

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

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



A similar fully rigged ship 1820

Report compiled by:
Graeme Perks

Report Title:

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(North Cardigan Bay)
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*Hamilla***

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1.0 Abstract

The “www Research Project” is about, discovering by on line research details of ships, on the MADU data base of wrecks of North Wales, the circumstances of their loss, details of the owners and crew, the cargo carried and their history.

The Hamilla was built in Greenock by Robert Steel & Co in 1820 and was a fully rigged ship intended to sail to the West Indies and South America for the Sugar, coffee and rum trade. The owners of the Hamilla were all Glasgow/ Greenock based and some owned the slaves and plantations producing the cargos. The trade continued after the abolition of slavery using the freed slaves as paid labourers.

The Hamilla initially sailed mainly to Jamaica but this changed over time to Demerara and then Trinidad as owners and interests changed. Hamilla was wrecked on the bar at Porthmadog in November 1842 returning from Demerara to the Clyde during gale force SW winds. The crew of the Hamilla were saved but little of the cargo.

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2.4 Contributors

Madu

2.5 Abbreviations

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


3.0 Introduction

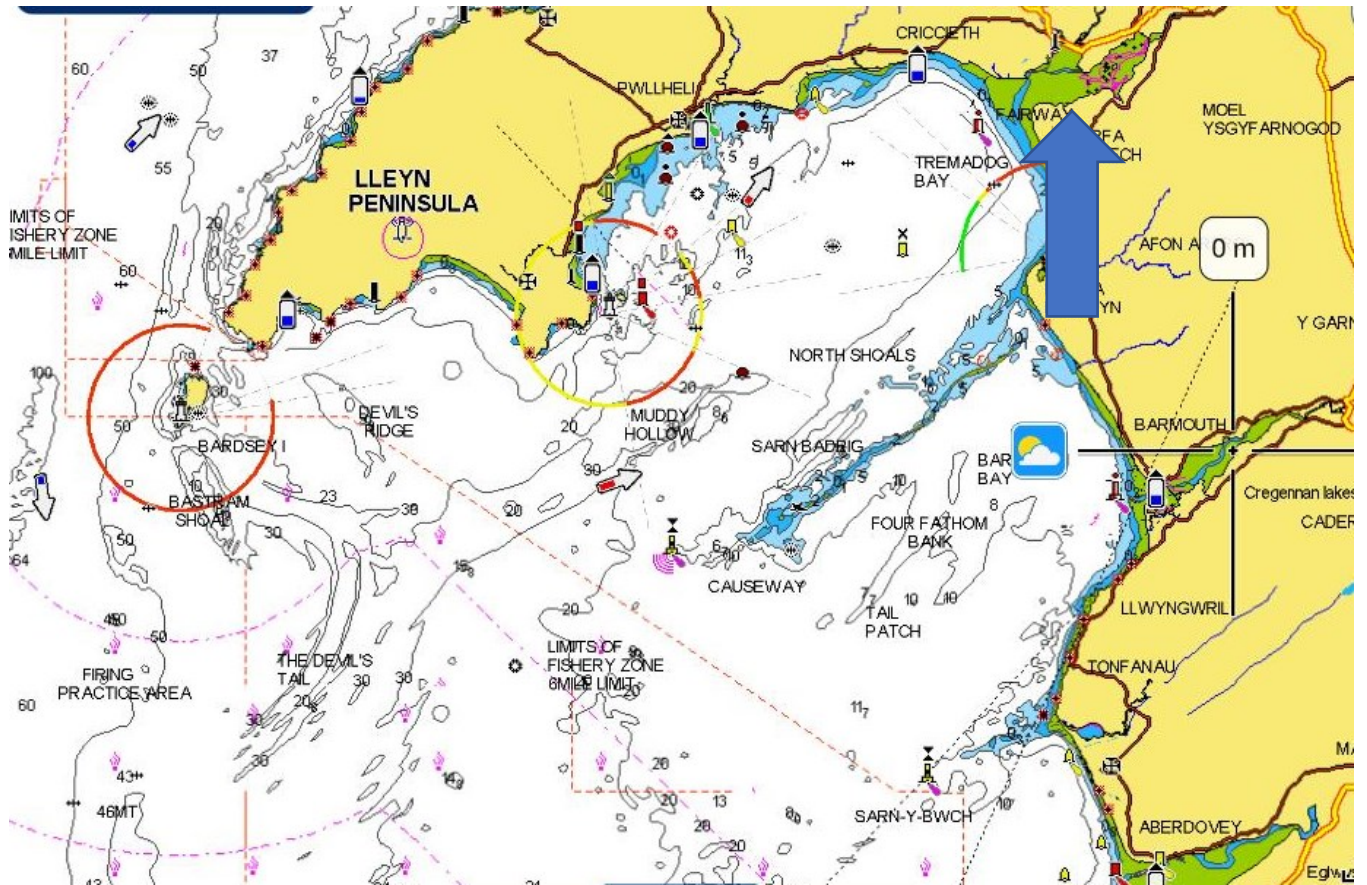
1. I selected Hamilla to research because she was reported involved in an incident at Porthmadog offshore and I wished to identify her and see how much information I could find about her. I also wanted to find out what happened and to discover:
2. The dimensions of the vessel, although for this period of time apart from the draught, they would have often 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 1842.
5. To discover the cause of the event in 1842 and if the vessel survived, the cause of its eventual loss.
6. The events that happened after the incident in 1842 and up to and after its loss if it survived.
7. If there were any previous research of the vessel for the 1842 incident and its story.
8. If there was a wreck site for Hamilla and if it had been identified, dived and recorded.
9. If any salvage of the Hamilla and its cargo had been carried out
10. If any previous reports had been produced for the Hamilla.

4.0 Background

When I first started this project it was reported that Hamilla was a wooden fully rigged ship of 332 tons built in 1819 involved in an incident offshore at Porthmadog carrying sugar.



Porthmadog and  Bar



Porthmadog and Cardigan Bay

5.0 Research Methodology

I used a Microsoft Pixel laptop with access to my home internet running windows 10 operating system. I also used my Apple I pad for research when I was away from the laptop. The new internet provider has now connected my home by a fibre connection so it is very much faster. The 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 "Hamilla " looking for details of her dimensions, master, builders and owners from 1819 with a match in 1823. I then searched yearly until 1842. The Underwriters and ship owners editions until 1834 are separate and do not match.

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

I searched The British Newspaper Archives (BNA) for "Hamilla", "Hamilla Shaw", "Hamilla Livingston", "Hamilla Main" and "Hamilla McIntosh" looking for sailings, arrivals, a launch, owners, builders, mishaps and any details of her loss and found a number of matches. I also searched "Ewing Co", "Eccles Co" and found matches. I found a number of companies including the name Eccles but I could not connect them until I searched "Eccles creditors" after finding they went bankrupt and found the notice to the creditors listing all the associated companies.

I searched Welsh newspapers on line for "Hamilla" looking for sailings, arrivals, a launch, owners, builders and any details of her loss and found matches in 1842.

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

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

I searched in Google for "Clyde Ships" and found the web site Scottish built ships with details of the Hamilla including her dimensions and owners. I also searched "Steele Shipbuilders" , "Robert Main" and found matches.

I also searched "slave payments" and found the Centre for the Study of the Legacies of British Slavery UCL website which provided details of payments for the emancipated of slaves.

6.0 Results

Vessel	Name/s	Hamilla	
	Type	Ship	
		Cargo	
Built	Date	1819	
	Launched	19 th November 1819	
	1st Sailed	1 st March 1820	
	Builder	Robert Steele & Co.	
		Greenock	
Construction	Materials	Wood	
	Decks	One	
	Bulkheads	None	
Propulsion	Type	Sail	
	Details	Square rigged, fully rigged ship	
Engine	Details	N/A	
	Boilers		
Drive	Type		
	Number		
Dimensions	Length	101 ft	7 ins
	Beam	27 ft	3 ins
	Draught	19 ft	4 ins
Tonnage	Gross	332 tons	
	Net		
Owner	First	James Ewing Jnr & James Thompson, Greenock; James Ewing and Charles Sterling, Glasgow and Alexander Hamilton Rozelle, Ayrshire	
	Last	1826 William Eccles & John Ronald,	
		Glasgow	
	Others	1841-2 Ward Eccles & Co	
Registry	Port	Greenock	
	Flag	British	
	Number		
History	Routes	Clyde to Jamaica, Demerara, Trinidad	
	Cargo	Sugar, Limes, Rum, Molasses, Tamarinds, Sweet Meats, Coffee, Logwood	
Final Voyage	From	Demerara	
	To	Glasgow	
	Captain	Livingston	
	Crew	18	
	Passengers	3	
	Cargo	Coffee, sugar and molasses	
Wrecking	Date	19 th November 1842	
	Location	Port Madoc Bar	
	Cause	Gale force winds from the S.W. to W.S.W	
	Loss of life	None	
	Outcome	Went to pieces	

The Scots Magazine - Wednesday 01 March 1820

Greenock. – The following six vessels averaging upwards of 400 tons, all built at Greenock, sailed today their first voyage from the Clyde:

Treway	for Jamaica
Eagle	Barbadoes
Hamilla	Jamaica
Belfield	London and India
Ospray	Valparaiso
Clydesdale	Madras and Calcutta

Glasgow Herald - Monday 25 September 1820

22. Hamilla, Main, from Port Maria, Jamaica 18? hhds 20 trs 2 bris sugar, 2 brls limes, Sudling, Gordon & Co., 100 hhds, 20 trs, sugar, 2 puns rum, 2 boxes of sweet meats, to A. W. Hamilton -20 hhds sugar, 10 puns rum James Cruickshanks- 28 hhds rum,- to Ellis and Shedd - 4 trs coffee, to George McFarlane – ½ do to J Walker, 1 pun rum, to order -1 keg tamarind to J Fairlie, 615 limes, to W. M'Dowall- 100 hhds 5 trls 1 brl sugar, 73 puns 1 hhd rum 9 kegs tamarinds, 1 cask (contents unknown) 10 tons logwood, to James Ewing and C.- ,James Ewing jr. and Co. agents.

