Net	74 tons	
Owner	First	George Danby Palmer	
		Great Yarmouth	
	Last	John Tuthill	
		Great Yarmouth	
	Others		
Registry	Port	Gt Yarmouth	
	Flag	British	
	Number	2748	
History	Routes	Yarmouth to North East, Bristol, Liverpool	
		To Oporto, Amsterdam, Texel	
	Cargo	Corn, Barley, stone, coal	
Final Voyage	From	Liverpool	
	To	Yarmouth	
	Captain	Conyers	
	Crew	Number unknown	
	Passengers	None	
	Cargo	Salt	
Wrecking	Date	7 th September 1826	
	Location	Near Flysdalas, Caernarfonshire	
	Cause	Collision with Britannia of Whitehaven	
	Loss of life	Master & others - 3 crew survived	
	Outcome	Driven ashore and repaired	

Saunders's News-Letter - Monday 02 February 1818

PORT OF DUBLIN IMPORTS AND EXPORTS. Jan. 31, 1818.

BRITISH OUTVOICE Frances, Clare, Liverpool.—Robinson and Fayle, 811 barrels oats ; 200 barrels rape seed ; 5 packs wool.

Lloyd's List - Friday 07 November 1823

Yarmouth Roads arrived November 4 1823 Frances, Rice with loss of main mast and anchor

Norfolk Chronicle - Saturday 08 November 1823

The Francis, Rice master, lost her mainmast, and ran into Lynn Well, where she rode the gale out in safety.

Lloyd's List - Friday 26 December 1823

The Frances, Rice, from Yarmouth to Alloa, is stranded on Holy Island.

Saint James's Chronicle - Tuesday 30 December 1823

The Frances, Rice, front Yarmouth to Alloa, is lost on Holy Island.

British Press - Monday 05 December 1825

AMSTERDAM, Nov. 29.—The Frances, Rice, for London, after losing two anchors and cables in the Texel Roads yesterday, has put into Dieu Diep harbour.

British Press - Monday 11 September 1826

“ Copy of a letter from Beaumaris, Sept. 7 The brig Frances, of Yarmouth, Capt. Edward Conyers. from Liverpool to Yarmouth with salt, was run down by a light

brig, unknown, about 12 o'clock last night. off Point Linas, all drowned except Wm. Hubbard, Thos. Passmore, and the Captain's son, E. Conyers, who escaped in the boat, and was picked up by a brig belonging to the same port, and brought safe here. Since writing the above, the brig Britannia, of Workington, Captain Wm. Holgate, from Liverpool to Whitehaven, in ballast, has just arrived with most of her sails carried away, and was laying-to on her starboard tack, when the Frances ran on board the Britannia on her starboard prow. The night was dreadful."

London Courier and Evening Gazette - Monday 11 September 1826

The Frances, Conyers, from Liverpool for Yarmouth, with salt, ran foul of the Britannia for Whitehaven, and went down immediately. William Hubbard, Thos. Passmore, and E. Conyers (the captain's son), were the only persons saved.

Cumberland Pacquet, and Ware's Whitehaven Advertiser - Tuesday 12 September 1826

The Britannia, Holgate, arrived here Saturday from Liverpool and Beaumaris. On Wednesday night, off Llysdalus she was run foul of by the brig Frances, Conyers, laden with salt, of and bound to Great Yarmouth. The bowsprit and foremast of the Frances were carried away, and the master was unfortunately killed by the fall of the mast; the Britannia received some damage to her bow, but was comparatively trifling. The crew of the Frances were apprehensive that the vessel had sustained injury in her hull and got into the boat, but remained alongside, under her quarter, for upwards hours, when they quitted her and landed at Beaumaris. Next morning the vessel was put on shore near Red Wharf Bay.

London Courier and Evening Gazette - Monday 11 September 1826

The Frances, Conyers, from Liverpool for Yarmouth, with salt, ran foul of the Britannia for Whitehaven, and went down immediately. William Hubbard, Thos. Passmore, and E. Conyers (the captain's son), were the only persons saved.

Lloyd's List - Tuesday 12 September 1826

Beaumaris, Sept. 7th The Frances, Conyers, of Great Yarmouth, was run foul of and sunk off Llysdalas, by the Britannia, from Liverpool Whitehaven, put in here.

In sailing, heaving to or lying to is a way of slowing a sailing vessel's forward progress, as well as fixing the helm and sail positions so that the vessel does not have to be steered. It is commonly used for a "break"; this may be to wait for the tide before proceeding, or to wait out a strong or contrary wind. A sailing vessel is often hove to in a gale as this is the safest way to ride out the weather if safely away from land and allows the crew to rest.

Durham County Advertiser - Friday 08 August 1834

NEWCASTLE ASSIZES.

SATURDAY, August 2

WM. WILLIS, a pitman, aged 22 was indicted for the wilful murder of Thomas Lee, a seaman, on the 23rd July last. The first count charged him with committing the murder throwing the deceased into the river Tyne at Hebburn; and the second, beating and striking him. The prisoner was charged with the same offence on the coroner's inquest.

MR Ingham stated the case to the Jury.

Michael Mallat examined by Mr Littledale .—I am mate of the Ebenezer of Ipswich ; the vessel was lying at the lower staith at Hebburn on the 22nd of July last. Thomas Lee was seaman of the vessel. I went ashore about half-past ten o'clock to go to Mr Redhead's public-house. saw Lee there. A great number of persons were there dancing. About hour after went, the deceased happened put his foot out in a sitting posture; a young woman caught her foot against it, and broke her sandal. Daniel Stuart complained, but the dispute was made up the girl and Daniel Stuart shaking hands with Lee. The deceased remained with me the rest of the evening. I left the house about twenty minutes past two. The deceased was with all the time. There were four men with me when I left the house. The name of one of them was Palmer, and Dean, mate of the Frances, was another. The master of the vessel I belong to, Abraham Tanmore, and his daughter were there also. I have not seen Lee since alive. I saw the body the same day at ten o'clock. I cannot swear to his body.

George Palmer examined by Mr Ingham. I am a sailor board the Frances that was lying at Hebburn Quay. I was at Redhead's public-house at the dance about ten o'clock. I came away about two or half-past, along with Lee, the deceased, Dean, and two lads. The master and his daughter came out with us, but went another road. Dean went forwards. Lee kept with me. Lee's vessel was laying at Hebburn spout, a good way farther down. He was to have slept with me that night, but did

not. Several stones were thrown from Redhead's house when we were about 50 yards from it, going straight to the vessel. We were on the quay then. I said, " friends, what are you heaving stones for ?" The man that threw the stones said, "come back, and I'll break your head." I could not see who that man was. The man was about 20 yards distant. There were two men together, but I saw one heave stones. They were about 3 or yards apart. I saw a woman standing on the bank about 5 or 6 yards from the man who was not heaving stones. I said, " friends, do you want me?" The man replied, " no, the other one." Lee said, " I'll go and see what they want with me." then left me and went back. I and the other two lads went on the ship. The man that threw the stones was about 4 or 5 yards from the edge of the water. I got as far as the vessel's stern rope when I turned round and saw man hove over the quay. I was about 50 yards from the place. I did not see who the man was. I had heard nothing before that. By the Judge.—I saw a man thrown over. That man was alone. No other man or woman was standing by them. On seeing this, I ran about half-way back, and then I saw a man and woman standing on the road leading back from the quay, about 20 yards or more from the place where the man was thrown in. I thought they were standing together. By the Judge.— It is a stone quay—a flat one. There is no wall to prevent any one falling in. He was lifted from the ground the person who threw him in. I did not see the man and woman run away. When I got about half-way to the spot I saw the man run away that threw the other in. I saw the man who was thrown lying in the water. I reached a stick to him. He let it draw through his hands, and then sunk in the water. I could not see who he was. There was cap and hat on the quay. Lee had a cap on when we parted company. The man in the water had no cap, and the man who ran away had no hat. I ran up Redhead's to get the grappling irons. I searched till 5 or half-past 5, but could not find the body. The tide was about half flood.

Wm Dean, examined by Mr Littledale.—I am mate of the Frances, Yarmouth vessel. I went to Redhead's public-house about 9 or 10 o'clock on the 22nd. I saw Thomas Lee there, and heard no particular disturbance while I was there. Lee appeared perfectly sober. I left the house about 2 or 3 o'clock in the morning. The master of the Ebenezer, the mate, and the master's daughter, besides Lee, two lads belonging to the Mary, and Palmer, the last witness, all came out of the public house together. I accompanied them to the road turning up to Hebburn, about 20 or 30 yards from the house. I then went on board the ship. I heard a deal of shouting when got aboard. I could distinguish no words. The noise came from the upper part of the quay. I saw a man thrown from a person's arms into the water. I could not discern his features. I was about 80 or 90 yards distant. It was day-break the morning, and little hazy. I cannot say whether the moon was shining. I saw the man fall from the arms of another. I cannot say whether he was lifted up or whether he was merely pushed in. The man that threw him in ran away along the quay towards the ballast hills ; he was

alone. I jumped ashore, and ran after him, but did not overtake him. I then returned the spot, and found the three lads there. There was hat and cap. The man had no hat whom I saw run away. Lee had a cap on when I parted company with him and a duck frock. The other man had dark coat on. I saw the body taken out. I could not say it was Lee's. He had duck canvas flock on.

Jane Watson, examined by Mr Ingham.—I was at Redhead's public-house on the night of the 22nd selling fruit. I saw party of sailors leave the house about two o'clock there were about four or five. They went towards the quay, but I did not see where they went to. I also saw Willis, the prisoner, with another young man with a fustian dress on. There was also a woman, Willis's wife. I saw them from the door towards the quay. I went into the house again. I heard nothing in the house, but came to the door and heard a noise like the voices of the young Yarmouth sailors. I knew their voices, because I had talked with them. They were talking loudly, and appeared to quarrelling, for there were different tongues. I heard no other voice which I knew, except that of the Yarmouth sailors. I afterwards went into the bouse, and came out again, little way from the door, and saw something like the visage of man going into the wafer. I don't understand land measure. By visage I meant something like a man. I clapped hands and said, " There's man over quay." I could not say whether there was or was not any one else on the quay. I then ran into the house and gave the alarm.

Wm Redhead, examined by Mr Littledale - I keep a public-bouse at Hebburn Quay. On the night the of 22nd July last, there was a party at my house. No disturbance took place but what was made up immediately. The party left from two to half-past two. The prisoner was at house that night. I saw the prisoner the morning after the party left my house. I heard an alarm given; and saw the prisoner walking very sharp, and a woman close behind him, coming towards my house. I asked if there was a man over the quay. I heard no answer. I was hurrying on towards the quay. I went down to the quay, and found some sailors. I then returned and got the grappling irons.

