



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

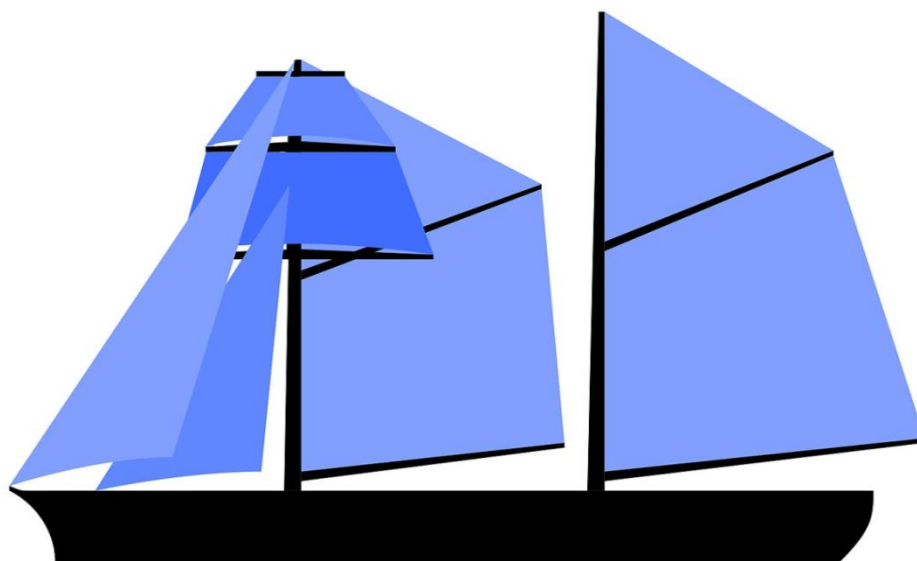


Diagram of 2 Masted Schooner

**Report compiled by:
Gareth J.S. Davies**

Report Title:

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1.0 Abstract

Since 2001 the Malvern Archaeological Diving Unit (MADU) has developed a database of vessels known to have wrecked around the coast of Wales.

This project is to discover information relating to the history of the schooner John Gibson (MADU Ref#318) built and launched at Fleetwood in 1878.

The John Gibson was a cargo schooner which sailed between ports on the S, SW, E, NW, NE coasts of England, S and N Wales, Ireland, N. Ireland, Scotland and occasionally Germany and France. Cargoes carried included raw materials and probably, grains, food products.

On Oct 8th 1896, the crew of the schooner John Gibson were picked up by the Abersoch Lifeboat "Oldham" after dragging her anchors during a severe storm. Although reported as wrecked the John Gibson continued sailing until 1926 when records of it ended.

The research has been conducted from information gathered from MADU and on-line sites as I do not reside in the U.K.

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2.4 Contributors

Ian Cundy MADU Archaeological Diving Unit,
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2.5 Abbreviations

MADU	Malvern Archaeological Diving Unit
MNL	Mercantile Navy List
LR	Lloyds' Registry

2.6 Appendices

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3.0 Introduction

The schooner John Gibson was chosen as:

- it covered a period of sea history from the late 19th century to early 20th century.
- it was a similar ship and time to other ships I had researched from the MADU Wreck list.
- I live overseas online information would be my priority research tool and similar to my previous research a ship from this period should be reasonably well documented online.

The following topics form the basis of the research:

- What were the vessel's specifications?
- What historical information is available relating to the vessel?
- Has any salvage, etc. been carried out?
- Have there been any previous reports produced relating to the vessel?