Glasgow Herald - Friday 28 April 1826

CLYDE COMIMERCIAL LIST, APRIL 25 ARRIVALS AND IMPORTS AT GREENOCK.
April 21.

Hamilla, Main, from St. Ann's Bay, (Jamaica), with 93 hhds. 20 tces. sugar, 18 puns. rum, to A. W. Hamilton : 100 hhds. sugar, to Stirling, Gordon & Co.-20 do. to D & W. Jobnston-35 puns 57 casks rum to Killoch, Dewar & Co.- 22 bags pimento, 36 hides, to Fleming & Hope - 3 puns rum,. 13 bags pimento, to Q. D. Ninnan -190 hhds. 2 tces. sugar, 22 puns. 3 casks rum, 22 casks coffee, 9 puns. molasses, 342 bags pimento, 2½ tons log wood, 20½ tons fustic, to James Ewing & Co. owners, & 4 boxes 2 cases contents unknown, 1 brl. Limes, to Ewing & Reid, agents.

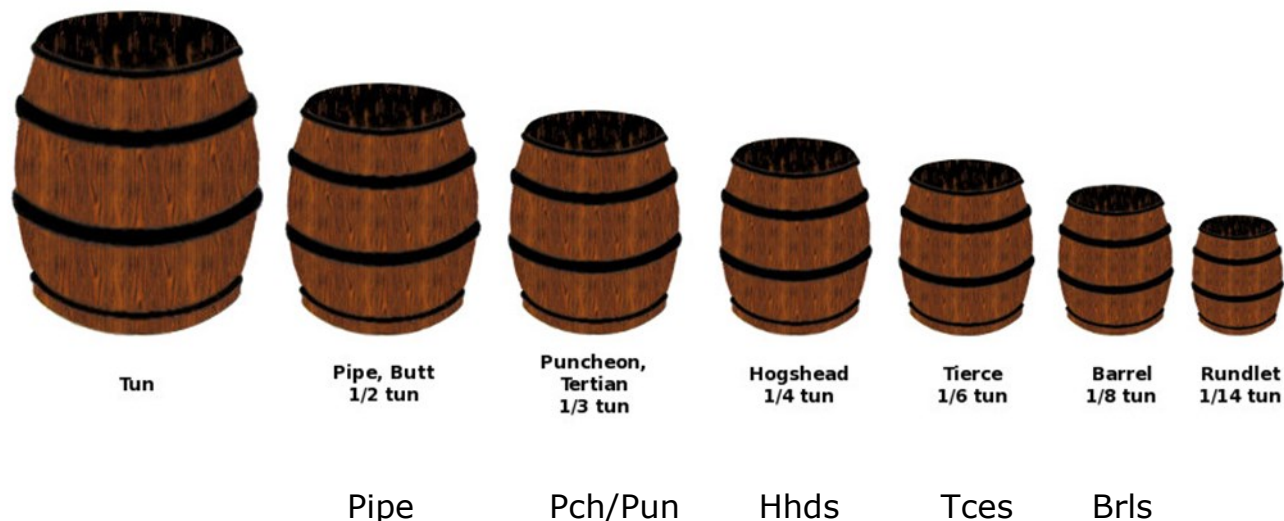


Fig. 1 Measures used for dry and wet goods

The tun is a cask that is double the size of a butt and is equal to eight barrels and has a capacity of 252 imperial gallons (303 US gal; 1,150 L). Invented in Brentford, a tun was used in local breweries to measure large amounts of alcohol.

Glasgow Herald - Monday 15 May 1826

PUBLIC SALE OF PITMENTO,
 Sample room, on Friday the 19th instant, at One o'clock P.M.,
 . 60 Bags of PIMENTO,
 best quality, and just imported per HAMILLA and ST. JAMES, from Jamaica.
 To be put up in Lots to suit purchasers.
 . FLEMING & HOPE,
 Manhattan Buildings.
 Glasgow, 15th May 1826

Glasgow Herald - Friday 07 July 1826

FOR JAMAICA,
 . To Sail next month.
 . For KINGSTON, if encouraging freight offers, and, thereafter for
 . ST. ANN'S and ST. MARY'S,
 . The Ship HAMILLA,

. ROBERT MAIN, Master.
 For freight or passage, apply to Messrs. Ewing & Reid, Greenock; here, to
 Mr. JOHN CREE, 27, Wilson Street, or
 . JAMES EWING & CO.
 Glasgow, 6th July, 1826.

Caledonian Mercury - Thursday 10 May 1827

SHIP NEWS. Greenock, May 6.

Arrived here on Friday, the ship Hamilla, Main. from Ocho Rios. Jamaica.- Sailed thence 7th March. Left loading at St Ann's Bay, the Aleppo, Currie, to sail 1st ultimo- for London. On the 1st ultimo, in lat. 35. 20. N. long. 60. 43. spoke the American ship Hitty, of Portsmouth, from Charleston for Liverpool, out eight days. On the 29th ult. in lat, 51. 1s. long. 19. 50. spoke the James and Elizabeth, of Boston, from New York for Cork, out 40 days. On Thursday last, about 80 miles west of Tory, spoke the brig Malay, Neill, from hence to Demerara-wind, NW.

The Scotsman - Saturday 07 August 1830

GLASGOW TONTINE LIST ,
 Eldon , —— , from Chaleur Bay in the Clyde .
 Hamilla , Main , from Jamaica in do .
 Unicorn , Glasgow , from Demerara in do .
 Ann , Hyndman , from the Clyde at Jamaica .
 Rebecca , Lawrle , from Quebec in the Clyde .

Lloyd's List - Tuesday 05 March 1833

Off the Skerries	Arrived from
2. Hamilla --	Demerara
with serious damage, loss of sails, and four feet of water in the hold – bound to Glasgow	

Morning Post - Wednesday 06 March 1833

LIVERPOOL, Monday, March 4.

Off at five, one ship.— The Hamilla, of and for Glasgow, from Demerara, put into this port with damage Telegraph Office, Five, p. m.

The Scotsman - Wednesday 13 March 1833

CLYDE , &C . SHIPPING .

Liverpool , March 4—The Hamilla , Shaw , from Demerara to the Clyde , has put in here with loss of boats , bulwarks , sails , &c . having been struck by a sea on the 8th ult . in Lat . 39 Long . 41 .

Belfast Commercial Chronicle - Saturday 19 October 1833

Greenock, Oct. 15—Arrived here Sunday night Glenbervie, Jones, from Demerara sailed from the bar 1st Sept. The David, Morrison, of and for the Clyde to sail the next day; the brig Caledonia, Howie, of and for the Clyde 10 days previous; the ship Hamilla, Shaw and the James M'Inroy, Jump, of and for Clyde to sail next springs.

Weekly True Sun - Sunday 29 December 1833

ISLE OF MAN, DEC. 20.-The Mary, from Newry, to Liverpool has put into Douglas, water-logged, the cargo much damaged, and must be discharged. The Campbell, from the Clyde to Lisbon , put in to Douglas yesterday, with loss of sails and rigging. The Hamilla, from Clyde to Demerara, anchored in Derbyhaven Bay yesterday, with cargo shifted.

Morning Advertiser - Saturday 10 May 1834

VESSEL'S SPOKEN WITH. Bardaster, Chalmers, Liverpool for New South Wales, 2d March, lat. 3 N. long. 23. W.; Sir John Beresford, Collin, Liverpool for Lima, 5th March. lat. 00. 15. N. long. 21. W. Greenthorn, of Newry, from Liverpool to Mobile 18th March, lat. 17. 10. long. 59. 16. Leander, M'Auslaud, of Greenock,

from Newfoundland to Barbadoes, 6th April, lat. 36. 49. long. 52.30. ; Gentoo, Black. Liverpool to New York, 13th, lat. 43. long. 34. 50. Celebrity, of South Shields, 17th, lat. 48. 33. long. 24. 30.; Thetis, from Limerick to Quebec, 18th, 50.30. long. 23. 15.; same day exchanged signals with the brig Albion ; Tory E. by S. S. dis. 50 miles, the brig Toro, of Whitehaven, for Quebec, by the Hamilla, Shaw, arrived in the Clyde.