Thos. Wraith, examined by Mr Ingham. - I was at the dance at Redhead's, on the night of the 22nd. I know the prisoner by eyesight. We both live at Hebburn. I came out of an adjoining house. I quitted about two o'clock. I saw Willis's wife at the foot of the hill, about 20 or 40 yards off. She was standing there, and I joined her. At that point there is a road leading to her own home. I stopped about minute with her, because she spoke me. I was about 5 or 7 yards from her. I observed nothing by the river side till I heard a voice. It was that of one man crying to another that, " if he came back he would break his head, or smash his head". I looked in the direction of the voice, and saw a man a few yards from the edge of the quay. There were two men, about 7 yards apart. The man who spoke went up towards the other. They went close together and scuffled. I saw nothing more, for I went away immediately towards home. The road goes behind a hill, and loses sight. The woman staid there. She overtook me when I had got

about 60 or 70 yards along the road. The prisoner was with her. It did not seem as if he had a hat on. He had something like a shawl over his head. He said nothing till we had got a considerable distance. We were walking sharply. He then said, " Walk sharply ; there will some sailors following us, and they'll use us badly." Willis had a dark coat on. I had no idea who the men were scuffling on the quay, either of them were. I heard a cry after I left Mrs Willis. She shouted for me to come back, they were going to murder her husband.

Daniel Stuart, examined by Mr Littledale.—I was one of the party at Redhead's the 22nd July. I had a few words with Thomas Lee. But we shook hands and drunk together after that. I saw the prisoner there once. Cross-examined Dundas.—We were all in good peace.

Francis Emmet, examined by Mr Ingham.— I a waterman, I was in my boat on the river about quarter before three. It was half flood. There would about 7 feet of water at Hebburn Quay. There were three men and boy with me in the boat. It was a very hazy morning. I heard the extreme cries of a woman, Don't, don't put him over the quay." The voice came from Hebburn Quay, below Redhead's,—I mean more to the east. I immediately rowed to the spot. I saw a woman with a dark gown, and some people who said there was a man over the quay. I saw Mrs Redhead. I saw a man pick up a hat on the quay.

John Thompson examined by Mr Littledale.—I a waterman. I found dead body in the Tyne on the morning of the 23rd July, near Hebburn Quay. I took the body to the Dead House of Newcastle. The grappling irons caught the body the clothes.

Mr George Fife, examined by Mr Ingham.—I am the coroner. I examined the body the deceased. There was cut above the left eye, and an apparent bruising beside it.—The cut admitted the finger between the edge of the wound and the bone covering the eye. There was also a wound on the right eye. The injuries might have been inflicted with the fist. I did not dissect, not thinking it necessary, the marks of drowning were so apparent. There was frothy mucous about the mouth. There was a distension of the chest, and also of the abdomen. I don't believe the wounds could have been the cause of death.

Mr Alexander Frazer . I examined the body of the deceased. The wound on the outside could not, in opinion, have caused death. There was what is called a black eye. There was a slight fulness at the pit the stomach, but I could not from this infer that the body was drowned. I did not see the body till the 24th.

Mr John Brown, clerk to the magistrates, proved that the whole of the river Tyne where navigable is the jurisdiction of Newcastle and the parish of St. Nicholas. Hebburn Quay is in the parish Jarrow.

This ended the case for the prosecution.

The Learned Judge then put it to the prisoner if he had anything say in his defence.

Prisoner. I am very weak in body. I leave to my counsel.

Mr Dundas, on behalf of the prisoner, then called the names of several witnesses.

The names were loudly proclaimed several times and at different intervals, through the body the court, but no one came forward. After waiting for some minutes, His Lordship summed up at considerable length. The Jury then retired consider of their verdict, and after about half-an-hour's absence returned a verdict of Guilty of manslaughter."
—To be transported for 7 years. .

William Willis, one of 320 convicts transported on the Marquis of Huntly, 23 March 1835

Norfolk Chronicle - Saturday 31 December 1836

Yarmouth put in through stress of weather Frances, Darnell for Kirkaldy with corn

Caledonian Mercury - Monday 05 November 1838

Frances, Darnell, Put back to Yarmouth 1st inst. For Leith

Newcastle Courant - Friday 14 February 1840

CORN BROUGHT COASTWISE IN THE WEEK ENDING FEB. 13.
- ENGLISH.

Wheat.	Rye.	Barley.	Malt.	Oats.	Pease.	Beans.	Sacks
qrs.	qrs.	qrs.	qrs.	qrs.	qrs.	qrs.	-Flour
1379	-	1170	90	1890	15	845	1938

Shipping and Mercantile Gazette - Monday 22 January 1844

BRIDLINGTON—Jan. 21 : 20-Wind N.W. 21—N.W.. moderate. the night of the 18th instant it came to blow heavily from the N.W., veering to the N., and sometimes to the N.E. The tides have been exceedingly high, and the sea outside yet continues very heavy. Upwards of 60 vessels left our buoy and harbour, and several casualties have been reported. Put in Frances, Darnell, from Yarmouth for Shields.

Shipping and Mercantile Gazette - Tuesday 07 September 1847

YARMOUTH-NORFOLK-Sept. 6: Wind N.W.. fine. Put Back Frances. Darnell, for Newcastle

Shipping and Mercantile Gazette - Saturday 11 November 1848

YARMOUTH—NORFOLK—Nov. 10: Wind N.E., fine. Put in through stress of weather, Henry, High ; and Frances, Darnell; both hence for Newcastle.

Shipping and Mercantile Gazette - Thursday 04 April 1850

SUNDERLAND—April 3: The damage done to several of the vessels lately injured here is found to be greater than appeared when they were reported. The number of total wrecks will be at least five ; it may happen however, that other one or two may also be condemned wrecks. In addition to those previously reported, the following have to be mentioned, The Francis, Darnell, of Yarmouth, stem stanchions and cathead gone.

Newcastle Journal - Friday 26 December 1862

SHIELDS December 24th

The Frances, Walker, from the Wear for Yarmouth, was assisted in with loss of anchors and other damage, after severe gale.

Newcastle Guardian and Tyne Mercury - Saturday 27 December 1862

Lowestoft Dec. 22— The brigantine Francis, Walker, from Sunderland, of and for Yarmouth, has been assisted in by the Yarmouth lifeboat, with loss of both anchors, and 147 fathoms of chain in Yarmouth Roads; has damage to bulwark and boat.

Hull Advertiser and Exchange Gazette - Wednesday 11 January 1865

Bridlington Quay. Jan. 7.—Towed into the harbour— The schooner Frances, Walker, of and from Great Yarmouth for Sunderland. the 5th, whilst riding at anchor off Scarborough, blowing very strong, was taken in tow by Scarborough


smack for the harbour, but had previously engaged a boat's crew. The smack's towline parted, and the Frances ran for Filey Bay, and brought up there, but parted both chains, and drifted miles off the Spurn, and was then taken in tow by the smack Odin of Hull, and brought here. The Frances had nearly all her sails split, and running gear, and part of standing rigging carried away.

Norfolk News - Saturday 14 January 1865

The schooner Frances, Walker, of this port, when prosecuting voyage to Sunderland on the 5th inst., was caught off Bridlington by a gale of wind she sustained damage and was taken into Hull by a smack.

Shipping and Mercantile Gazette May 16 1865

By Order of the Executors of the late George Danby Palmer, Esq.
At the STAR HOTEL QUAY, **YARMOUTH** (NORFOLK),
On THURSDAY, MAY 18, 1865, at Seven o'Clock P.M.,
By H. FENNER and Co.,



THE undermentioned foreign-going and coasting VESSELS; &c., together with all their numerous and well-found Sails and Stores, as from sea:—

LOT 1.—The well-known handsome English oak-built copper-fastened yellow-metalled fast-sailing brigantine-rigged vessel **FOXHOUND**, of Yarmouth; Robert Sims, Master; carries 265 tons of coals, stows largely of light goods, and is well known in the Mediterranean trade. Tonnage, 187 1486-3500; length, 86 4-10; breadth, 21; and depth, 14 7-10 feet.

LOT 2.—The Brigantine **HUNTER**, of **Yarmouth**, English oak-built, and copper-fastened; carries 200 tons of coals at 12 8-12 feet, and shifts without ballast. Tonnage, 120 41-100; length, 79; breadth, 21; and depth, 11 5-10 feet.

LOT 3.—The Brigantine **ISIS**, of **Yarmouth**, English oak-built, and partially metal-fastened; carries 202 tons of coals at 12 feet, and sails with only 25 tons ballast. Tonnage, 120 49-100; length, 69 8-10; breadth, 18 8-10; and depth, 11 7-10 feet.

LOT 4.—The Brigantine **FRANCIS**, of **Yarmouth**, oak-built; carries 117 tons of coals at 10 feet, and sails with only 16 tons ballast. Tonnage, 74 117-3500; length, 59; breadth, —; and depth, 9 4-10 feet.

LOT 5.—The Smack **NANCY**, of **Yarmouth**.

LOT 6.—The Smack **HERRING**, of **Yarmouth**.

Shipping and Mercantile Gazette - Wednesday 05 July 1865

GREAT YARMOUTH—July 4;

Put back - The Francis, Walker, for Sunderland, after slipping from an anchor and chain in the roads the 1st.

Shields Daily Gazette - Wednesday 20 May 1868

Frances. 67 tons, Johnson. Eu, 115 tons nut coals, £51, John Hudson & Co

Shields Daily Gazette - Monday 29 June 1868

- EXPORTS SUNDERLAND

Frances, 67 tons, Johnson, Ville d'Eu, 110 tons nut coals, £40, John Hudson & Co.

Shields Daily Gazette - Saturday 19 September 1868

- EXPORTS SUNDERLAND

Frances, 67 tons, Johnson, Eu, 90 tons large coals, £45, John Hudson A Co.

Shields Daily Gazette - Tuesday 27 October 1868

SHIPPING CASUALTIES GREAT YARMOUTH. , Yarmouth, 25 Oct :— Last evening it blew a gale at SSW with rain, but about six o'clock it became fine, and the wind veered to SE, and blew a heavy gale. The schooner Frances, Johnson, of and from Seaham for Treport (coal), foundered off the Spurn last evening ; crew saved and landed here by the Henry Morton (s), of London, Douglas.