4.0 Background

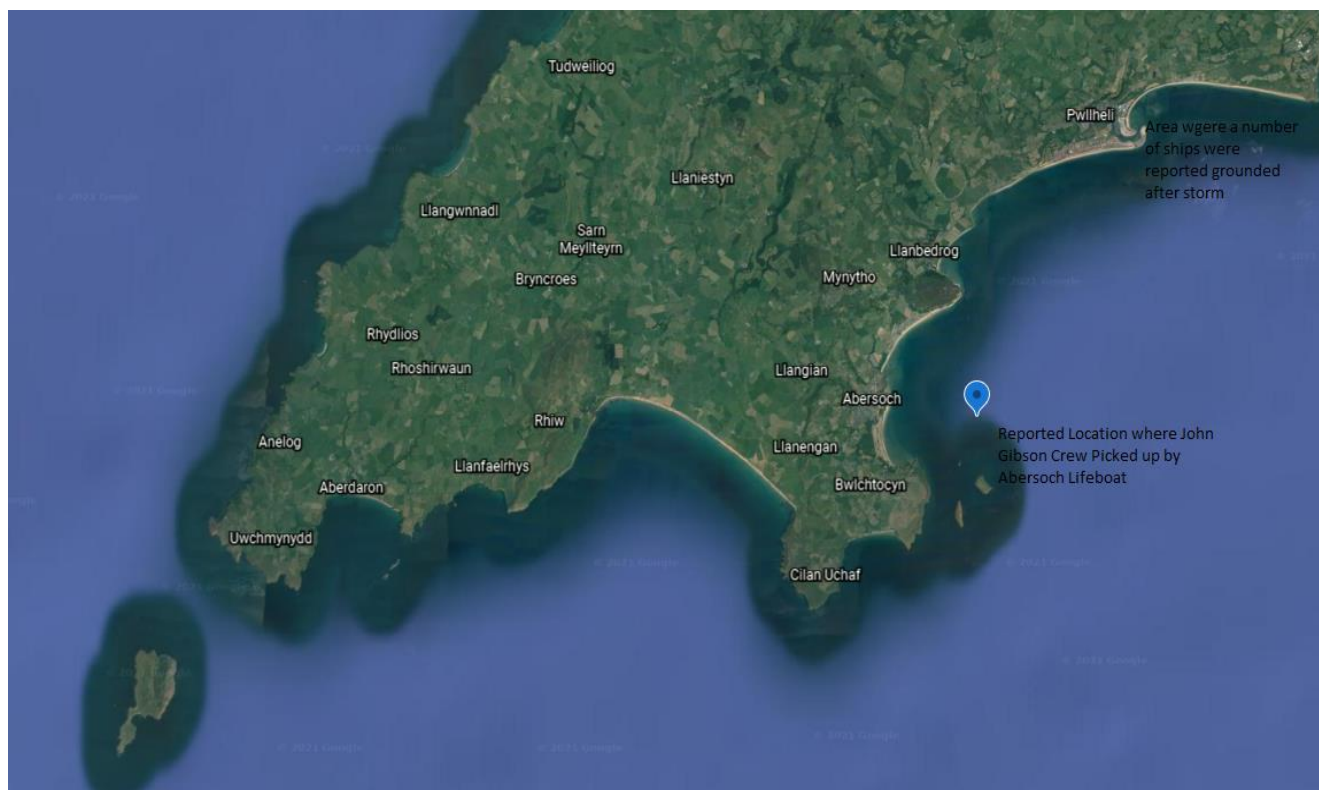
Prior to starting this research the only known data available to me was from the MADU Master Wrecksite Database Listing (Table 1) supplied by Mr Ian Cundy.

Table 1: Extract from MADU Master Wrecksite Database

MADU Ref. No.	Date Wrecked	Name	Location 1	Location 2	Details	Vessel Type	Matls	Ref.
318	09/10/1896	John Gibson	Caernarfon shire	Abersoch	?wrecked	Schooner	wood	rc, rh, iwj

On Oct 8th 1896, the crew of the schooner John Gibson were picked up by the Abersoch Lifeboat Oldham after dragging her anchors during a severe storm. Although reported as wrecked the John Gibson continued sailing until 1926 when records of it ended.