Saunders's News-Letter - Saturday 26 September 1835

Advices from Trinidad of the 18th ult., received by the Hamilla, which has arrived the Clyde, mention that very rains continued to fall, with a great deal of thunder and lightning, in consequence of which the departure of many vessels for England was retarded.

Caledonian Mercury - Saturday 06 September 1834

Greenock, Sept. 4.-Arrived this day, the Trinidad, Watson, from Trinidad, sailed 26th July ; the ship Eurota, of and for London, sailed the day previous. The barque Lima Packet, for Liverpool, and Laurel, Pool, for London. sailed the same day. Left loading the ship Areshusa, Boyd, to sail in three days, Hamilla, Shaw, and Ariel, Nicol in 12 days, all for Clyde.

Caledonian Mercury - Thursday 07 May 1835

Greenock, May 4-Arrived here on Friday, the Trinidad, Watson, from Trinidad ; sailed 23d March. The Snathisla, for London; Euterpe, Brown; and Penelope, Spencer, for Clyde, were clear for sea. The Thomas, for Cork, and Hugh, for Dublin, sailed the day previous. Left loading for Clyde, the Hamilla, Shaw, to sail in 10 days ; Gleniffer, Wilson, and Ariel, Wilson, to sail in three or four weeks.

Caledonian Mercury - Thursday 26 July 1838

Greenock, July 23.-Arrived here on Thursday last, the Minerva, Berrie, from Trinidad; sailed 7th June. The Salus, Marshall, was to sail in two days; the Christian, Mercer, in eight days. Left loading for Clyde, the Janet, Wingate, to sail in eight days; Thetis, of Troon, in 10 days. The Hamilla, Shaw, had 100 hhds. sugar in. The Europa, Watson, was two-thirds loaded.

Belfast Commercial Chronicle - Saturday 12 December 1840

The following vessels were anchored off Carrickfergus on the 9th inst. having put in through stress of weather—Barque Elleslic, Turner of and from Whitehaven, for the Cape Verds Islands, laden with coal's. Barque Sterling, of Dundee, Cowper. from Liverpool for Charleston, laden with salt, &c. Ship Hamilla, M'Intosh, of and from Greenock, for Trinidad, general cargo. Barque Rosanna, Reid, of and from Liverpool for Rio de Janeiro, bale goods.

Two vessel are reported to be on shore below Carrickfergus.

Lloyd's List - Thursday 04 November 1841

Demerara, 22nd Sept. The Hamilla, Livingston, hence to Greenock, in going over the Bar, 17th inst. took the ground, and remained for some tides, but has got off, and proceeded without apparent damage."

Belfast Mercantile Register and Weekly Advertiser - Tuesday 18 January 1842

PUBLIC SALE COFFEE.

TO BE SOLD BY AUCTION, in the Sample Room of the Subscribers, on.
THURSDAY, the 20th curt., TWELVE o'clock,
104 Barrels {
200 Bags { DEMERARA COFFEE

Recently imported per the Ships Hamilla, John Scott, Mahaica, Campbell, and Hallyards.

. BUCHANAN, ROWAND, & CO.,
. 33, Virginia-Street. Glasgow,
10th Jan. 1842.

Caledonian Mercury - Saturday 30 April 1842

Arrived at Greenock on Wednesday, the William, Brown, from Trinidad-sailed 10th March – experienced a rough passage of 47 days, blowing strong from NE. Left at Trinidad, the Rowallan, Nichol, and Hamilla, Livingston, to sail in 18 days.

Caledonian Mercury - Thursday 01 September 1842

Glasgow Tontine List.

Copia. Hardie, from Demerara in the Clyde

Hamilla, Livingston, from the Clyde at Demerara

Rowallan, Nicholl, from do. at do.

Donegal, Milier, from Glasgow at Trinidad

The Albion November 21 1842

PORT MADOC 13TH NOVEMBER.—The Hamilla, Livingston, from Demerara to the Clyde, struck on the bar yesterday morning, lost her masts, filled, and became a total wreck: crew saved.

Globe - Monday 21 November 1842

Port Madoc. -Total Loss of the Ship Hamilla. regret to announce the total loss of the ship Hamilla, Glasgow, Livingston master, off this port, on the morning of Saturday last. At three a.m., the weather being thick and foggy, with rain intervals, the Hamilla, which was her passage from Demerara to the Clyde, and was freighted with molasses, coffee, and sugar, went ashore on the northern bank of the bar off Port Madoc. At about half-past eight o'clock, several Criccieth fishing boats in the bay, who were engaged in taking up and casting their nets, perceived the situation of the vessel, and bore away to her assistance. They were followed in a short time by the pilot-boat from Port Madoc, and by another boat, containing Mr. W. E. Morris, harbour-master, Mr. Williams, jun., Tyhwnt-i'r-bwloh, and four mariners, who easily succeeded in boarding the vessel. Every exertion to save the ship was made, and all board did their utmost towards the accomplishment of that object. The ship was hauled cable's length off the ground, and both her bower anchors were let go, with scope of twenty fathoms each. Mr. Williams, accompanied by a pilot, left the ship at one o'clock p m, for a steamer to tow the vessel off the bar, but soon afterwards (she having two bowers, stream, and hedge anchors out) she drifted to leeward with the inset of the tide, the length of cable veered out proving too short to hold her. The boats had previously succeeded in getting a hawser out, which, unfortunately, snapped.

About 3 p.m., the main and mizzen masts went by the board; and, the gale increasing, the fore-mast soon followed. At 4 p.m., the ship having become little better than a complete wreck, those on board reluctantly abandoned her to her fate. The poor weather-beaten tars were obliged to leave with only a small portion of their clothes. The boats succeeded in saving the crew, and the passengers, three in number. They landed at Port Madoc at five o'clock a.m., all safe. Great credit is due to Captain Livingston for his seaman-like conduct, and coolness throughout the trying occasion. We believe that the vessel went to pieces during the night. There was no risk in boarding the vessel, and it blew fresh, it was by no means so rough as correspondent in contemporary print would have it appear, and had it blown from the N.W., stated, the ship would have been safe. The wind was from the S.W. to W.S.W., with fresh breezes. Monday, the crew, eighteen number, arrived in this town their way to Liverpool.— Carnarvon Herald.

The North Wales Chronicle and Advertiser for the Principality 29th November 1842

PORT MADOC.—The ship Hamilla, previously reported as lost on Port Madoc bar, has become a total wreck and we regret to say but very little of her cargo and materials have been saved. The smack William Capt. David Jones, proceeded out to the bay on Monday morning, for the purpose of raising the anchors, chains, &c. in which they were partly successful, having raised two bower anchors. thirty fathoms of chain, a kedge, one hawser, and warp. The best bower and fifteen fathoms of chain, still remain: but should the weather become moderate, it is hoped they will be obtained. The *Glasgow Chronicle* in its report of the wreck of this vessel off Port Madoc, mentioned in our last, states that the Glasgow underwriters and marine insurance companies, will suffer to the extent of £ 20,000 upon the ship and cargo.

Liverpool Standard and General Commercial Advertiser - Tuesday 29 November 1842

THURSDAY.

On account of whom it may concern

On THURSDAY next, the 1st December, at 12 o'clock at Wm. Huson's Office, Royal Bank Buildings

3 Hogsheads {COFFEE
 1 Barrel {

Saved from the wreck of the Hamilla, from Demerara. —

Apply to

WM. HUSON, Broker:

Monmouthshire Merlin 3rd December 1842

LOSS OF THE HAMILEA.—Port Madoc November 12.

At 3.00 a.m. weather being thick and foggy, with rain at intervals, Hamilla, Livingstone, of and for the Clyde from Demerara, laden with sugar, molasses, and coffee, went ashore on the northern bank of our bar; they were soon after followed by the pilot boat belonging to this place and by another boat containing myself and four others, consisting of a pilot, mariners, and Mr. Williams also belonging to this place. All our efforts to save the ship proved unsuccessful. Mr. Williams, with a pilot, left at one o' clock p.m. for the assistance of a steamer, to endeavour to pull her off, but soon after they left the ship (having at the time two bowers, a stream and a kedge anchor out) drifted much to leeward and the main and mizen masts went by the board, the vessel very soon became 'little more than a complete wreck, and at 4.0 p.m. we abandoned her to her fate. I am happy to have to state we succeeded in saving the master and crew, with the officers. We understand that the underwriters and the marine insurance companies at Glasgow will suffer to the extent of twenty thousand pounds upon the ship and cargo.