Shields Daily News - Tuesday 27 October 1868

The schooner Frances. Johnson, of and from Seaham for Treport (coal),
foundered off the Spurn on Saturday evening; crew saved and landed at Great
Yarmouth by the Henry Morton (s s), of London, Douglas

Sun (London) - Thursday 23 May 1822

SHIP-OWNERS OF YARMOUTH. To the Hon. the COMMONS of the UNITED KINGDOM, in Parliament assembled, the Humble PETITION of the SHIP-OWNERS of the PORT of GREAT YARMOUTH, in the County of Norfolk, SHEWETH—that your Petitioners observe, with much alarm, the Bill introduced to your Honourable House, entitled— A Bill to explain and amend the several Acts for the encouragement and increasing of Shipping and Navigation, and to regulate the importation of Goods and Merchandize into Great Britain, so far as relates to the Countries from whence, and the ships in which such importation shall be made, contains a clause— That certain enumerated European goods shall be imported in British Ships, or in Ships of the Country or Port of Export in Europe, which clause, your Petitioners conceive, is such a relaxation of the British Navigation Laws, as they fear will be extremely injurious the British Ship-Owners, by rendering Holland and the Netherlands (where warehouse rent and other charges are so extremely low) the emporium of the trade of Europe, and give to their Shipping the benefit of the largest proportion of the carrying Trade from the distant parts of Europe, so long enjoyed by British Shipping; and as at those English ports, where a full cargo of any commodities are not usually imported, but where the supplies are drawn from London in small quantities, the Ships of your Petitioners' port in particular, from the proximity to Holland and the Netherlands, will be only occasionally employed in bringing small supplies of goods, part of the full cargoes which may have been deposited there. Your Petitioners humbly submit, that from the very heavy charges of building and repairing Ships, the duties and expenses attending the outfit and equipment of them in this country, together with the much higher wages which British Seamen are paid, and the manner in which they are fed and provided for, compared with the Dutch, Swedish, Danish, or other foreign Ships and Seamen, it is impossible for British Ships to take freights on the same terms ; and therefore your Petitioners entreat that your Honourable House will not sanction the measure in question. That the employment of the Shipping of your Petitioners for the last three years, has been a great loss to them, and they see no prospect of improvement; added to which, they have to regret the depreciation in value, and that it is a perishable, and at this time, an unsaleable description of property. That your Petitioners humbly submit to your Honourable House, that the present heavy Lights, and Trinity Dues, should be immediately reduced, as they conceive the maintenance of them cannot equal, by a very considerable amount, the charges paid by the Ship-owners. That the present charge of Pilotage bears extremely hard on the Ships belonging to your

Petitioners' port, which are a small class of ships, and pay more in proportion than the larger vessels ; and they humbly pray that the rates may be reduced to what they were during the peace, previous to the year 1793 ; and that all vessels in ballast should be relieved from the necessity of taking a Pilot; and that the charge of Five Guineas, boarding Money (paid alike by the Vessel of seventy tons, and by the one of twelve hundred tons), may be altogether taken off; and they further submit, that as Vessels of sixty tons are not obliged, under the present Act, to take a Pilot when laden, that this exemption might, with safety, be extended to all Vessels not exceeding the draft of ten feet water. Your Petitioners also beg leave to represent, that the charges made by British Consuls and their Deputies in foreign ports, is a serious grievance, and much felt by them during the present low freight, and difficulty of employing their ships ; and they humbly submit, that his Majesty's Government should be empowered to pay the Consuls an adequate salary, and that their fees and charges should be entirely abolished. Your Petitioners also beg to observe, that the Tonnage Duty, originally imposed as a War Duty, operates very grievously and unequally, inasmuch as a Vessel only one-third, or half: laden, pays as much as if she was fully laden ; and that the London Port Dues, and Dock Charges, press very heavily on Shipping entering the port of London ; and with the numerous Imposts on British Shipping, they submit to your Honourable House, are proper subjects for consideration and reduction. And your Petitioners, as in duty bound, will ever pray.

Norfolk News - Saturday 22 November 1856

Port Dues.—The reports of this committee on the 26th of August, the 16th of September, and 13th of October last, were read. The following are the important parts of the last-mentioned report: Mr. James Hargrave Harrison, the lessee of the Council's right of ballastage, attended and complained:— "That on the 1st of October inst., the schooner Frances, 80 tons burthen, of which Wm. Kirby is master, and which vessel had entered the port with coals, went alongside the "Racehorse", which vessel had entered the port in ballast, and took from her direct about 16 tons of ballast, for the purpose of ballasting the " Frances", without the master or owner of either the vessels having applied to him, lessee of the ballast, for any ticket, and without tendering or making any payment of the amount of the ballast dues, which would be 9s. 4d., under the terms in the lease. That Mr. George Danby Palmer, member of this Council, is the principal owner of both these vessels, and Mr. Harrison stated that he (Mr. Palmer) informed him, prior to this act of evasion, that he intended to so, and try the Council as to their sole and exclusive right to ballastage, or their right to make any charge under such circumstances; and Mr. Harrison stated that Mr. George Danby Palmer afterwards admitted to him that he had ordered the ballast to taken in that way,

and refused to pay for the same, although demanded by him (the lessee.)" Mr. Harrison also stated that he was informed that others intended to evade the payment of the ballast dues in the same manner, and that these proceedings were taken by shipowners in violation of his lease, which was the sole and exclusive right of in this port, and that permitted, these evasions would seriously prejudice the Council's rights. The committee resolved that as the Council had been from time immemorial entitled to the sole and exclusive right of ballasting vessels within the port of Great Yarmouth, that evasions should not be permitted, and directed the Town Clerk forthwith procure such opinion or opinions of Counsel as thinks necessary, and bring such action actions, or take such other proceedings against Mr. G. D. Palmer, and against such other person and persons as he shall be advised, for recovering the dues evaded, and for establishing the right of the Council to sole and exclusive right of ballastage, whether the name of Council, or of their water-bailiff or lessee, as shall deemed best. Mr. Harrison assented to his name being used in any such proceedings to support the Corporation rights, and the committee agreed to indemnify him from any costs and expenses relative to such proceedings. On that motion of Mr. Burroughs, seconded by Mr. Moore, the report was confirmed. The Town Clerk then stated that, pursuance of the resolution of the Port Dues Committee, he had taken counsel's opinion upon the right of the Corporation to the sole and exclusive right of ballasting ships within the port and haven of Great Yarmouth, and that such opinion was that the Corporation were entitled thereto, and that the acts committed Mr. G. D. Palmer were an evasion of such right, and; advised that an action be brought against Mr. Palmer for such evasion. In accordance with that advice he, on the 4th inst., commenced such action against Mr. Palmer in the Exchequer of Pleas, in the name of the lessee of the ballast; and, considering the importance of question to the Council's rights, he had retained the best counsel on the circuit and, if defended, the case would be tried at the next Norfolk assizes. The defendant had entered an appearance to the writ.

Mr. Bessey wished to have the opinion read; but The Town Clerk said he should strongly recommend the Council to insist upon its not being read. He had put every possible point that bore upon the question, and he, therefore, thought that the opinion ought not to be read publicly there. Mr. W. Worship hoped the Council would take the Town Clerk's suggestion. He thought it would be entirely suicidal for them to show their weakness, if any, of their own case.

Mr. Steward conceived that if the case was so perfectly clear the reading of the opinion might be the means of evading law-suit; for surely no gentleman with common sense would contest a point on which they were sure to be beaten.

Mr. Burroughs hoped that they would follow the advice of their law-officer. It was not reasonable for them to determine upon having the opinion read when they

were told that such a course would be impolitic It was a question between bricks and mortar and ships, and seeing that there was large stake to be preserved, he should do all in his power to see that the shipowners did not take any advantage of brick and mortar. After some further conversation it was determined that the opinion should not be read, and it was resolved:— That the action commenced against Mr. G. Palmer, prosecuted, and the right of the Council be folly maintained to the sole and exclusive right ballasting; that the Port Dues Committee empowered to direct the Town Clerk In the carrying on arranging or dropping such action, and to take any other proceedings they may think proper for maintaining such rights ; and that the Finance Committee pay, upon the order of the Port Dues Committee, any sum or sums that may be repaired for the expenses the trial of the cause.

George Danby Palmer

The Suffolk Chronicle; or Weekly General Advertiser & County Express. - Saturday 15 April 1865

DIED

On the 4th, at Great Yarmouth, aged 77 years, George Danby Palmer, Esq., J.P., one of the principal shipowners at that port, at Diss, aged 76 years,

Norfolk News - Saturday 08 April 1865

The late George Danby Palmer. Eso.— At quarter past four o'clock, on Tuesday afternoon, George Danby Palmer, Esq., of South Quay, expired after a lingering and painful illness. The deceased a name was a veritable household word this town, and deserving as he was the kind wishes and prayers of all good men, it is with regret that we have to record his death without being able to give such a biographical account of his life and labours as, had we possessed the materials, should willingly and even gladly have done, Suffice it, therefore, to say, that we knew him ourselves to be a high-minded, kindly-disposed, and most charitable gentleman, and an especial friend of the poor. His loss will be acutely felt by many who had the advantage of his friendship. He was born July 5th, 1787, and consequently was his 78th year. He was married twice—first, Miss Maria Cross, who died 1826; and afterwards Miss Maria Anna Palmer, who survives him as also two sons the first marriage. Throughout his long life he has been connected with mercantile pursuits, being a large shipowner and also ostensibly interested the fishing. He was a member of the old Corporation, and has been a Town

Councillor ever since the passing of the Municipal Act 1836. He always steadily refused to accept the office of Mayor, but he has all times assisted his fellow townsmen in the management of the affairs of the borough, and steadfastly and strongly supported those measures which he believed would conduce to the welfare of the town. His death having occurred while the nation is mourning for the untimely loss of Rich. Cobden. Esq., reminds us that when that great reformer paid visit to this town many years ago, in support of his free trade measures, Mr. Palmer was his principal and most active co-adjuditor. Mr. Palmer held the office of Haven Commissioner for the town, and he was also a Justice of the Peace for the borough and the eastern division of the county of Norfolk. He leaves (we understand) landed estates and personal property of considerable value. His remains are to be interred in the family vault in the parish churchyard on Tuesday morning next, when doubt not that a demonstration of the estimation in which - was held will be made.

Norfolk News - Saturday 13 May 1865

GEORGE DANBY PALMER Esquire

DECEASED.

NOTICE IS HEREBY GIVEN, that all persons who stood indebted to, George Danby Palmer, late of Great Yarmouth, in the County of Norfolk, Esquire, at the time of his decease, are requested forthwith to pay the amount of their respective debts to Mr. Salmon Palmer, of the South Quay, Great Yarmouth aforesaid, Merchant, one of the Executors of the Will of the said deceased; and all persons who have any claims or demands upon the said George Danby Palmer, or his Estate and Effects, are requested to send the particulars of their several claims or demands to the said Salmon Palmer.

Dated the 3rd day of May, 1865.

HENRY PALMER,

F. DANBY PALMER,

6542]

Solicitors to the Executors.

Norfolk News - Saturday 13 May 1865

GREAT YARMOUTH.

MESSRS. SPELMAN have received instructions from the Executors of the late George Danby Palmer, Esq., to Sell by Auction, June next, Important TRADE PREMISES, consisting of Fish Offices, Block maker's Shop and Building Yards, with River Frontages; Fish Offices and Cottages in the Town; Residences on the South Quay; valuable Site of Ground, with Houses, situate in the centre of the Marine Drive, Beach, Great Yarmouth. Further particulars future papers, and may be had of Mr. Henry Palmer, or Mr. F. D. Palmer, Solicitor, Great Yarmouth; and of the Auctioneers, Norwich and Yarmouth.