Fig 2: Location of John Gibson, Oct 08 1896



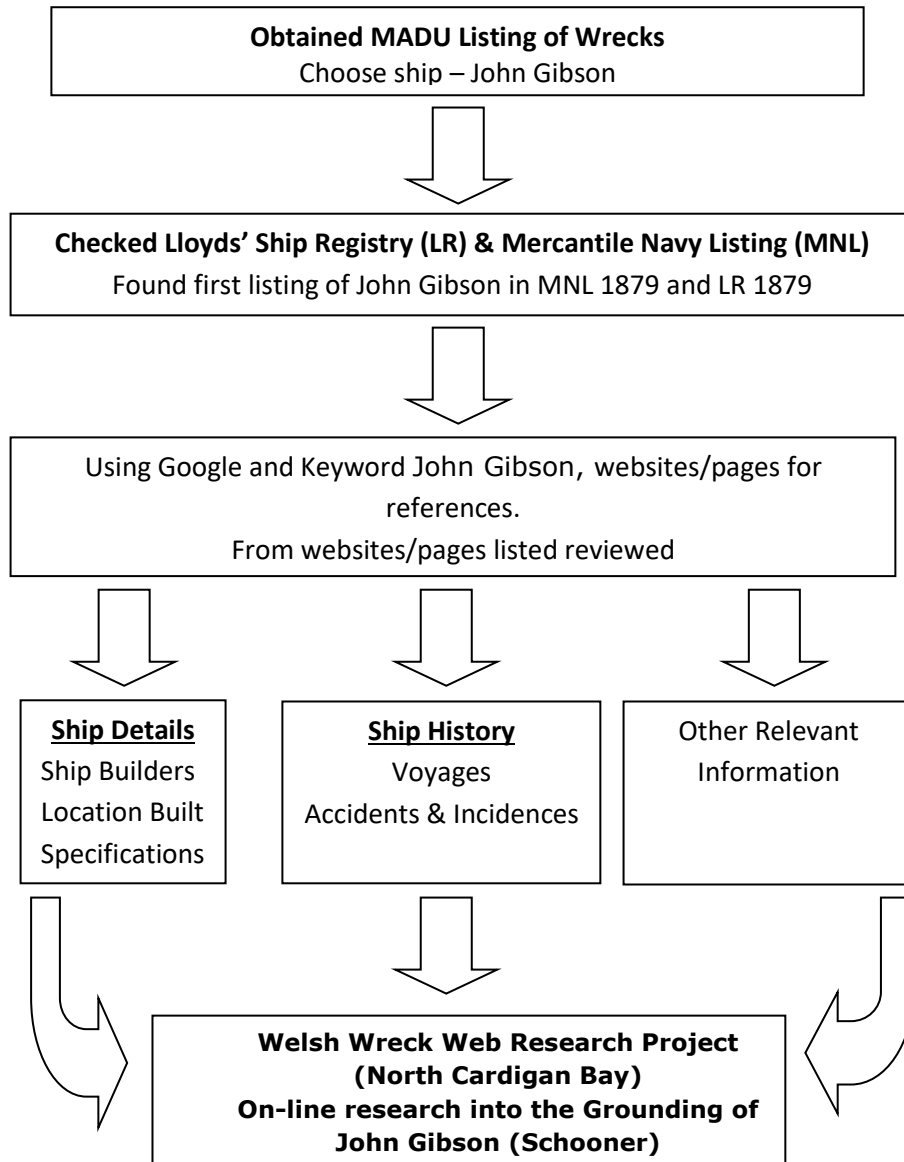
5.0 Research Methodology

Computer System

Acer Desktop 64 bit OS; 8 GB Memory, wireless connection.
Windows 10Pro
Microsoft Office 2007

Search engines used: Google Chrome

Methodology



See Section 9 for list of websites viewed

6.0 Results

Table 2: John Gibson (Schooner) Specification and History

Vessel	Name/s	John Gibson
	Type	Sailing Ship – Schooner
		General Cargo
Built	Date	Launched: 22 Jan 1878
		Delivered: Jan 1878
		Cost: N/A
	Builder	Gibson
		Fleetwood, Lancashire
Construction	Materials	Wood
	Decks	1
	Bulkheads	N/A
	Others	N/A
Propulsion	Type	Sail
	Details	2 masts
Dimensions	Length	87 ft 4 in
	Beam	20 ft 6 in
	Draught	9 ft 8 in
Tonnage	Gross	106 grt
	Net	87 nrt
Owners	1879	Porter's Shipping Co Ltd, Fleetwood
	1904	Lewis Willie Nurse, Bridgewater
Registry	Port	Fleetwood
	Flag	GBR
	Number	73756
	Code	R.D.F.V
History	Routes	S, SW, E, NW, NE coasts of England, S and N Wales, Ireland, N. Ireland, Scotland and occasionally Germany and France
	Cargo	Raw materials, grains, food products
Grounded	Date	08/10/1896
	From	N/A
	To	N/A
	Captain	N/A
	Crew	3
	Cargo	N/A
	Location	St Tudwal's Road
	Cause	Weather
	Loss of life	0
	Outcome	Grounded and refloated at a later date Registered in Mercantile Navy List until 1926