Coflein

The HAMILLA was a 332 ton, wooden full-rigged ship built at Greenock in 1819. Lloyd's Register notes that it was partly felted and coppered in 1837, probably at the same time that its topsides were replaced in pitch pine and other large repairs were carried out. The ship had additional repairs in 1841. The ship was owned by Eccles & Co and was registered at Glasgow. The vessel was primarily insured for voyages from the Clyde to Demerara, and at time of loss was returning from Demerara with a cargo of sugar under the command of H Livingston. The ship was lost off Porthmadog on 12 November 1842.

Sources include:

Board of Trade Select Committee on Shipwrecks, Parliamentary Papers 1842
 Appendix pg42

Larn and Larn Shipwreck Database 2002

Lloyds Register of British and Foreign Shipping from 1st July 1841 - 30 June 1842, entry 29 in H

Maritime Officer, RCAHMW, August 2008

Robert Main

FOWLER'S COMMERCIAL DIRECTORY

OF THE LOWER WARD

OF RENFREWSHIRE for

1836- 37

Main, Robert, ship master. Regent street (West)

James Ewing



Fig. 2 James Ewing of Strathleven (1775-1853)

James Ewing of Strathleven (1775-1853) was a University alumnus and Lord Provost of Glasgow.

Born in Glasgow, Ewing studied at the University from the age of 12. He worked for his father, an accountant and West India merchant, before forming his own company, James Ewing & Co, and amassing a fortune as a West India merchant and plantation owner. Ewing was the owner of a sugar estate, Caymanas, in St Catherine in Jamaica, from the early 1800s though he was an absentee who likely never visited the island. In Glasgow, he was the de facto head of city's West India interest. He had a principal role in the establishment of the Glasgow West India Association, a pro-slavery lobbying group established in 1807. On the abolition of slavery in the British West Indies in 1834, Ewing collected almost £10,000 in compensation from the British Government for the loss of his property, enslaved people in Jamaica.

James Ewing kept his commercial connections circumspect throughout his life and his status as a slave-owner did not preclude him from public office. He played a major role in the foundation of the Glasgow Savings Bank and in the opening of the Necropolis. In 1809 he was one of the founders of the Glasgow Bank. In 1826, the University of Glasgow awarded him an honorary LL.D. He was elected Dean of Guild in 1816 and again in 1831, and was Lord Provost of Glasgow from 1832 to 1833. He was the city's MP after the Reform Act of 1832.

The University of Glasgow Story

James Ewing of Strathleven claims for Slaves freed

AWARDEE [ASSIGNEE] Jamaica St Ann 550 (Minard (sp?)) £2671 15S 7D [136 Enslaved]

AWARDEE [JUDGEMENT CREDITOR] Jamaica St Ann 622 (Caledonia) £1204 2S 11D [46 Enslaved]

AWARDEE Jamaica St Ann 646? £642 2S 2D [0 Enslaved]

UNSUCCESSFUL CLAIMANT Jamaica St Ann 65 (Green Park) £2929 7S 11D [141 Enslaved]

AWARDEE [OWNER-IN-FEE] Jamaica St Catherine 514 (Taylor's Caymanas) £2514 4S 1D [286 Enslaved]

AWARDEE Jamaica St Thomas-in-the-East, Surrey 558 (Palmetto River) £2296
4S 1D [118 Enslaved]

'Jamaica St Ann 65 (Green Park)', Legacies of British Slavery database,
<http://wwwdepts-live.ucl.ac.uk/lbs/claim/view/16736> [accessed 21st December
2021].

James Ewing Jnr

EDINBURGH GAZETTE 26th January 1823

NOTICE

TO THE CREDITORS OF

The Company carrying on business ,as Merchants in Greenock, under the firm of EWING, MILLER, & CO., and at Newfoundland, under the firm of MILLER, FERGUS, & CO., (being one concern) and of James Ewing and Alexander Miller, Merchants in Greenock, partners of said company, as individuals ROBERT ANGUS, Merchant in Port-Glasgow, Trustee on the sequestrated estates of the said company and individuals, intimates, that at the meeting of the Creditors held here of this date, in terms if previous advertisements, an offer of composition on the whole debts due by the said company and individuals was laid before the meeting, which they unanimously approved of, and directed the Trustee to call another meeting to be held within the office of John Dunlop, writer in Greenock, on Tuesday the 16th September next, at two o'clock Afternoon, for the purpose of deciding on the said offer.

Greenock, August 21, 1823

Eccles and co.

Perry's Bankrupt Gazette - Saturday 12 November 1842

Partnerships Dissolved in Scotland.

Gazette— Oct. 4, 1842. Eccles and co. of Glasgow and Greenock,
so far as regards Robert Eccles, 30th Sept. Debts by the remaining partners

Glasgow Courier - Saturday 12 September 1846

FOR TRINIDAD.

THE following Ships will be despatched for the Crop of 1847:

JOHN SCOTT Capt. ROBERTSON On 5th Oct., 1846.

CALYPSO Capt. COLVILLE On 15th Nov.,

ARETHUSA Capt. LIVINGSTON On 10th Dec.,

. On 20th Dec.,

. On 30th Dec.,

WILLIAM Capt. LYON On 5th Jan., 1847.

DALHOUSIE Capt. WILKIE On 6th Feb.,

. On 20th Feb.,

For freight or passage, apply to George James Eccles, Greenock; or to

ECCLES, BURNLEY & CO. Glasgow,

26 Sept., 1846.

Glasgow Herald - Friday 05 May 1848

FEARFUL DEPRECIATION OF WEST INDIA PROPERTY, THE RESULT OF LEGISLATIVE ENACTMENTS.

It is with deep regret we announce the suspension of payments of the old-established and highly-respectable house of Messrs Eccles, Burnley, & Co., and William and James Eccles & Co.' West India merchants, of this city. The liabilities are said to be upwards of £300,000; but several sums due to heirs of deceased partners are supposed to be included. The following circular has been issued to the creditors, and explains the reason of the suspension:-

"Glasgow, 3d May, 1848.

"Sir,-It is with deep regret we inform you that we are under the necessity of suspending payments. A sequestration has been sent for with our concurrence; and in a few days you will be requested to attend a meeting of our creditors. For upwards of half a century we have steadily followed our business of West India merchants, never engaging in speculations of any kind. Our assets chiefly consist of sugar estates in Trinidad and Demerara. These estates are in excellent condition, capable of making large crops; but they have been rendered worse than unprofitable and of no value by acts of Parliament-the worst of which being the Sugar Duty Act of 1846-whereby slave-made sugar was admitted to consumption in this country on terms which the British Colonies are altogether

unprepared to compete with.
"We are, Sir, your most obedt. Servts.
' ECCLES, BURNLEY & CO.
WM. & JAS. ECCLES & CO."

Glasgow Chronicle - Wednesday 14 June 1848

The Messrs. Eccles have made an offer of seven shillings per pound to their general creditors, and of ten shillings per pound to holders of bills of exchange upon them, three shillings to be paid in cash, and the remainder well secured. There is every probability of their offer being accepted.—Glasgow Correspondent of Scottish Press.

Glasgow Herald - Friday 16 June 1848

SCOTCH BANKRUPTS.

(From the Edinburgh Gazette of Tuesday, June 13.)

Examinations

The company carrying on the business as merchants at Glasgow under the firms of Eccles, Burnley and Company and William James Eccles and Company, and in Greenock under the firm of George James Eccles as a company and John Ronald, William Frederick Burnley, and Andrew Eccles all merchants in Glasgow and George James Eccles, merchant in Greenock as partners thereof and as individuals to be examined in the Sheriff Clerk's office, Glasgow 30th June at eleven o'clock. Creditors to meet within the writing chambers of M'Gregors and Stephenson, 52 George Square, Glasgow 19th July at two o'clock.

Glasgow Chronicle - Wednesday 26 July 1848

From Trinidad we learn that the failure of the house of Eccles, at Glasgow, had caused great excitement, and their agents on this island have been obliged to suspend payment. Labour had been suspended on 35 estates, in consequence of which no fewer than 5000 persons were thrown out of employ.

Glasgow Courier - Thursday 27 July 1848

WEST INDIES. (From the Jamaica Despatch June 21.)

The following Intelligence was brought by the Forth steamer, which arrived at Southampton on Sunday night:— The failure of Messrs. Eccles, Burnley & Co. does not directly affect Jamaica, because the connections of that long established and estimable firm were almost exclusively with other colonies, but indirectly such an event in West Indian commerce cannot be without effects upon all the whose interests are periled by the heartless measures of the present Administration. Confidence was already sufficiently shattered, and it previously required as much influence to obtain an advance upon Jamaica sugar estate, as for any one short of a first cousin of a Whig Minister to obtain office under the Crown. What will it be now? The failure of Messrs. Eccles, Burnley and Co. Is but the foreshadowing of ruin ten times more serious. What West Indian house that not the private fortune of a Rothschild can stand the pressure which want of principle and good faith on the part of the Government has brought about? To continue cultivation under the present policy of England, is inevitable ruin; to abandon it, is to sacrifice the toils of a long and laborious life. And unhappily, there is no alternative. Ministers declare there shall be no alternative, and that West Indian sugars must be produced on principles of Free Trade, or not at all, in other words, that the West Indians, men of substance who have hazarded their hundreds of thousands on the security of property in Jamaica, Trinidad, and Demerara—must either surrender their wealth uncompensated. or beggar themselves, as Messrs. Eccles, Burnley, and Co. have done, by struggling to continue cultivation against the impossibilities with which a false and traitorous policy has surrounded it.