Yarmouth Independent - Saturday 20 June 1891

HECKINGHAM CHURCH, a very ancient structure, with many of its Saxon features still intact. It and is therefore a gem in the eyes of antiquarians. The Church was not in the programme, but a hasty visit was paid to it in passing, and the party drove on to the Swan, at Loddon, a real good hostelry, where an ample luncheon. supplied by host Mullings. awaited them. The chair was filled by F Danby Palmer, Esq. D.L. (Steward of the Manor and Judge of the local Court), who ably supported by and faced by Dr J Bately. The church here very interesting architecture, and handsome monuments to the Hobart and Palmer families, the blazon of whose coats of arms still appear in the great eastern window. Mr F. Danby-Palmer having read a paper dealing with the early history of the Lordship or Manor, tracing the various families into whose it passed unto 1812, when it was purchased by William Danby Palmer, of Great Yarmouth, Esquire, (who was a considerable landowner in the parish and lord of the adjoining manors of Hales Hall and Loddon Hall) to whom it was conveyed by Indentures of Lease and Release, dated the 27th and 28th October 1814. Mr Palmer the eldest son of William Danby Palmer, of Great Yarmouth, and Sarah, his wife, daughter of J. Cox, of Cromer. His brother, John Danby Palmer was twice Mayor of Yarmouth, and died in 1841, leaving a son Charles John Palmar, F.S.A., the editor and continuator of *Manship's History of Great Yarmouth*. The first named William Danby Palmer marries Frances, daughter and co heir of William Boulton, of Pakefield, Suffolk and died in 1828. To his eldest son, William Danby Palmer, devised his Loddon estates, who accordingly entered upon the same, and remained lord until his death, bachelor and intestate, in the year 1834, when they devolved upon his brother and heir, George Danby Palmer, of Great Yarmouth, Esq., who was for many years one of the most prominent persons in

that part of the county. He married first Maris, daughter of William Cross, of Gorleston, Suffolk, whom had issue George William Palmer, of Martham-hall, his son and heir who predeceased him, Frederick Palmer, J.P., of Great Yarmouth, Henry Dauby Palmer, of Southtown, Suffolk, Salmon Palmer, and daughter, Frances, married to the Rev E. S Dixon; and secondly, Maria, daughter the Rev. J. M Beynon, by whom left no issue. Mr G. D. Palmer died on the 4th April 1865, , and so much was respected by his follow towns men, that very handsome brass has been erected by their subscriptions to his memory, in the south aisle of St Nicholas Church, Great Yarmouth, bearing the following inscription "Sacred to the memory of George Danby Palmer, Esquire, one of Her Majesty's Justices of the Peace for this County, Senior Magistrate this borough, the oldest member of the Body Corporate, and one the Representatives of the people in most of the honorary offices in native town. His time and talents, and all the energies of his mind, during the greater portion of his protracted life, were disinterestedly devoted to the service the public. He was an earnest advocate of all measures of civil, commercial, and religious liberty, and the public institutions found in him a liberal supporter. Firm, but without pride, kind and benevolent, yet free from ostentation, he was foremost in works of charity, the poor, the sick, and the afflicted was at all times ready to aid, comfort, and advise. The personal attention and assistance which he rendered the poor, sick, and dying sailors, landed from these Roads during the prevalence of cholera, will long remembered. He was born the 8th day of July. 1787. and died the 4th of April 1865. His mortal remains are deposited in the family vault opposite the South Transept of this church. This brass was erected by the subscription of 156 of his fellow townsmen, who fervently hope that he shares in the those who rest from their labours, and whose works do follow them". He was succeeded in his Loddon estates, including the lordships of Loddon Bacons, Hales Hall, and Loddon Hall, by his grandson and heir, George Wm. Danby Palmer now of Ranworth Priory and Kirstead, who assumed name of Kerrison in 1886, the terms of the will of Charles Kerrison from whom derived the Kirstead property, of Pakefield hall Suffolk, eldest son George William Danby Palmer, of Martham, by Emily his wife, daughter of Roger Kerrison, of Ranworth, and the present lord. He married in 1865, Louisa, daughter Samuel Charles Marsh, who was twice Mayor of Great Yarmouth (1843 and 1852), and held his first Court 30th October 1865.

John Tuthill, Great Yarmouth

Norfolk News - Saturday 27 June 1863

James Smith (23), mariner, was charged with stealing a gold Geneva watch, a metal watch, and a silver guard chain, the property of John Tuthill, on the 10th of March last. Mr. C. Cooper prosecuted. The prisoner was found guilty, and several previous convictions being proved against him, he was sentenced to four years' penal servitude,

Louth and North Lincolnshire Advertiser - Saturday 16 March 1867

NORTH SOMERCOTES. Donna Nook Life-boat.—We have much pleasure recording the services of this boat in saving four lives from a wreck on Sunday last, at 11.30 a.m., during heavy gale from the North-east, when vessel apparently a disabled and in a sinking state was sighted about four miles at sea making for the shore. The coxswain of the Life boat (Thomas Dobson) lost no time in hoisting his signal for his crew, who were got together in a course of twenty minutes, and, as the vessel was rapidly approaching the shore, it was evident she must be wrecked amongst the breakers. The crew once launched their boat the presence of a great number of people, who all thought that with the wind and tide against them and tremendous sea running mountains high it would be impossible for them to work her through the breakers; but much to the admiration as well as astonishment all, they kept the boat under control, being occasionally quite lost to the bystanders and again appearing a perpendicular position, first with her bow and then with her stern mounted high in the air. While the boat was thus working her way the crew of the vessel were seen to leave her and in few minutes after the vessel struck the ground, heeled over, and began to break at once. The crew in her boat were signalled to keep out to sea if possible, as any attempt to gain the shore through the breakers would be instant destruction. The Life-boat having cleared the breakers was soon with the boat, and after some difficulty, through the violence of the sea, succeeded in getting the men out of it into the Life-boat and ultimately regained the shore in safety. The vessel proved to be "The Squire," of Yarmouth, bound to Grimsby, with a cargo of barley. The crew consisted of four men including the master and owner, John Tuthill, who with his men were in a very exhausted state, having been occupied in working the pumps and baling out water the whole of the previous night, the vessel having sprang leak shortly after leaving Yarmouth the preceding day. They expressed the greatest gratitude for their deliverance from, as they said, certain death, as their boat could not have lived much longer in such a sea,

having, during the short time they were her, half-filled with water. On being landed they were taken to the new Life-boat house, lately erected by the Royal National Lifeboat Institution, through the means of a legacy of £50 bequeathed to them the late Captain Peter Cracroft, and a liberal contribution of £20 by Henry Pye, Esq, which is one of the most complete and comfortable station-houses on the coast.

Shipping and Mercantile Gazette - Thursday 21 March 1867

REPORT OF CAPTAIN John Tuthill, of the Schooner *SQUIRE*, of and from Great Yarmouth, 46 tons, for Grimsby (about 410 qrs barley), wrecked (as before reported) :- Left Great Yarmouth March 9. Proceeded, and about 8 pm breeze increased, with heavy sea; found vessel making water. Set on pumps; about midnight they choked; commenced bailing the water out of the forepeak. On the 10th about noon, finding vessel in sinking state (water being on the cabin floor), for safety of our lives ran on shore on the coast of Lincolnshire, at Donna Hook where she immediately, filled with water. We took to the boat, and were rescued by the Donna Nook lifeboat, and we were landed at Donna Nook about 1.0pm. The vessel became a total wreck, the cargo washing out of her on the beach.

descriptions. Spring Corn without variation.

PRICES of CORN per Quarter at NORWICH,
Sept. 10, 1831, with the Averages.

Wheat	..56s to 73s 0d.....	<i>Average</i>	3l	7s	8d
Barley	...30s to 40s 0d.....		1l	18s	3d
Oats	..26s 0d to 27s 0d.....		1l	6s	6d
Beans	..38s 0d to —s.....		1l	18s	0d
Peas40s to —s 0d.....		2l	0s	0d

NORWICH, SATURDAY, SEPT. 17.

We had a very liberal show of New Wheat at this day's market: the proportion of fine-conditioned samples being short, they were taken off by the millers, with very little variation from the **prices** of this day week, viz. from 33s. to 34s. per coomb, but for every other description the demand was slack, and **prices** 1s. to 2s. per coomb lower. The best Malting samples of Barley met ready sale at

The Corn listed as cargo seems to mean more than corn but includes the items listed above in the average prices at Norwich in September 1831.

A brigantine is a two-masted sailing vessel with a fully square-rigged foremast and at least two sails on the main mast: a square topsail and a gaff sail mainsail. The main mast is the second and taller of the two masts.

A schooner is a type of sailing vessel defined by its rig: fore-and-aft rigged on all of 2 or more masts and, in the case of a 2 masted schooner, the foremast generally being shorter than the mainmast



Fig. 1 Drawing of a Brigantine



Fig. 2 Painting of 19th Century Top sail Schooner

7.0 Analysis

The newspaper reports of 1826 are contradictory, one quotes the Frances as sinking and the other that she ran ashore in Red Wharf bay. The LR of 1828 entry for Frances has a different master, Teasdale and lists thorough repairs in 1827. The vessel obviously ran aground in Red Wharf bay after the collision and abandonment by the crew and was repaired. The crew rowed down wind from the position of the collision past Red Wharf Bay to Beaumaris, following or being followed by the Frances which went aground in Red Wharf Bay.

The report from Beaumaris when the survivors from the Frances arrived and then the Britannia gives an account of the cause of the collision. The Britannia was lying to in the gale on starboard when the Frances was in collision with her. Lying to or being Hove to is achieved when the vessels sails are trimmed to act against the rudder so that when one tries to move the vessel forward the other acts against it and the vessel remains nearly stationary. The sea still carries the vessel with it in any current and the wind causes the vessel to move sideways. The reason a vessel would lie on starboard on a sailing vessel with the wind on its side starboard has right of way over a vessel with the wind blowing from its port side. The international regulations for the prevention of collisions at sea were created some time later but this was rule still followed.

The Norfolk record office holds Bills of Sale of various Yarmouth vessels, 1806-54 (Y/D 16/747-50, 760-8; Y/D 51/1706, 1712, 1902, 1907) and Port and Haven Commissioners' records, 18th to 20th centuries, including some registers of ships, harbourmaster's reports and accounts of tolls (see list Y/PH) but these are not available on line.

Since Frances was built in 1818 the owner has been recorded as Palmer and when owners were recorded in MNL in 1865, George Danby Palmer was the owner, and the Frances was sold by auction after his death in 1865 along with other vessels he owned.

There is a note written on the side of the appropriation book for Frances that loss was notified 17/11/1868.