7.0 Analysis

- The schooner John Gibson was built and launched at Fleetwood Lancashire by Gibson in Jan 1878 (Appendix A, B, C, D).
- The schooner John Gibson sailed between ports S, SW, E, NW, NE coasts of England, S and N Wales, Ireland, N. Ireland, Scotland and occasionally Germany and France.
- During her history the John Gibson was in a number of incidences at various locations (see Appendices).
- On Oct 08th 1896 while anchored at St Tudwal's Road Abersoch, the crew were rescued by the Abersoch Lifeboat "Oldham" during a severe storm.
- Reports mention that the John Gibson was wrecked during the storm but research shows the John Gibson continued to sail and be registered until 1926.

From newspaper articles the John Gibson was recorded:

1878

Jan 22: Launched at Fleetwood Lancashire (Appendix A).
 Feb 04-07: Sailed Fleetwood Lancashire for Belfast via Ayr Scotland, coal.
 Feb 22-23: Sailed Whiteabbey/Belfast for Ardrossan Scotland (M'Queen).
 Mar 09: Arrived Ardrossan Scotland from Belfast (M'Queen).
 Mar 12: Sailed Ardrossan Scotland for Whiteabbey/Belfast (M'Queen).
 Mar 26: Arrived Ardrossan Scotland from Belfast.
 Mar 30: Sailed Ardrossan Scotland for Runcorn Cheshire.
 May 29: Ran aground on Ballina Bar Ireland (Appendix E, F).
 Jun 21: Arrived Troon Scotland from Ballina Ireland.
 Jul 09: Arrived Belfast from Troon Scotland (M'Queen).
 Sep 10: Sailed Liverpool for Balbriggan Ireland (M'Queen).
 Oct 14: Sailed Britonferry Wales for Whiteabbey/Belfast (M'Queen).
 Nov 14: Sailed Ayr Scotland for Whiteabbey/Belfast (M'Queen).
 Nov 30: Arrived Ayr Scotland from Belfast (M'Queen).

1879

Jan 07: Arrived Ayr Scotland from Belfast.
 Jan 16: Arrived Douglas IOM from Ayr Scotland (M'Queen).
 Mar 04: Arrived Ayr Scotland from Belfast.
 Mar 21: Arrived Llanelli Wales from Ayr Scotland.
 May 24: Arrived Fraserburgh Scotland from Liverpool.
 Jun 06: Sailed Fraserburgh Scotland for Thurso (M'Queen).
 Jun 28: Arrived Shields Tyneside from Thurso.
 Jul 11: Sailed Shields Tyneside for Wisbech Cambridgeshire.
 Sep 04: Arrived Cruxhaven Germany from Helmsdale Scotland (M'Queen).
 Oct 03: Sailed Stornoway for Ayr Scotland.
 Oct 21: Arrived Douglas IOM from Ayr Scotland.

1880

Jan 16: Arrived Douglas IOM from Ayr Scotland.
 Apr 07: Arrived Liverpool from Workington Cumbria (M'Queen).
 Apr 27: Windbound at Penzance Cornwall from Newcastle for Waterford Ireland.
 May 17: Arrived Westonpoint Cheshire from Liverpool (M'Queen).
 Aug 04: Arrived Teignmouth Devon from Kennetpans Scotland.

1881

Mar 04: Windbound at Larne N. Ireland. Slip anchor and chain outside harbour.
 May 25: Arrived Holyhead Wales from Westonpoint Cheshire.
 Jun 11: Sailed Westonpoint Cheshire for Fraserburgh Scotland (M'Queen).

Jun 18: put in at Larne N. Ireland.
 Jul 08: Sailed Fraserburgh Scotland for Sunderland (M'Queen).
 Sep 28-Oct 04: Sailed Glasgow for Belfast via Liverpool (M'Queen).
 Oct 10: Sailed Belfast for Garston Liverpool (M'Queen).