Letters from Trinidad by the West India mail, speaking of the bad weather, say that such a season has not been known since 1830 or 1831. Half the sugar has been left on the ground in canes. The failure of Eccles, Burnley & Co., of Glasgow, who were chiefly connected with this island, had added greatly to the existing distress, and was supposed to have thrown upwards of 5,000 labourer, out of employment. " The consequences," it is said, will be awful. Misery and starvation must be sustained, which it can only be hoped not lead to acts of violence." Messrs. Losh, Spiers & Co., who have been forced to suspend in consequence of the stoppage of Eccles & Co., were regarded here as one of the most regular houses of business in the West Indies. Their liabilities are stated at £70,000 or £80,000, and their exclusive of their estates in the colony, are estimated at from £30,000 to £40,000. In a report of the meeting of creditors it is said—

" It appeared that Messrs. Losh, Spiers & Co. had, during the last fifteen years,

become the purchasers of several estates in the colony, in which they had invested no less a than £76,000 sterling; that their business had been of that description solely which is everywhere considered not only a legitimate but a safe business, via., that of estates agency, and the various branches of commission business into which it ramifies. Acting for their constituents, Messrs. Eccles and others, their course of business was to supply the estates with the funds necessary to pay the labourers, manage the cultivation, the manufacture and the shipment of the crop, and, as the latter were shipped, to draw upon the owners at such moderate rate per cash as the state of the sugar and money market might warrant. Upon the quantity of sugar already shipped, this year's bills, to nearly the extent of £40,000, had been drawn, valuing the sugar at the price of £8 sterling per hogshead. The sugar had been forwarded, but the bills having been refused, the house —without having run the slightest hazard—suddenly found itself involved to the extent mentioned."

At this meeting the following resolution was agreed

" That this meeting do offer to Messrs. Losh, Spier, their profound sympathy, and cannot separate without express it conviction that the misfortune which has overtaken them has been produced by causes beyond their control—in fact, by the cruel and unwise policy of imperial legislation under which this and other British West colonies are suffering—and that the conduct pursued by Messrs. Lash, Spier & Co., in their present painful circumstances, is both straightforward and honourable." The Trinidad papers give the shipments of produce up to the 13th alt as 15,838 hhds., 16,066 tierces, and 3.237 barrels of sugar, 6,1117 puncheons of molasses; 378 puncheons of rum ; 2,082,934 lb of cocoa; and 46072 lb. of coffee.

Glasgow Herald - Friday 29 September 1848

Sale of Ships.-On Wednesday the following superior vessels, belonging to the sequestrated estate of Messrs. Eccles, Burnley and Co., of this city, were sold in the Royal Exchange Sale Rooms, by Mr. Thomas Barclay, namely :_The Arethusa, of 322 tons, at the upset price to of £2100, and the Calypso, of 380 tons, at the upset price do of £1450, to John B Cumming, Esq. of Greenock. For , the Dalhousie, of 737 tons, the upset price of £2000 was offered by Wm. W Mitchell, Esq. of Alloa; and after a competition between him and Mr. Brown, Mr. Kirkland, and W. C. Heron, Esq., Belfast, was knocked down to the latter gentleman at £2210. The John Scott, of 308 tons, was sold at the upset price of £2300 to H. M. Patterson, Esq. of Greenock. The William, of 397 tons, was put up at £1500, but was not sold. There were a number of shipowners present from Greenock, Port- o' Glasgow, Ayr, &c., and the sale excited considerable interest

Glasgow Herald - Friday 08 June 1849

For once very valuable estates had been brought to the hammer of the Marshal, under compulsory processes of law since the departure of the previous packet, viz., the plantations Greenfield, Eccles, Profit, and Henry, which in better days belonged to the Messrs. Glen, gentlemen well known and highly esteemed in the of colony. The alarming and unprecedented depreciation in the value of West Indian property may be judged by the proceeds of the sale of these four plantations, which are formerly said to have cost the proprietors considerably upwards of £100,000 sterling ; -Greenfield sold for 6000 dols. Eccles for 12,750 dols. , Profit for 10,220 dols.; and Henry for 3410 dols., being a sum total of 32,380 dols , which at the exchange of 4.80 dols. to the £1 sterling, gives about £6750.

Glasgow Gazette - Saturday 20 October 1849**WEST INDIA ESTATES FOR SALE.**

THE following SUGAR ESTATES PLANTATIONS in the Island of Trinidad, belonging the Sequestrated Estates Messrs. Eccles, Burnley, A Company, of Glasgow, viz

OTAHEITE ESTATE, in the Quarter of Orapauche, consisting about 1000 Acres, with Steam engine, Sugar-Mill, and all other Machinery capable of making 300 Hhds. of Sugar Yearly, and Molasses and Rum proportion.

BROOMAGE ESTATE, in the Quarter of Savanna Grande, consisting of about 250 Acres, with Steam- Engine, Sugar-Mill, and all other Machinery capable of making 200 Hhds. of Sugar Yearly, and Molasses and Rum in proportion.

LES EFFORTS ESTATE, In the Quarter of South Naparima, consisting of about 400 Acres, with Steam - Engine, Sugar-Mill, and all other capable of making 300 Hhds. of Sugar Yearly, and Molasses and Rum in proportion.

ST. GILL ESTATE, in the Quarter of St. Joseph's consisting of about 80 Acres, with Cattle Mill, and all other Machinery capable of making 100 Hhds. of Sugar Yearly, and Molasses in proportion.

MON PLAIBER ESTATE, in the Quarter of South Naparima, consisting of about 50 Acres, with Cattle Mill, and all other capable of making 250 Hhds. of Sugar early, and Molasses In proportion.

These Estates are in a high state of cultivation, and have this year made good crops. The Works are also in good order.

The Estates will be exposed to Public Sale in Glasgow in the course of next Summer, with entry at end of the present crop, in the meantime terms of Sale and other particulars will furnished on application Archd. Horne, Esq.,

Accountant, Edinburgh, to Messrs. McGregor's Stevenson, Writers, Glasgow.
Glasgow, October, 1849.

Claims for Slaves freed

John Ronald

AWARDEE British Guiana 2362 £1275 8S 4D [27 Enslaved]

AWARDEE British Guiana 2536A-C £8627 3S 6D [62 Enslaved]

AWARDEE Trinidad 1754 (Palmira Estate) £2858 13S 7D [54 Enslaved]

AWARDEE Trinidad 1924 (Otaheit) £4286 14S 7D [84 Enslaved]

AWARDEE Trinidad 1662A & B (Sevilla Estate) £7173 18S 2D [156 Enslaved]

AWARDEE Trinidad 1802A-F £3827 5S 10D [57 Enslaved]

T71/887: awarded to the co-partners of the firm of Wm. & James Eccles & Co.

William Eccles Awardee

George James Eccles Awardee

William Frederick Burnley Awardee

John Ronald Awardee

Robert Steele & Co., Greenock



Fig. 3

Robert Steele © McLean Museum

The Steele family connection with Greenock shipbuilding began in 1786. James Steele was a Burgess and Guild Brother of the burgh of Ayr. His son Robert, born in 1745, was for some time engaged in building fishing vessels and coasters at Saltcoats, and on the death of his father in 1786 he entered into partnership at Greenock with John Carswell, the firm being known as Steele & Carswell. This partnership was dissolved in 1816, when Mr. Steele assumed his sons Robert and James as partners under the designation of Robert Steele & Co. The firm almost at once began to build steamships, many of the fine vessels of the Burns, Clyde Shipping Company, Dublin Steam Packet Company, and Isle of Man Steam Packet Company fleets coming out of their Yard. The head of the company died in 1830, aged 85, his son James, had predeceased him, and Robert Steele secundus was left to carry on the concern. The business continuing to expand and, in course of time he took into partnership his sons Robert and William and the firm was soon building for the Cunard, Allan, North German Lloyd, Donald Currie & Co., George Smith & Sons, and other great lines. They turned out one of the first of the Cunard fleet. They also built a number of racing yachts that were successful at many of the regattas round the British coast. In the construction of clippers they occupied great the renown of their China clippers being world-wide. After the new co-partnery, the company, took over the works of the Shaws Water Foundry and Engineering Company. About this time also, when iron was coming into vogue for ships' hulls, they opened a new yard in Cartsydyke for the building of iron vessels, keeping the older Yard it the West Burn for wooden ships and Yachts. Robert Steele secundus died in 1870, in his 88th year. He was a notable citizen of his day, public spirited, entering into all movements which, aimed at

benefiting the community, and in business a man of singular integrity. It was said at his decease that " to him it was not simply a question of pushing trade and dispatching orders, but the execution of examples of naval architecture that should disarm criticism with respect to material, form, and finish, and that should meet all the demands of commerce with reference to stability, speed, and capacity." Robert Steele tertius and his brother William carried on the business for some years, but on account of financial difficulties entirely unconnected with shipbuilding, and contracted in their father's lifetime, the firm was in 1883, obliged to go into liquidation, and was wound up.