Crew Lists Maritime History Archive

Official number 2748

1864: U2 No Official log present

1866: U2

1867: U2

1868: Q1 Official log present

I have included the details of the death of the seaman Thomas Lee from 1834 in which the mate from the Frances was a witness mainly for the background it supplies about how crews spent their spare time when in port. It illustrates again how few seamen could swim and how stupid a way it was to lose a life, in an argument over nothing. It also mentions ballast hills, the material used to enable empty vessels to sail safely which tended to build up in ports with large exports.

The cargos the Frances was carrying from North Shields in Newcastle, Sunderland etc was probably coal and the cargo listed as corn on some voyages to Newcastle was probably grain, malt, oats, flour, peas or beans as can be seen from the prices given in 1831 and 1840, corn was a generalised description of these commodities.

The report in October 1868 of the schooner Frances, Johnson which was lost off the Spurn seems to be the same vessel, there is no Frances registered to Seaham in MNL or LR. The tonnage given earlier in the year carrying coal from Sunderland is one ton less at 67 tons but no other vessel called Frances or Francis is of this tonnage in MNL or LR. The vessel of the same name at Preston is 78 tons and continues sailing after 1868. The vessel is described as a schooner but the Frances was described as a schooner when towed into Bridlington in 1865. It is likely that the new owner altered her rig to a schooner after the damage earlier in 1865 when she remained in Sunderland for most of the year, but MNL does not record the rig fitted to a vessel at this time, and her LR entries ceased in 1838.

The Frances was built as a brigantine, a square rigged vessel with two masts, but requiring a larger crew. The conversion to a schooner, which also has two masts but fore and aft rigged which need a smaller crew, is not a major undertaking. The top section of the masts need changing and the remainder is sails and rigging changes. It is an updating of an elderly vessel for use in the second half of the nineteenth century with reduced operating costs with a smaller crew, and

when vessels of her 68 tons size were not built as Brigantine's. It is also appears to have been undertaken when Frances had been damaged and at least one suit of sails destroyed in a gale. A fore and aft rigged vessel is also more efficient in the coastal sailing, where Frances was used.

The BNA provided all the reports for Frances, her only involvement with Wales was the collision in 1826 and her subsequent grounding. A website for the Great Gale of 1826 added to my suspicion that Frances had been repaired not sunk.

Information came via Google of the convict records in Australia and the Gale of 1826.

8.0 Conclusions & Recommendations

I have spent about 60 hours on this project with about 95 % of that time spent on line. The vessel had a fifty year life span not the 8 years I was expecting when I started the research.

I answered most of the objectives I set at the beginning of the research. The dimensions of the Francis were given in the notice of her auction in 1865 except the breadth, it looks like the length was only the number of feet, ignoring any inches. The builder is unknown, but may be included in the records of the sale of vessels at Norfolk Record office, but not available on line. The owner until his death, George Danby Palmer is well documented on line, with some information concerning John Tuthill the second owner. There is insufficient details of any of the masters and crew to find details of them. The discovery that the Frances was not sunk but repaired after the 1826 collision and her subsequent voyages and mishaps until 1868 met that part of my objectives. The Frances has now known wreck site and the description of the location of her sinking is vague in a inhospitable section of coast line where discovery is unlikely.

The only way to confirm I have the correct Frances for the sinking in 1868 is to check the crew list held by the Maritime History Archive in Newfoundland or the Norfolk Record office which may provide conformation. There are no records held in the National Archives for Frances.

The story of the Frances is fairly ordinary except for the collision and she was a collier transporting coal from the north east to Great Yarmouth for many years in common with hundreds of other vessels.

I cannot find any previous reports on the Frances except a mention in the Gale of 1826 web site of the collision.

9.0 References

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

<https://convictrecords.com.au/>

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

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

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

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Appendices:

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

Ship Name	Master	Tonnage	Date	Classification
Hound S	Watson	308	1818	A1
Frambingen Bg	Stenorth	140	1817	E1
Frances's s.C	J. Boyer	338	1818	E1
Bg	M. Clare	80	1819	A1
Sw s C	Danson	185	1820	A1
Bg s	Goldsmith	159	1821	A1
Bg s	M Gordon	230	1822	A1
S	G. Hitch	317	1823	A1
Sp	J. Martin	67	1824	E1
Bg	Mordew	187	1825	E1

The first entry for Frances is in 1818, 1817 not being available on line.

Frances is described as a brig, master M. Clare, 80 tons, registered at Yarmouth, 1 year old, owner G. Palmer, draught 9 feet when loaded, sailing between Yarmouth and the North, surveyed at Yarmouth, classified A1 for 8 years, having a single deck supported by beams and part old materials.

1819 unchanged except new survey in March 1819

1820 unchanged except sailing between Plymouth and Liverpool

1821 unchanged except new survey in March 1821

1822 unchanged except sailing between Liverpool and Waterford, new survey

1823 master changed to R. Rice sailing Falmouth Rtrdam

1824 Damage and thorough repairs 1824, HK - hanging knees, new survey in February 1825, sailing Yarmouth coast.

1825 unchanged except date built 1816 shown, sailing between Bristol and Liverpool, and shown as having a single deck no beams, PIC - proved iron cables.

In 1826 the master is amended to E. Conyers, the deck beams are added again, new survey in February classified E1 show previous survey also E1 in 1824 sailing Yarmouth coast.

1827 details of deck beams missing and previous repairs, sailing Bristol to Liverpool otherwise unchanged.

1828 new master Teasdale, thorough repairs in 1827, sailing Yarmouth coaster, otherwise unchanged.

1829 unchanged except new survey in 1827

1830 unchanged except new survey in 1829 and sailing Teignmouth coast

1831 Initial C. added to masters name, thorough repair 1824, Damage & good repairs 1827, added but otherwise unchanged.

1832 unchanged

1833 unchanged except only thorough repairs in 1827 shown, new survey E1
- 1829

1834 only details shown are Frances, master T. Darnell, 80 tons, registered at Yarmouth, all other fields blank. A new policy foe non payment by Lloyd's ?

1835, 1836, 1837 unchanged

1838 No record and no further records

Appendix B – The Timeline for the *Frances*

1818

April 23 1818 Yarmouth sailed *Frances*, *Clare* for Milford

1819

March 3 1819 Falmouth sailed *Frances*, *Clare*, for Liverpool

August 27 1819 Bristol sailed *Frances*, *Clare*, for Cadiz and Malaga

1820

May 17 1820 Leith arrived *Frances*, *Clare* from Cadiz

June 9 1820 Newcastle cleared *Frances*, *Clare*, for Oporto

June 27 1820 Oporto arrived *Frances*, *Clare* from Newcastle

August 1 1820 Leith arrived *Frances*, *Clare* from Oporto - wine

August 18 1820 Newcastle cleared *Frances*, *Clare*, for Oporto

October 22 1820 Leith arrived *Frances*, *Clare* from Oporto

December 25 1820 Yarmouth sailed *Frances*, *Clare* for Liverpool - corn

1821

April 29 1821 Oporto arrived *Frances*, *Rice* from Liverpool

May 24 1821 reported at Oporto *Frances*, *Clare* from Liverpool

November 1 1821 Leith arrived *Frances* from Yarmouth – barley

1822

February 7 1822 Lynn sailed *Frances*, *Rice* for Bristol

April 20 1822 Leith arrived *Frances* from Yarmouth - barley

April 26 1822 Bristol entered outwards *Frances*, *Rice* for Rotterdam

May 15 1822 Falmouth sailed Frances, Rice for Rotterdam

June 29 1822 Reported at Rotterdam Frances, Rice – bark

August 1 1822 Fowey arrived Frances, Rice from Plymouth

October 30 1822 Leith arrived Frances from Yarmouth – barley

November 16 1822 Yarmouth sailed Frances, Rice for Hull

1823

January 20 1823 Yarmouth sailed Frances, Rice for Gainsborough

February 6 1823 Gainsborough arrived Frances, Rice from Yarmouth -barley

March 3 1823 Leith arrived Frances, Conyers from Yarmouth - barley

August 29 1823 Lymington arrived Frances, Rice from Sunderland

October 10 1823 Leith arrived Frances from Yarmouth – barley & flour

November 4 1823 Yarmouth arrived Frances, Rice damaged

December 6 1823 Yarmouth sailed Frances, Rice for Hull – corn & goods

December 25 1823 from Yarmouth to Alloa stranded on Holy Island

1824

January 23 1824 Leith arrived Frances from Yarmouth – barley

March 15 1824 Yarmouth sailed Frances, Rice for Scotland – corn

August 16 1824 Yarmouth sailed Frances, Rice for Belfast – corn

September 10 1824 Bristol arrived Frances, Rice from Yarmouth

October 21 1824 Yarmouth arrived Frances, Rice from Bristol - stone

December 13 1824 Yarmouth sailed Frances, Rice for London

1825

January 31 1825 Yarmouth sailed Frances, Rice for London – corn

February 5 1825 Yarmouth sailed Frances, Rice for London - corn

February 18 1825 Texel arrived Frances, Rice from Yarmouth

March 31 1825 Gravesend arrived Frances, Rice from Amsterdam

April 22 1825 Texel arrived Frances, Rice from London

June 12 1825 Gravesend arrived Frances, Rice from Amsterdam

July 5 1825 Texel arrived Frances, Rice from Sunderland

August 17 1825 London customs hose entered Frances, Rice from Amsterdam

September 4 1825 Texel arrived Frances, Rice from London

September 30 1825 Gravesend arrived Frances, Rice from Amsterdam

November 28 1825 Dieu Diep put in Frances, Rice from Texel roads for London
- with loss of anchors &c.

December 10 1825 Gravesend arrived Frances, Rice from Amsterdam

December 12 1825 London customs hose entered Frances, Rice from Amsterdam

1826

February 27 1826 Yarmouth sailed Frances, Rice for Leith - corn

March 3 1826 Leith arrived Frances, Conyers from Yarmouth - barley

April 1826 Yarmouth arrived Frances, Conyers from Liverpool

July 10 1826 Yarmouth arrived Frances, Conyers from Liverpool - salt

September 7 1826 In collision with Briannia off Flysdalas reported sunk from
- Liverpool for Yarmouth - salt

September 8 1826 Frances ashore near Red Wharf Bay, Anglesey

1827

June 24 1827 Poole sailed Frances, Teasdale for Liverpool

1829

October 8 1829 Yarmouth arrived Frances, Teasdale from Liverpool – salt

1830

March 11 1830 Yarmouth sailed Frances, Teasdale for London – corn

1831

June 16 1831 Sunderland arrived Frances, Darnell from Yarmouth

June 18 1831 Sunderland cleared Frances, Darnell for Yarmouth

1832

February 11 1832 Yarmouth sailed Frances, Darnell for London – corn and goods

May 10 1832 Yarmouth sailed Frances, Darnell for London – corn and goods

1833

January 18 1833 Yarmouth sailed Frances, Darnell for Hull – corn

January 23 1833 Hull outwards Frances, Darnell for Shields

April 11 1833 Yarmouth sailed Frances, Darnell for the North with corn

1834

July 23 1834 In Newcastle Frances, Darnell from Yarmouth

December 12 1834 Yarmouth sailed Frances, Darnell for London – corn

1835

October 22 1835 Yarmouth sailed Frances, Darnell for Leith – corn

1836

February 4 1836 Yarmouth sailed Frances, Darnell for London

February 24 1836 Yarmouth arrived Frances, Darnell from London - ballast

March 11 1836 Yarmouth sailed Frances, Darnell for London – corn

April 15 1836 Yarmouth sailed Frances, Darnell for Gainsborough - corn

December 31 1836 Put in through stress of weather Frances, Darnell for Kirkcaldy

1837

January 21 1837 Yarmouth sailed Frances, Darnell for Grangemouth - corn

March 24 1837 Yarmouth sailed Frances, Darnell for Leith – corn

April 7 1837 Leith arrived Frances, Darnell from Yarmouth - grain

May 19 1837 Yarmouth sailed Frances, Darnell for Aberdeen – corn

December 1 1837 Yarmouth sailed Frances, Darnell for London – corn

December 4 1837 London Customs house inwards Frances, Darnell from
- Yarmouth

1838

February 10 1838 Yarmouth sailed Frances, Darnell for London – corn

March 8 1838 Yarmouth sailed Frances, Darnell for London

March 10 1838 London Customs house inwards Frances, Darnell from Yarmouth

April 3 1838 London Customs house inwards Frances, Darnell from Yarmouth

May 29 1838 North Shields sailed Frances, Darnell for Yarmouth

April 30 1838 North Shields sailed Frances, Darnell for Yarmouth

June 3 1838 North Shields sailed Frances, Darnell for Yarmouth

July 14 1838 North Shields sailed Frances, Darnell for Yarmouth

July 16 1838 Yarmouth arrived Frances, Darnell from Newcastle

July 24 1838 Yarmouth arrived Frances, Darnell from Newcastle

August 11 1838 Yarmouth arrived Frances, Darnell from Newcastle

August 16 1838 Yarmouth sailed Frances, Darnell for Newcastle

August 27 1838 Yarmouth arrived Frances, Darnell from Newcastle

September 6 1838 Yarmouth sailed Frances, Darnell for Newcastle

October 13 1838 Yarmouth arrived Frances from Boston – oats

November 2 1838 Yarmouth put in Frances, Darnell for Leith – corn - gales

November 8 1838 Yarmouth sailed Frances, Darnell for Grangemouth - corn

December 15 1838 Yarmouth arrived Frances, Darnell from Newcastle

1839

January 11 1839 Yarmouth sailed Frances, Darnell for Leith - corn

January 18 1839 Yarmouth sailed Frances, Darnell for Leith

February 4 1839 Yarmouth sailed Frances, Darnell for Leith

March 19 1839 North Shields sailed Frances, Darnell for Yarmouth

March 22 1839 Yarmouth arrived Frances, Darnell from Newcastle

May 13 1839 Yarmouth sailed Frances, Darnell for Newcastle

July 23 1839 Yarmouth arrived Frances, Darnell from Newcastle

August 24 1839 Yarmouth arrived Frances, Darnell from Newcastle

September 5 1839 North Shields sailed Frances, Darnell for Yarmouth

September 30 1839 Yarmouth arrived Frances, Darnell from Newcastle

October 10 1839 Yarmouth sailed Frances, Darnell for Newcastle

November 22 1839 Yarmouth arrived Frances, Darnell from London

November 25 1839 London Customs house inwards Frances, Darnell from

-

Yarmouth

1840

February 13 1840 Newcastle arrived Frances, Darnell from Yarmouth

July 4 1840 North Shields sailed Frances, Darnell for Yarmouth

July 14 1840 Yarmouth sailed Frances, Darnell for Newcastle

July 22 1840 Yarmouth arrived Frances, Darnell from Newcastle

July 30 1840 Yarmouth sailed Frances, Darnell for Newcastle

September 5 1840 Yarmouth sailed Frances, Darnell for Newcastle

October 26 1840 Yarmouth arrived Frances, Darnell from Newcastle

November 8 1840 Yarmouth sailed Frances, Darnell for Newcastle

1841

January 28 1841 Yarmouth sailed Frances, Darnell for London – corn, flour, fish

February 2 1841 London Customs house inwards Frances, Darnell from Yarmouth

February 6 1841 London Customs house outwards Frances, Darnell for Yarmouth

February 28 1841 Yarmouth arrived Frances, Darnell from London

March 4 1841 Yarmouth arrived Frances, Darnell from London - goods

March 26 1841 Yarmouth sailed Frances, Darnell for London

March 31 1841 London Customs house inwards Frances, Darnell from Yarmouth

April 3 1841 Yarmouth sailed Frances, Darnell for London

August 21 1841 Yarmouth sailed Frances, Darnell for Newcastle

November 7 1841 Yarmouth sailed Frances, Darnell for Newcastle

December 9 1841 Yarmouth arrived Frances, Darnell from Newcastle

1842

February 5 1842 London Customs house inwards Frances, Darnell from Yarmouth

July 24 1842 Yarmouth sailed Frances, Darnell for Newcastle

1843

January 22 1843 Yarmouth sailed Frances, Darnell for Newcastle

July 8 1843 Yarmouth sailed Frances, Darnell for Newcastle

July 21 1843 North Shields sailed Frances, Darnell for Yarmouth

August 20 1843 North Shields sailed Frances, Darnell for Yarmouth

August 24 1843 Yarmouth arrived Frances, Darnell from Newcastle

September 16 1843 North Shields sailed Frances, Darnell for Yarmouth

September 21 1843 Yarmouth arrived Frances, Darnell from Newcastle

December 11 1843 Yarmouth sailed Frances, Darnell for Newcastle

December 16 1843 North Shields sailed Frances, Darnell for Yarmouth

1844

January 21 1844 Bridlington put in Frances, Darnell for Newcastle from Yarmouth

January 27 1844 North Shields sailed Frances, Darnell for Yarmouth

January 28 1844 Yarmouth arrived Frances, Darnell from Newcastle

February 28 1844 North Shields sailed Frances, Darnell for Yarmouth

March 2 1844 Yarmouth arrived Frances, Darnell from Newcastle

March 22 1844 Yarmouth sailed Frances, Darnell for Newcastle

April 2 1844 Yarmouth arrived Frances, Darnell from Newcastle

June 4 1844 Yarmouth sailed Frances, Darnell for Newcastle

August 10 1844 Yarmouth sailed Frances, Darnell for Newcastle

September 12 1844 Yarmouth arrived Frances, Darnell from Newcastle

September 25 1844 Yarmouth sailed Frances, Darnell for Newcastle

September 28 1844 Blythe sailed Frances, Darnell for Yarmouth

October 4 1844 Blythe arrived Frances, Darnell from Yarmouth

October 25 1844 Yarmouth arrived Frances, Darnell from Newcastle

1845

January 2 1845 Yarmouth arrived Frances, Darnell from Newcastle

January 19 1845 Yarmouth sailed Frances, Darnell for Newcastle

January 29 1845 Yarmouth arrived Frances, Darnell from Newcastle

January 31 1845 Yarmouth arrived Frances, Darnell from Harwich

February 6 1845 Yarmouth Sailed Frances for Portsmouth

February 14 1845 Yarmouth sailed Frances, Darnell for Newcastle

February 26 1845 North Shields sailed Frances, Darnell for Yarmouth

March 10 1845 Yarmouth arrived Frances, Darnell from Newcastle

April 1 1845 Yarmouth sailed Frances, Darnell for Newcastle

May 2 1845 North Shields sailed Frances, Darnell for Yarmouth

June 11 1845 Yarmouth arrived Frances, Darnell from Newcastle

July 3 1845 Yarmouth sailed Frances, Darnell for Newcastle

July 10 1845 North Shields sailed Frances, Darnell for Yarmouth

July 12 1845 Yarmouth arrived Frances, Darnell from Newcastle

July 26 1845 Yarmouth sailed Frances, Darnell for Newcastle

August 3 1845 North Shields sailed Frances, Darnell for Yarmouth

August 7 1845 Yarmouth arrived Frances, Darnell from Newcastle

August 18 1845 Yarmouth sailed Frances, Darnell for Newcastle

August 28 1845 Yarmouth arrived Frances, Darnell from Newcastle

September 12 1845 Yarmouth sailed Frances, Darnell for Newcastle

September 16 1845 North Shields sailed Frances, Darnell for Yarmouth

September 21 1845 Yarmouth arrived Frances, Darnell from Newcastle

October 8 1845 Yarmouth sailed Frances, Darnell for Newcastle

October 18 1845 North Shields sailed Frances, Darnell for Yarmouth

October 20 1845 Yarmouth arrived Frances, Darnell from Newcastle

November 12 1845 North Shields sailed Frances, Darnell for Yarmouth

November 14 1845 Yarmouth arrived Frances, Darnell from Newcastle

1846

January 26 1846 Yarmouth arrived Frances, Darnell from Newcastle

March 20 1846 Yarmouth sailed Frances, Darnell for Newcastle

April 5 1846 Yarmouth arrived Frances, Darnell from Sunderland

June 29 1846 North Shields sailed Frances, Darnell for Yarmouth

July 27 1846 North Shields sailed Frances, Darnell for Yarmouth

August 21 1846 Yarmouth arrived Frances, Darnell from Newcastle

September 3 1846 Yarmouth sailed Frances, Darnell for Newcastle

September 7 1846 Sunderland arrived Frances, Darnell from Yarmouth

September 13 1846 Yarmouth arrived Frances, Darnell from Newcastle

September 17 1846 Yarmouth arrived Frances, Darnell from Newcastle

November 18 1846 Yarmouth sailed Frances, Darnell for Newcastle

December 21 1846 North Shields sailed Frances, Darnell for Yarmouth

December 23 1846 Yarmouth arrived Frances, Darnell from Newcastle

1847

January 2 1847 Gravesend arrived Frances from Newcastle

January 6 1847 Yarmouth sailed Frances, Darnell for Newcastle

January 27 1847 North Shields sailed Frances, Darnell for Yarmouth
February 14 1847 Newcastle arrived Frances, Darnell from Yarmouth
March 11 1847 North Shields sailed Frances, Darnell for Yarmouth
March 13 1847 Yarmouth arrived Frances, Darnell from Newcastle
March 23 1847 Yarmouth sailed Frances, Darnell for Newcastle
April 6 1847 North Shields sailed Frances, Darnell for Yarmouth
April 17 1847 Yarmouth sailed Frances, Darnell for Newcastle
April 30 1847 North Shields sailed Frances, Darnell for Yarmouth
May 2 1847 Yarmouth arrived Frances, Darnell from Newcastle
May 10 1847 Yarmouth sailed Frances, Darnell for Newcastle
May 14 1847 North Shields sailed Frances, Darnell for Yarmouth
May 17 1847 Yarmouth arrived Frances, Darnell from Newcastle
May 29 1847 Yarmouth sailed Frances, Darnell for Newcastle
June 4 1847 North Shields sailed Frances, Darnell for Yarmouth
June 16 1847 Yarmouth sailed Frances, Darnell for Newcastle
June 24 1847 North Shields sailed Frances, Darnell for Yarmouth
June 27 1847 Yarmouth arrived Frances, Darnell from Newcastle
July 5 1847 Yarmouth sailed Frances, Darnell for Newcastle – corn
July 23 1847 North Shields sailed Frances, Darnell for Yarmouth
July 26 1847 Yarmouth arrived Frances, Darnell from Newcastle
August 9 1847 North Shields arrived Frances from Whitby
September 6 1847 Yarmouth put back Frances, Darnell for Newcastle
October 4 1847 Blythe arrived Frances, Darnell from Yarmouth
October 5 1847 Blythe cleared Frances, Darnell for Yarmouth
October 8 1847 Yarmouth arrived Frances, Darnell from Newcastle
October 30 1847 North Shields sailed Frances, Darnell for Yarmouth