RM Smith

"SCOTTS' MEN"

300 YEARS OF SHIPBUILDING & ENGINEERING IN GREENOCK

EXHIBITION AT THE MCLEAN MUSEUM & ART GALLERY IS NOW FINISHED.

INVERCLYDE SHIPBUILDING has now moved to www.inverclydeshipbuilding.com

Tontines

In Scotland, tontines were found throughout the country.

It worked like this:

- People bought shares in a property. Nothing new there.
- For each share they held, the shareholder named a person, called a 'nominee',
- When the nominee died, the shareholder surrendered their share.
- Over time, the shares belonged to fewer people, and these people got higher dividends.
- The shareholder with the longest living nominee got outright ownership of the property. There was no financial benefit to being a nominee. Shareholders could not change their nominees.

The Tontine arrangement is a long-term commitment, and rather like a lottery: you could lose your shares if your nominee died, but you could end up owning an

inn if they lived longer than the other nominees. Or rather your estate could: it was to be a rather surprising 80 years before the Peebles Tontine arrangement ended.

A Glasgow Tontine Society was established in 1816 with a capital not exceeding £20,000 or 800 shares at £25 each to be managed by a Committee of management who were to purchase heritable property in the City of Glasgow or its neighbourhood or put the money in the bank until purchases could be made. The rents from the properties providing the fund for the annual dividend, the capital was not used.

A problem with the scheme was if a child was the nominee but died young the principle gave the next child the same name to retain the share payment.

7.0 Analysis

The Hamilla appeared in LR underwriters edition from 1821 but not until 1823 in the ship owners edition and the selection in LR is the wrong way round so when Underwriters is selected, the Owners edition opens. The Hamilla was copper sheathed from new, with it being replaced about every four years with felt also used in 1833. The repairs in 1833 seem to relate to storm damage that caused her to call at Liverpool on her return voyage leaking, having lost sails, sustained damage and with the cargo having shifted. The 1833 repair were described as repairs, later amended to large repairs in 1837 edition of LR.

Many of the notices of arrival in the Caribbean were undated and I have dated them prior to the date of the newspaper but January 5 1827 gave notice of the arrival of the Hamilla in Jamaica on October 17 1826. This illustrates how long news took to arrive in Scotland carried by another ship leaving Jamaica to give notice of arrivals.

The Hamilla was listed in Glasgow newspapers in the Tontine List but I unable to find on line any details of the particular tontine list involving ships, there were a number Glasgow tontines but usually they invested in property.

The last owners of the Hamilla, Eccles & Company and the associated companies went bankrupt in 1848 after the British Government changed its policy to free trade in sugar, allowing imports of sugar produced by slaves in other areas of the Caribbean not under British control. It appears quite apart from the bankruptcies created by this policy, a reported 5,000 free labourers in Trinidad lost their employment causing great hardship. The value of the land in the Caribbean also depreciated rapidly to very low values. There seemed to be an unusual amount of sympathy for the company when it went into bankruptcy since the Government policies were the cause and the dilemma for others who had invested in the West Indies was either cut their losses or go bankrupt. The costs of producing sugar and coffee with paid labour was unable to complete economically with the costs of slave labour.

Some of the owners of the Hamilla were paid compensation for the emancipation of slaves in Jamaica and Demerara working on the estates they owned there.

It appears from the Glasgow Courier 12 September 1846 that Captain Livingston was retained by Eccles and Co., after the loss of the Hamilla and given another vessel. He was also listed as the captain of other vessels owned by the companies.

The description in the newspaper report in *The Globe* of 21st November 1848 describing the loss of the *Hamilla* states "the masts went by the board" which means they collapsed overboard from the vessel. The local inhabitants made great efforts to save the *Hamilla* but the change of the tide and a hawser parting resulted in the vessel wrecking on the bar.

I have included an Appendix D to explain what the cargo's carried and the uses it was put to in the 19th century.

The BNA provided most of the records of voyages and events affecting the *Hamilla* and her owners with the WNL providing the rest. Google searches provided the remaining information.

8.0 Conclusions & Recommendations

I have spent about 25 hours on this research with 95% of the time spent on line, Hamilla was a name that was fairly unique so not great numbers of matches to view.

The story of the Hamilla seems quite complete for a vessel sailing between 180 and 200 years ago, so further research seems unnecessary.

The Hamilla grounding on the bar at Porthmadog and "going to pieces" means there is not a wreck site to investigate and very little of her cargo, only one barrel and three hogsheads of coffee, were salvaged for sale. The anchors and chains appear to have been salvaged.

The project has answered almost all my original questions except for the crew and I doubt information concerning them is still available after over 180 years when originally they were not collected by government.

The only other research available on line is the Coflein entry.

The story behind the Hamilla is fairly uneventful until it joined the hundreds of vessels lost in Cardigan bay. The exception is that it illustrates that after the emancipation of slaves their welfare was not considered in Government policies designed to reduce the price of sugar, rum and coffee in Great Britain.

9.0 References

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Appendices:

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

1823 Shipowners edition (first entry for Hamilla)

8	C.21	Hambury Bg	Markham	SDR	74	Drp.21 cot'd	1803	Nicholson	10	SdCoastr	E	1
9		Hambletonia	H. Kirton	SD	112	FrCeilg thwld	1799	Thompsn	10	SdLondn	E	1
30		Bg	Poland	SD	107	NTSds Shields	& grp 1820	Capt.	11	LoStMry	A	1
1	C.20	Hambro' Pac-	Gillespie	SDR	128	Leith	1818	HmbroCo	11	lb Hmbr	A	1
2		ket Sr C.B.	J. Main	SDR	332	Grnck	1819	Ewing	17	Gr Jamai	A	1
3	C.19	Hamilton S	C. Fall	SDR	325	Massa.	181	n. Haven	16	Cs	E	2
4		S	JWilliams	SDR	310	Livrp'l	181	Finchett	16	LiP	A	1
5	C.22	Sp	D. Ross	SDR	63	Ptshd	1804	Capt.&Co	9	LhCoast.	E	1
				SD		NKl & otNC	eilg20					

32 Hamilla, Ship, Master J Main, 332 tons built at Greenock in 1819, owner Ewing, 17 feet draught, classified A1 at Greenock in June 1823, sheathed with Copper 1819, sailing Greenock to Jamaica

1824 New survey March 1824, no other changes

1825 sheathed and coppered 1824, proved iron cables, new survey October 1825

1826 New survey August 1826, no other changes

1827 No changes

1828 New Survey September 1827, no other changes

1829 sheathed and coppered 1828, new topsides, good repairs 1828, sailing Greenock to St John, proved iron cables

1830 Not available on Line, opens showing 1829 issues

1831 New survey September 1830, iron knees, now classified E1,

1832 new survey April 1832, no other changes

1833 sheathed, felt and coppered 1833, new wales and good repairs 1833, amended sailing Greenock to Demerara, new survey September 1832, no other changes.

1834 Only One register Produced.

Underwriters Edition

1821

8	Halls Bg s.C	J. Ritchie	227	Dythe	8	Hand Co.	14	Lo Gbrn	A	1	A
	x9		SDB				IK			3	8
9	Hallyards S	A. Brown	299	Grenc	4	Cmpbl &	16	Lo Dm'ra	A	1	A
	s.C x8		SDB					Iron Cable		10	10
30	Hamberry Bg	J Turnbull	74	Scot'd	19	Capt.	9	Lo Dnkrk	E	1	
			SD	Fir B. cieling						x7	
1	Hambiltonian	Gilbertsn	107	Shields	1	Gilbertsn	11	Lo Africa	A	1	A
	Sw s.CXX	Doland	SDB					Iron Cable		8	4
2	Hambro' Pkt	A.S. Bissett	128	Leith	4	Leith ShC.	10	Lh Hmbr'	A	1	
	Sr		SDB					Iron Cable		7	
3	Hamestrand	N. Heir	160	Norwy	15	Capt. & Co.	13	Dram. Co	E	1	
	Bg		SDB							x7	
4	Hamilla S s.C	J. Main	332	Grnoc	3	Ewing & C.	17	Gr Jamai.	A	1	A
	x9		SDB							8	6
5	Hamillan S s.C	Greenogh	322	Massa	1	Haven & C	16	Cs	A	2	A
		O Fall	SDB			A.		br		XX	2
6	— Sp	D. Ross	63	Dunde	1	Capt. & Co.	9	Lh	E	1	E
			SD					N		XX	3
7	— Bk s.C	J Williams	310	Liverpl	1	Finchett &	16	Li.	A	1	A
	22 x9		SDB	Fir Plank		Iron Cabie		Li. Chrln		8	1
8	Hamlet S s.C	J. Christie	368	Bewic	17	G Jameson	16	Lh Mrmc	E	1	
	x6		SDB	grn.	x9		IK	Iron Cable		8	

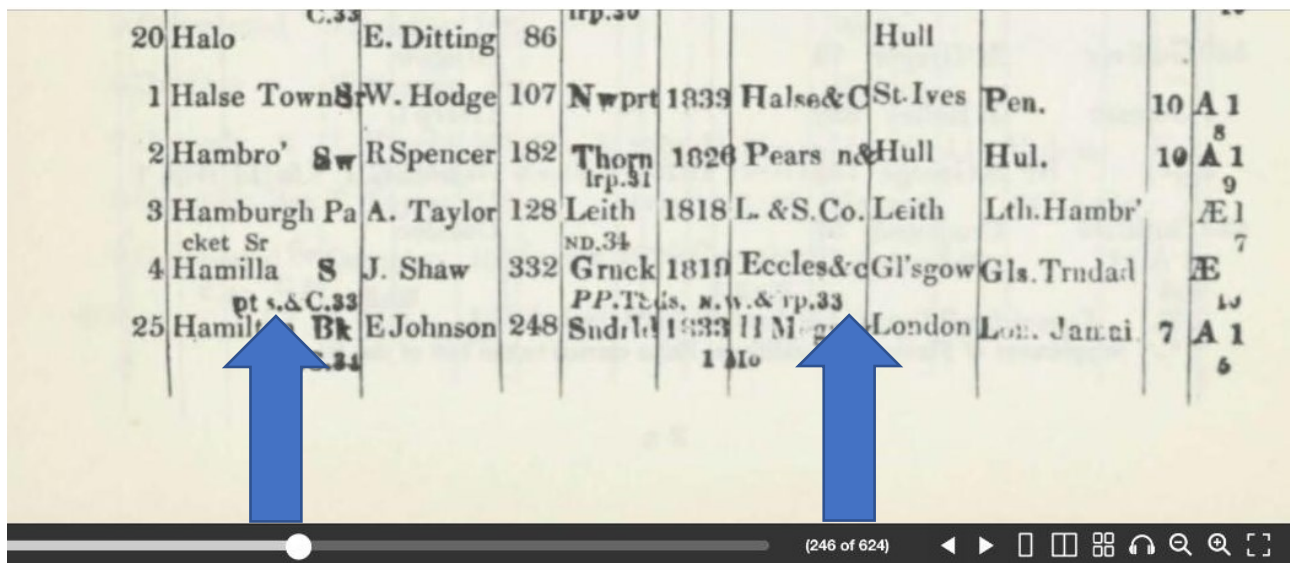
34 Hamilla, Ship, Master J Main, 332 tons built at Greenock in 1819, owner Ewing, 17 feet draught, classified A1 at Greenock in June & August 1823, sheaved with Copper 1819, Single deck with beams, sailing Greenock to Jamaica

1822, 1823 No Changes except master R. Main

1824 New copper sheathing 1824, new survey December 1823, proved iron cables

1825 New survey October 1824, no other changes

- 1826 New survey August 1825, no other changes
- 1827 New survey July 1826, no other changes
- 1828 Only ship owner available on line
- 1829 New copper sheathing 1828, new survey August 1828 master B Main
2 proved iron cables, 1 Hemp
- 1830 Not available on Line, opens showing 1829 issues
- 1831 Master amended to Campbell, some repairs 1828, 2 Chains, 1 Hemp,
New survey September 1830, now classified E1
- 1832 Master amended to Shaw, new survey November 1831
- 1833 New owners Eccles & Co., now sailing Greenock Demerara, new survey
September still E1
- 1834 Only One register Produced.



 **Lloyd's Register of Shipping 1834**
by Lloyd's Register Foundation, Heritage & Education Centre



24 Hamilla Ship, master J Shaw, 332 tons, built at Greenock in 1819, owners Eccles & Co., Registered at Glasgow, sailing Glasgow to Trinidad, part sheathing and Coppered 1833, Pitch pine top sides, new wales, repairs 1833, new survey October 1833 now classified AE

1835 repair 1833 now a Large repair, no other changes

1836, 1837 No changes

1838 Felt, coppered in part 1837, some repairs 1837, new survey 1837 now classified **AE1**, sailing amended Glasgow to Demerara

1839, 1840 No changes

1841 Felt, coppered in part 1841, maser amended to Livingston, some repairs
1841, new survey June 1841

1842 No changes but stamped Wrecked

Appendix B – The Timeline for the *Hamilla*

1820

March 1 1820 Clyde sailed Hamilla for Jamaica

Prior June 3 1820 Jamaica arrived Hamilla, Mayne from the Clyde

w/e September 22 1820 Greenock arrived Hamilla, Main from Port Maria, Jamaica
-sugar, limes and rum

1821

Prior April 18 1821 Jamaica arrived Hamilla, Main from the Clyde

Prior December 3 1821 Jamaica arrived Hamilla, Main from the Clyde

1822

May 28 1822 Clyde arrived Hamilla, Muir from Jamaica

Prior October 23 1822 Jamaica arrived Hamilla, Main from the Clyde

1823

February 6 1823 Spoken to Hamilla, Lat. 25 26 Long. 61 for the Clyde

February 10 1823 Spoken to Hamilla, Lat.38 Long. 50 for the Clyde

w/e March 15 1823 Clyde arrived Hamilla, Main from Jamaica

June 2 1823 Jamaica arrived Hamilla, Laine from the Clyde

1824

September 14 1824 Off Cape Clear Hamilla from Jamaica for the Clyde

September 18 1824 Clyde arrived Hamilla, Main from Jamaica

1825

Prior March 24 1825 Jamaica arrived Hamilla, Main from the Clyde

June 19 1825 Clyde sailed Hamilla, Mayne for Jamaica

w/e August 11 1825 Off Cumbrae Hamilla from Jamaica

1826

Prior January 20 1826 Jamaica arrived Hamilla, Main from Clyde

April 21 1826 Clyde arrived Hamilla from Jamaica

October 17 1826 Jamaica arrived Hamilla, Main from Greenock

1827

March 7 1827 Ocho Rios, Jamaica sailed Hamilla, Main for Greenock

May 4 1827 Greenock arrived Hamilla, Main from Jamaica

July 12 1827 Spoken to Hamilla , Main Lat. 54 34 Long 12 30 for St John N B
· from Clyde

November 24 1827 Jamaica arrived Ship Hamilla, Main from St John N B

December 8 1827 Falmouth, Jamaica arrived Ship Hamilla, Main from Port Maria

1828

June 27 1828 Clyde arrived Hamilla, Main from Jamaica

October 25 1828 Madeira arrived Hamilla, Main from Glasgow

December 1 1828 Vera Cruz arrived Hamilla, Main from Greenock

1829

January 1829 Jamaica arrived Hamilla, Main from Greenock

March 17 1829 Jamaica sailed Hamilla, Main for Clyde

May 1 1829 Clyde arrived Hamilla, Main from Jamaica

May 13 1829 Spoken to Hamilla , Main off Tory from Clyde to Jamaica – all well

November 7 1829 Spoken to Hamilla , Main Lat 40 Long 60 fr Jamaica for Clyde

December 1 1829 Jamaica arrived Hamilla, Main from Greenock

1830

August 2 1830 Clyde arrived Hamilla, Main from Jamaica

November 2 1830 Spoken to Hamilla , Main Lat 26 45 Long 33 00 from Clyde
for Jamaica

1831

Prior March 15 1831 Jamaica arrived Hamilla, Main from Clyde

April 7 1831 Clyde arrived Hamilla, Main from Jamaica

April 23 1831 Clyde sailed Hamilla, Main for Jamaica

June 4 1831 Jamaica arrived Hamilla, Main from Greenock

September 23 1831 Clyde arrived Hamilla, Main from Jamaica

1832

Prior April 12 1832 Jamaica arrived Hamilla, Main from Greenock

July 9 1832 Spoken to Hamilla , Campbell Lat 52 Long 22 Jamaica for Clyde

July 11 1832 Spoken to Hamilla , Campbell Lat 53 Long 21 Jamaica for Clyde

July 20 1832 Greenock arrived Hamilla, Campbell from Jamaica

Prior November 30 1832 Demerara arrived Hamilla, Shaw from the Clyde

1833

March 4 1833 Liverpool put in Hamilla of & for Glasgow from Demerara damaged

March 13 1833 Clyde arrived Hamilla, Shaw from Demerara and Liverpool

May 15 1833 Clyde sailed Hamilla, Shaw for Demerara

June 28 1833 Demerara arrived Hamilla, Shaw from the Clyde

September 1 1833 Demerara to sail next springs, Hamilla, Shaw for Clyde

November 12 1833 Greenock arrived Hamilla, Shaw from Demerara

December 19 1833 anchored in Derbyhaven bay Hamilla, from Clyde
for Demerara – cargo shifted