November 4 1847 Yarmouth sailed Frances, Darnell for Newcastle

November 10 1847 Yarmouth put back Frances, Darnell for Newcastle

December 22 1847 Yarmouth sailed Frances, Darnell for Newcastle

1848

January 29 1848 Yarmouth arrived Frances, Darnell from Newcastle

February 4 1848 Seaham sailed Frances, Darnell for Yarmouth

February 8 1848 Yarmouth arrived Frances, Darnell from Newcastle

March 18 1848 Yarmouth arrived Frances, Darnell from Newcastle

April 13 1848 Yarmouth sailed Frances, Darnell for Newcastle

April 29 1848 Yarmouth arrived Frances, Darnell from Newcastle

May 8 1848 Yarmouth sailed Frances, Darnell for Newcastle

June 8 1848 Yarmouth sailed Frances, Darnell for Newcastle

July 1 1848 Yarmouth sailed Frances, Darnell for Newcastle

July 23 1848 Yarmouth sailed Frances, Darnell for Newcastle

August 7 1848 Yarmouth arrived Frances, Darnell from Sunderland

August 24 1848 Yarmouth arrived Frances, Darnell from Newcastle

September 19 1848 Yarmouth sailed Frances, Darnell for Newcastle

October 9 1848 Yarmouth arrived Frances, Darnell from Newcastle

November 3 1848 Yarmouth sailed Frances, Darnell for Newcastle

November 11 1848 Yarmouth put back Frances, Darnell for Newcastle

November 26 1848 Sunderland arrived Frances from Whitby

December 26 1848 Yarmouth sailed Frances, Darnell for Newcastle

1849

February 27 1849 Yarmouth sailed Frances, Darnell for Newcastle

March 20 1849 Yarmouth arrived Frances, Darnell from Newcastle

March 31 1849 Yarmouth sailed Frances, Darnell for Newcastle

April 14 1849 Yarmouth arrived Frances, Darnell from Newcastle

April 15 1849 Yarmouth sailed Frances, Darnell for Newcastle

April 26 1849 Yarmouth sailed Frances, Darnell for Newcastle

May 7 1849 Yarmouth arrived Frances, Darnell from Newcastle

May 25 1849 Yarmouth sailed Frances, Darnell for Newcastle

June 15 1849 Yarmouth sailed Frances, Darnell for Newcastle

June 19 1849 Yarmouth sailed Frances, Darnell for Newcastle

June 24 1849 Yarmouth arrived Frances, Darnell from Hartlepool

July 26 1849 Yarmouth sailed Frances, Darnell for Newcastle

August 4 1849 Yarmouth arrived Frances, Darnell from Newcastle

August 16 1849 Yarmouth sailed Frances, Darnell for Newcastle

September 5 1849 Yarmouth arrived Frances, Darnell from Newcastle

September 10 1849 Yarmouth sailed Frances, Darnell for Newcastle

September 18 1849 Yarmouth arrived Frances, Darnell from Sunderland

September 30 1849 Yarmouth sailed Frances, Darnell for Newcastle

October 20 1849 Yarmouth arrived Frances, Darnell from Newcastle

November 13 1849 Yarmouth sailed Frances, Darnell for Newcastle

December 2 1849 Scarborough arrived Frances, Darnell from Sunderland

December 16 1849 Scarborough sailed Frances, Darnell for Yarmouth

December 17 1849 Yarmouth arrived Frances, Darnell from Newcastle

1850

January 3 1850 Yarmouth sailed Frances, Darnell for Newcastle

January 7 1850 Bridlington in the bay Frances, Darnell from Yarmouth for
- Newcastle

January 26 1850 Yarmouth arrived Frances, Darnell from Newcastle

February 20 1850 Yarmouth sailed Frances, Darnell for Newcastle

March 8 1850 Yarmouth arrived Frances, Darnell from Sunderland

March 15 1850 Yarmouth arrived Frances, Darnell from Sunderland

April 3 1850 Sunderland arrived Frances, Darnell damaged

June 15 1850 Yarmouth sailed Frances, Darnell for Newcastle

June 26 1850 Yarmouth arrived Frances, Darnell from Newcastle

August 4 1850 Yarmouth sailed Frances, Darnell for Newcastle

August 6 1850 Sunderland arrived Frances, Darnell from Yarmouth

August 10 1850 Yarmouth arrived Frances, Darnell from Newcastle

September 30 1850 Yarmouth arrived Frances, Darnell from Newcastle

November 13 1850 Yarmouth arrived Frances, Darnell from Newcastle

November 19 1850 Yarmouth sailed Frances, Darnell for Newcastle

November 20 1850 Middlesborough arrived Frances, Darnell from London

December 14 1850 Yarmouth arrived Frances, Darnell from Newcastle

1851

January 28 1851 Yarmouth arrived Frances, Darnell from Newcastle

March 8 1851 Yarmouth sailed Frances, Darnell for Hull

March 9 1851 North Shields arrived Frances, Darnell from Yarmouth

March 16 1851 North Shields sailed Frances, Darnell for Yarmouth

March 24 1851 Yarmouth arrived Frances, Darnell from Newcastle

April 25 1851 Yarmouth arrived Frances, Darnell from Newcastle

May 8 1851 Yarmouth sailed Frances, Darnell for Stockton
May 19 1851 Yarmouth arrived Frances, Darnell from Stockton
June 20 1851 Yarmouth sailed Frances, Darnell for Newcastle
July 3 1851 Yarmouth arrived Frances, Darnell from Newcastle
July 27 1851 Yarmouth sailed Frances, Darnell for Newcastle
August 2 1851 Yarmouth arrived Frances, Darnell
August 22 1851 Yarmouth sailed Frances, Darnell for Newcastle
September 20 1851 North Shields sailed Frances, Darnell for Yarmouth
September 22 1851 Yarmouth arrived Frances, Darnell from Newcastle
October 2 1851 Yarmouth arrived Frances, Darnell from Newcastle
October 14 1851 North Shields sailed Frances, Darnell for Yarmouth
October 28 1851 Yarmouth sailed Frances, Darnell for Newcastle
November 11 1851 Yarmouth arrived Frances, Darnell from Newcastle
December 6 1851 Yarmouth sailed Frances, Darnell for Newcastle
December 22 1851 North Shields sailed Frances, Darnell for Yarmouth
December 23 1851 Yarmouth arrived Frances, Darnell from Newcastle
December 31 1851 Yarmouth sailed Frances, Darnell for Newcastle

1852

January 16 1852 North Shields sailed Frances, Darnell for Yarmouth
January 23 1852 Yarmouth arrived Frances, Darnell from Newcastle
March 5 1852 Yarmouth sailed Frances, Darnell for Newcastle
March 8 1852 Yarmouth sailed Frances, Darnell for Newcastle
March 16 1852 Middlesborough sailed Frances, Darnell for Yarmouth
March 20 1852 Yarmouth arrived Frances, Darnell from Stockton
March 26 1852 Yarmouth arrived Frances, Darnell from Newcastle

April 22 1852 North Shields sailed Frances, Darnell for Yarmouth
April 25 1852 Yarmouth arrived Frances, Darnell from Newcastle
April 30 1852 Yarmouth arrived Frances, Darnell from Newcastle
May 15 1852 Yarmouth sailed Frances, Darnell for Sunderland
May 24 1852 Yarmouth arrived Frances, Darnell from Sunderland
May 28 1852 Yarmouth arrived Frances, Darnell from Sunderland
June 20 1852 Yarmouth sailed Frances, Darnell for Sunderland
June 26 1852 Yarmouth sailed Frances, Darnell for Sunderland
July 10 1852 Yarmouth arrived Frances, Darnell from Sunderland
July 16 1852 Yarmouth arrived Frances, Darnell from Sunderland
July 26 1852 Yarmouth sailed Frances, Darnell for Newcastle
July 30 1852 North Shields sailed Frances, Darnell for Yarmouth
August 6 1852 Yarmouth arrived Frances, Darnell from Newcastle
August 18 1852 North Shields sailed Frances, Darnell for Yarmouth
August 20 1852 Yarmouth sailed Frances, Darnell for Newcastle
August 26 1852 North Shields sailed Frances, Darnell for Yarmouth
August 31 1852 Yarmouth arrived Frances, Darnell from Newcastle
September 20 1852 Yarmouth sailed Frances, Darnell for Newcastle
September 25 1852 Yarmouth sailed Frances, Darnell for Newcastle
October 6 1852 Lowestoft arrived Frances, Darnell from Shields
October 16 1852 Lowestoft sailed Frances, Darnell for Shields
October 23 1852 North Shields sailed Frances, Darnell for Yarmouth
October 27 1852 Lowestoft arrived Frances, Darnell from Shields
November 24 1852 North Shields sailed Frances, Darnell for Yarmouth
December 10 1852 Lowestoft sailed Frances, Darnell for Shields