1834

February 8 1834 Demerara arrived Hamilla, Shaw from the Clyde

April 13 1834 Spoken to Hamilla, Shaw Lat.48 Long 35 for Clyde

April 18 1834 Spoken to Hamilla, Shaw Lat.50 Long 22 for Clyde

May 5 1834 Greenock arrived Hamilla, Shaw from Demerara

May 19 1834 Greenock sailed Hamilla, Shaw for Demerara

June 22 1834 Trinidad arrived Hamilla, Shaw from Greenock

August 9 1834 Trinidad sailed Hamilla, Shaw for Greenock

September 15 1834 Spoken to Hamilla, Shaw Lat.43 Long 21 for Clyde

October 3 1834 Clyde arrived Hamilla, Shaw from Trinidad

December 18 1834 Trinidad arrived Hamilla, Shaw from Greenock

1835

May 22 1835 Clyde arrived Hamilla, Shaw from Trinidad

May 30 1835 Clyde sailed Hamilla, Shaw for Trinidad

July 6 1835 Trinidad arrived Hamilla, Shaw from Clyde

August 18 1835 Trinidad sailed Hamilla, Shaw for Greenock

September 8 1835 Spoken to Hamilla, Shaw Lat.43 Long 48 for Clyde

September 12 1835 Spoken to Hamilla, Shaw Lat.47 Long 29 for Clyde

September 16 1835 Spoken to Hamilla, Shaw Lat.51 Long 11 for Clyde

September 19 1835 Clyde arrived Hamilla, Shaw from Trinidad

November 12 1835 Clyde sailed Hamilla, Shaw for Trinidad

December 25 1835 Trinidad arrived Hamilla, Shaw from Clyde

1836

March 22 1836 Trinidad sailed Hamilla, Shaw for Greenock

May 12 1836 Clyde arrived Hamilla, Shaw from Trinidad

May 25 1836 Clyde sailed Hamilla, Shaw for Trinidad

July 1836 Trinidad arrived Hamilla, Shaw from Clyde

Prior September 12 1836 Demerara arrived Hamilla, Shaw from Trinidad

December 12 1836 Clyde arrived Hamilla, Shaw from Demerara

1837

January 13 1837 Clyde sailed Hamilla, Shaw for Trinidad

Prior April 1837 Trinidad arrived Hamilla, Shaw from Clyde

May 1 1837 Trinidad due to sail Hamilla, Shaw for Greenock

June 20 1837 Clyde arrived Hamilla, Shaw from Trinidad

September 25 1837 Madeira arrived Hamilla, Shaw from Clyde

September 26 1837 Madeira sailed Hamilla, Shaw for Demerara

October 23 1837 Demerara arrived Hamilla, Shaw from Clyde

November 3 1837 Demerara loading, Hamilla, Shaw for Clyde

December 8 1837 Spoken to Hamilla, Shaw Lat.12 Long 58 for Clyde

1838

January 17 1838 Clyde arrived Hamilla, Shaw from Demerara

February 21 1838 Clyde sailed Hamilla, Shaw for Trinidad

April 1 1838 Trinidad arrived Hamilla, Shaw from Clyde

June 7 1838 Trinidad loading Hamilla, Shaw for Clyde

June 23 1838 Trinidad loading Hamilla, Shaw for Clyde

July 26 1838 Trinidad sailed Hamilla, Shaw for Clyde

September 12 1838 Clyde arrived Hamilla, Shaw from Trinidad

December 5 1838 Clyde sailed Hamilla, Weare for Trinidad

1839

July 28 1839 Trinidad loading Hamilla, McIntosh for Clyde

August 3 1839 Trinidad sailed Hamilla, McIntosh for Clyde

September 2 1839 Spoken to Hamilla Lat.39 Long 53 Trinidad to the Clyde

September 26 1839 Clyde arrived Hamilla , McIntosh from Trinidad

October 25 1839 Clyde cleared Hamilla, McIntosh for Demerara

October 27 1839 Clyde sailed Hamilla, McIntosh for Demerara

1840

April 10 1840 Spoken to Hamilla , McIntosh Lat. 51 Long 10 for Clyde

April 12 1840 Off The Old Head of Kinsale Hamilla from Demerara

April 21 1840 Clyde arrived Hamilla , McIntosh from Demerara

May 2 1840 Clyde sailed Hamilla, McIntosh for Trinidad

June 11 1840 Trinidad arrived Hamilla, McIntosh from Clyde

September 12 1840 Demerara sailed Hamilla, McIntosh for Clyde

November 12 1840 Clyde arrived Hamilla, McIntosh from Demerara

December 3 1840 Clyde sailed Hamilla , McIntosh for Trinidad

December 9 1840 Carrickfergus anchored Ship Hamilla , McIntosh for Trinidad

December 29 1840 Spoken to Hamilla , British ship lat. 9N long. 25W

1841

April 15 1841 Signalled Hamilla, McIntosh Lat.25 Long.60 from Trinidad for Clyde

July 22 1841 Demerara arrived Hamilla , Livingston from Clyde

October 1 1841 Spoken to Hamilla , Livingston Lat. 45 Long. 10

October 23 1841 Clyde arrived Hamilla , Livingston from Demerara

September 17 1841 Demerara sailed Hamilla , Livingston for Clyde

December 4 1841 Clyde sailed Hamilla , Livingston for Trinidad

December 6 1841 Rothsay arrived Hamilla , Livingston from Clyde for Trinidad

1842

April 5 1842 Spoken to Hamilla , Livingston Lat. 46 Long. 10 Clyde to Valparaiso

April 8 1842 Spoken to Hamilla , Livingston Lat. 50 Long. 9 Clyde to Valparaiso

April 25 1842 Spoken to Hamilla , Livingston Lat. 46 Long. 32 for the Clyde

May 6 1842 Clyde arrived Hamilla , Livingston from Trinidad

May 17 1842 Clyde sailed Hamilla , Livingston for Demerara

Prior September 1 1842 Demerara arrived Hamilla , Livingston from Clyde

November 19 1842 Ashore on Portmadoc Bar Hamilla , Livingston

Appendix C Ports and Other Locations

Clear Island or **Cape Clear** Island is an island off the south-west coast of County Cork in Ireland. It is the southernmost inhabited part of Ireland.

Great **Cumbrae** is the larger of the two islands known as The Cumbraes in the lower Firth of Clyde in western Scotland.

Demerara is a historical region in the Guianas on the north coast of South America which is now part of the country of Guyana. It was a Dutch colony until 1815 and a county of British Guiana from 1838 to 1966. It was located about the lower courses of the Demerara River, and its main town was Georgetown.

Falmouth is the capital city of Jamaica's Trelawny Parish. It's a busy cruise-ship port that lies between Ocho Rios and Montego Bay on the island's north shore.

The Old Head of Kinsale is a headland near Kinsale, County Cork, Ireland.

Port Maria, the "Puerto Santa Maria" of the Spanish, was the second town to be established in Jamaica by the colonizing Spaniards. Formerly a bustling seaport under both Spanish and English rule, the town today reflects little of its former prosperity or importance. The town is set in the centre of a deep inlet of the northern coastline with a small island just offshore, and the bay is certainly one of the most picturesque in Jamaica

Rothesay is the principal town on the Isle of Bute, in Argyll and Bute, Scotland. It lies along the coast of the Firth of Clyde.

Appendix D Cargo explanations

Fustic and dyer's mulberry, is a medium to large tree of the Neotropics, from Mexico to Argentina. Fustic produces a slowly fugitive, bright yellow colouring that is used as a Textile and Leather dye, wood stain, a Varnish colorant and a Lake pigment. It is often mordanted with chromium salts.

Logwood semi-deciduous tree with a broad crown; it can grow up to 15 metres tall, but is usually smaller. It is often thorny and gnarled in appearance; the bole irregularly fluted and contorted, attaining a length of 2 - 3 metres and a diameter of 60cm. The tree is valued particularly as a source of dye material, but is also often used locally as a medicine and source of wood. It is cultivated as a dye plant in several tropical countries of the Americas, Africa and elsewhere, and has become naturalized in some places, Jamaica has been, for a long time, the main centre of wood production.

Molasses or black treacle (British English) is a viscous substance resulting from refining sugarcane or sugar beets into sugar.

Pimento in some English speaking countries, it is a variety of large, red, heart-shaped chili pepper (*Capsicum annum*) that measures 3 to 4 in (7 to 10 cm) long and 2 to 3 in (5 to 7 cm) wide (medium, elongate). Pimientos can have various colours including yellow, green, red, and maroon. Some are green when immature and turn red when they reach maturity.

Sweetmeat, a sweet delicacy, as a sweet or boiled sweet or candied fruit, or, originally, a cake or pastry.

Tamarind is a leguminous tree bearing edible fruit that is indigenous to tropical Africa. The tamarind tree produces brown, pod-like fruits that contain a sweet, tangy pulp, which is used in cuisines around the world. The pulp is also used in traditional medicine and as a metal polish.