1853

January 11 1853 Lowestoft arrived Frances, Darnell from Shields

January 21 1853 Yarmouth arrived Frances, Darnell from Lowestoft

January 28 1853 Lowestoft sailed Frances, Darnell for Yarmouth

February 1 1853 Yarmouth sailed Frances for Newcastle

July 1 1853 Lowestoft arrived Frances, Darnell from London

1854

April 3 1854 Shields arrived Frances, Darnell from Yarmouth

May 9 1854 Yarmouth sailed Frances, Darnell for Sunderland

June 9 1854 Yarmouth sailed Frances, Darnell for Sunderland

July 4 1854 Yarmouth sailed Frances, Darnell for Sunderland

July 4 1854 Seaham arrived Frances, Darnell from Yarmouth

July 10 1854 Yarmouth arrived Frances, Darnell from Seaham

July 28 1854 Yarmouth arrived Frances, Darnell from Sunderland

August 12 1854 Seaham arrived Frances, Darnell from Yarmouth

August 16 1854 Seaham sailed Frances, Darnell for Yarmouth

August 30 1854 Yarmouth sailed Frances, Darnell for Newcastle

September 2 1854 Seaham arrived Frances, Darnell from Yarmouth

September 9 1854 Seaham sailed Frances, Darnell for Yarmouth

September 13 1854 Yarmouth arrived Frances, Darnell

October 28 1854 Yarmouth arrived Frances, Darnell from Seaham

November 13 1854 Yarmouth sailed Frances, Darnell for Newcastle

December 9 1854 Shields sailed Frances, Darnell for Yarmouth

1855

June 14 1855 Yarmouth sailed Frances, Darnell for Sunderland

October 19 1855 Lowestoft arrived Frances, Darnell from Shields – coal

October 26 1855 Lowestoft sailed Frances, Darnell for Shields

1856

April 1 1856 Shields arrived Frances, Darnell from Yarmouth

August 12 1856 Lowestoft arrived Frances, Kirby from Middlesborough - coal

October 1 1856 Yarmouth loading ballast Frances, Kirby

December 20 1856 Lowestoft arrived Frances, Kirby from Middlesborough – coal

1857

June 20 1857 Lowestoft arrived Frances, Kirby

July 4 1857 Lowestoft sailed Frances, Kirby for Kent, Gosport – bricks

August 3 1857 Rye arrived Frances, Kirby from Newcastle - coal

August 18 1857 Rye sailed Frances, Kirby for Gainsborough – boulders

August 24 1857 Rye sailed Frances, Kirby for Gainsborough – boulders

September 12 1857 Yarmouth sailed Frances, Kirby for Middlesborough

w/e October 8 1857 Goole sailed Frances, Kirby for Yarmouth

1858

July 17 1858 Newcastle cleared Frances, Kirby for Rotterdam – 40 chs coal

August 7 1858 Yarmouth sailed Frances, Kirby for Rotterdam

August 31 1858 Whitby arrived Frances, Kirby from Rotterdam

1859

September 6 1859 Lowestoft sailed Frances, Walker for Sunderland

September 8 1859 Sunderland arrived Frances, Walker from Yarmouth

September 20 1859 Shields arrived Frances, Walker from Yarmouth

1861

September 12 1861 Sunderland arrived Frances from Yarmouth

1862

January 15 1862 Sunderland arrived Frances, Walker from Yarmouth

February 1 1862 Yarmouth arrived Frances, Walker from Sunderland

April 12 1862 Yarmouth arrived Frances, Walker from Hartlepool

October 23 1862 Sunderland arrived Frances, Walker from Yarmouth

December 22 1862 Lowestoft assisted in damaged Frances, Walker from Yarmouth

December 24 1862 Assisted into Shields Frances, Walker damaged by gale from
- Wear to Yarmouth

1863

March 23 1863 Yarmouth sailed Frances, Walker for Sunderland

August 25 1863 Sunderland arrived Frances, Walker from Yarmouth

September 19 1863 Yarmouth sailed Frances, Walker for Sunderland

October 5 1863 Yarmouth arrived Frances, Walker from Sunderland

November 16 1863 Yarmouth sailed Frances, Walker for Sunderland

1864

September 30 1864 Bridlington put into bay Frances, Walker from Yarmouth for
- Sunderland

1865

January 7 1865 Frances, Walker for Sunderland damaged at sea and towed
- into Bridlington

January 28 1865 Sunderland Dock Frances, Walker

February 2 1865 Sunderland Dock Frances, Walker

March 10 1865 Sunderland Dock Frances, Walker

April 8 1865 Sunderland Dock Frances, Walker

April 13 1865 Sunderland Dock Frances, Walker

May 5 1865 Sunderland Dock Frances, Walker

June 10 1865 Sunderland Dock Frances, Walker

July 1 1865 Yarmouth sailed Frances, Walker for Sunderland

July 4 1865 Yarmouth put back Frances, Walker for Sunderland

July 7 1865 Sunderland Dock Frances, Walker

July 20 1865 Sunderland Dock Frances, Walker

August 11 1865 Sunderland Dock Frances, Walker

September 2 1865 Sunderland Dock Frances,

1866

April 20 1866 Yarmouth arrived Frances, Tuthill from Sunderland

June 5 1866 Sunderland arrived Frances, Tuthill from Yarmouth

August 19 1866 Sunderland arrived Frances, Tuthill from Yarmouth

August 30 1866 Sunderland sailed Frances, Tuthill for Yarmouth

October 5 1866 Sunderland arrived Frances from Yarmouth

1867

March 24 1867 Yarmouth sailed Frances, Tuthill for Seaham

March 25 1867 Hartlepool arrived Frances from Yarmouth

May 1 1867 Sunderland sailed Frances, Tuthill for Yarmouth

July 12 1867 Yarmouth sailed Frances, Tuthill for Sunderland

July 20 1867 Sunderland sailed Frances, Tuthill for Yarmouth

August 25 1867 Sunderland sailed Frances, Tuthill for Yarmouth

October 23 1867 Sunderland arrived Frances from Yarmouth

November 4 1867 Sunderland sailed Frances, Tuthill for Yarmouth

1868

March 25 1868 Hull sailed Frances for Yarmouth

May 19 1868 Sunderland sailed Frances, Johnson for Ville de'Eu (Treport)

June 28 1868 Sunderland sailed Frances, Johnson for Ville de'Eu (Treport)

September 19 1868 Sunderland sailed Frances, Johnson for Ville de'Eu (Treport)

October 24 1868 Seaham to Treport Frances, Johnson foundered off Spurn Head

Appendix C Appropriation Book with note of Loss of Frances

2737	Ellen	200			127. - - -		
2738	Preparsons	155		Boole	54. - 1827		
2739	Middleton	160		Lacey	9. - 1855		
2740	Rockcliff	323		Sunderland	84. - - -	Registry amw	
2741	Clare	101		"	85. - - -	"	"
2742	Mearnsire	57		Aberdeen	6. - 1852	Cat. present	20
2743	Wimbleton Park	124		Harwich	1. - 1846		"
2744	Ellen Island	23		Sunderland	87. - 1852		"
2745	Secret	16	Steamer	"	64. - 1855		"
2746	Leone	135	Sailing	Walden	12. - 1850		"
2747	Sophie	335	"	Faversham	23. - 1851		"
2748	Boho	194		Sunderland	44. - 1841		"
2749	Frances	74		Yarmouth	115. - 1836		"
2750	Clyde	19	Steam	Sunderland	86. - 1855	Registry amw	"
	Wynyard	283	Sailing	"	87. - - -	First Registry	"

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2748 Frances

Lost	2745	Fame
as per list	lost 3 Aug 1869	Sophie
lost	2746	Sophie
lost	2747	Eoho
lost	2748	Frances
lost	2749	Clyde
lost	2750	Wynyard

2748 Frances with note of loss

2749 Clyde was still in use in after 1870

Appendix D Mercantile Navy List

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Mercantile Navy List, 1865, page 139 Ship: FRANCES

Image source: clip Crew List Index Proj

Year 1865 GO

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41650	Frances, St. John's, Newfoundland	T.F.M.P	133	..	Laurence O'Brien, St. John's, Newf
34549	Frances, St. John's, Newfoundland	R.K.W.F	34	..	John Cluett, Fortune Bay, N.F.
34573	Frances, St. John's, Newfoundland	R.L.B.T	28	..	Joseph Evans, Grand Bank, Newfo
2748	Frances, Yarmouth	H.Q.L.P	74	..	George Danby Palmer, Yarmouth.
18496	Frances, Yarmouth	M.N.C.B	35	..	Isaac Shuckford, Yarmouth.
38116	Frances, Yarmouth, N. S.	S.H.T.B	14	..	John H. Doane, Yarmouth, N.S.
42074	Frances, Yarmouth, N. S.	T.H.G.V	31	..	Hilaire Porter, Tusket Wedge, Yar
600	Frances Ann, Goole	..	42	..	Whittel Brown, Knottingley, Yorks
1457	Frances Ann, Liverpool	..	63	..	George Weedall, Runcorn, Cheshire
6983	Frances Ann, Liverpool	..	65	..	Henry Lovatt, Northwich, Cheshire
5206	Frances Ann, Whitby	J.G.R.V	225	..	Isaac Mills, Robin Hood's Bay, cou
44232	Frances Anne, Caernarvon	T.S.G.Q	99	..	John Lloyd Jones, Baladenlyn, Car
40970	Frances Gordon, Calcutta	T.B.Q.H	56	..	Calcutta Steam Tug Association (Li
48970	Frances Graham, Newport	..	196	..	James Graham, Newport, Monmouth
35459	Frances Harriet St. Andrew's N.B.	R.P.Q.V	43	..	Thomas F. Raymond, St. John, N.J
9052	Frances Henty, London	K.F.R.L	432	..	(a)
38217	Frances Hilyard, Yarmouth, N.S.	S.J.F.R	976	..	J. W. Lovett, Yarmouth, N.S.
38071	Frances Jane, Yarmouth, N. S.	..	105	..	George S. Brown, Yarmouth, N.S.
23121	Frances Mary, Borrowstones	..	44	..	Henry Phillip, Inverkeithing, Fife.
49997	Frances Mary, Runcorn	W.G.J.C	44	..	Robert Wright, Runcorn, Cheshire.
21664	Frances Milly, London	W.H.G.F	287	..	H. Liggins, 37, Mincing Lane, City.
17350	Frances Poole, Aberystwith	M.G.H.Q	85	..	Griffith Jones, Gwyddelfwydd, Me
14111	Frances and Ann, Swansea	L.K.S.Q	79	..	Evan Davies, Richard Street, Swan
15017	Frances & Mary, Jersey	L.Q.N.O	39	..	George Deneaux, Penzance.
30172	Franceschina, Malta	Q.J.R.K	496	..	Angelo Azzopardi, Valetta, Malta.
37638	Franchise, Belfast	S.F.T.D	146	..	J. Campbell, Belfast.
19751	Francis, Belfast	M.T.G.Q	35	..	B. McCallin, Belfast.
37458	Francis, Belfast	S.F.C.G	78	..	James Cochran, Belfast, Antrim.
8744	Francis, Dublin	..	157	..	James Delargy, Cushendall.
5840	Francis, Greenock	..	29	..	Neil Kelly, Port Glasgow.
21513	Francis, Hull	N.G.Q.D	38	..	Robert Percy, Hull.

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This page was last modified on 20 January 2021

1868 Owner changes to John Tuthill, Yarmouth and tonnage to 68 tons

1867 - 68 no change

1869 no entry