1882

Feb 22: Sailed Liverpool for Isle Whithorn Scotland.
 Jun 29: Arrived Fraserburgh Scotland from Liverpool (M'Queen).
 Aug 16: Arrived Lowestoft Suffolk from Londonderry N. Ireland.
 Sep 18: Arrived Belfast from Liverpool.
 Sep 30: Sailed Belfast for Ardrossan Scotland.
 Oct 24: Sailed Runcorn Cheshire for Belfast.

1883

Jan 18: Sailed Ayr Scotland for Larne N. Ireland.
 Feb 05: Arrived Ayr Scotland from Larne N. Ireland.
 Feb 17: Sailed Ayr Scotland for Whiteabbey/Belfast.
 Apr 21: Arrived Ayr Scotland from Larne N. Ireland.
 Dec 30: Sailed Irvine Scotland for Garston Liverpool (M'Queen).

1884

Apr 19: Arrived Irvine Scotland from Whiteabbey/Belfast (M'Queen).
 May 06: Sailed Irvine Scotland for Islay Scotland (M'Queen).

1887

Jul 16: Arrived Shields Tyneside from Lerwick Scotland.
 Jul 23: Sailed Shields Tyneside for Teignmouth Devon.
 Aug 25-Sep 01: Sailed Teignmouth Devon for Runcorn Cheshire (Williams).
 Sep 17: Sailed Runcorn Cheshire for Arbroath Scotland (Williams).
 Oct 21: Arrived Shields Tyneside from Arbroath Scotland.
 Oct 28: Sailed Shields Tyneside for Ireland via Fowey Cornwall (Williams).
 Nov 02: windbound at Harwich Essex.
 Dec 01: Arrived Newport Wales from Cork Ireland.
 Dec 30: Sailed Port Dinorwic Wales for Arbroath Scotland (Williams).

1888

Feb 10: Arrived Portsmouth from Arbroath Scotland (Williams).
 Feb 23: Sailed Portsmouth for London (Williams).
 Mar 05: arr Gravesend Kent.
 Mar 24: Sailed London for Newport Wales.
 Apr 16-21: Sailed Newport Wales for Par Cornwall.
 May 08-24: Sailed Par Cornwall for Runcorn Cheshire.
 Jul 08: Arrived Poole Dorset from Sunderland (Williams).
 Jul 02: passed Deal Kent from North for West
 Jul 27: Sailed Poole Dorset for Runcorn Cheshire.
 Oct 27: Arrived Whitstable Kent from Ballina Ireland (Williams).
 Nov 15: Cleared London for Cork Ireland (Williams).
 Nov 16: anchored at Deal Kent.
 Dec 03-07: arr/dep Portland Dorset.

1889

Jan 12: Sailed Port Dinorwic Wales for Newcastle (Williams).
 Jan 20: Passed Lizard Cornwall eastwards.
 Jan 25: passed Dover Kent.
 Feb 18: Passed west of Dungeness Kent.
 Apr 01: Arrived Glasgow from Kidwelly Wales (Williams).
 Apr 06: Sailed Glasgow for Wicklow Ireland.
 Jun 25-Jul 11: Sailed Gravesend Kent for Duddon Cumbria.

Jul 01: passed west of Lizard Cornwall.
 Jul 13: Sailed Duddon Cumbria for Fleetwood Lancashire.
 Jul 18: Arrived Port Dinorwic Wales from Lancaster Lancashire.
 Aug 01: Sailed Port Dinorwic Wales for Lossiemouth Scotland.
 Aug 31: Sailed Middlesbrough for Swansea Wales (Williams).
 Sep 25-Oct 04: Sailed Swansea Wales for Yarmouth IOW (Williams).
 Sep 28: passed up Prawle Point Devon (Fleetwood).
 Oct 17: Arrived Rochester Kent from Yarmouth (Williams).
 Oct 24: Sailed Rochester Kent for Douglas IOM (Williams).

1890

Feb 07: Put in at Portland Dorset for Hull (Williams).
 Mar 18: Arrived Salcombe Devon from Hull.
 Mar 28-31: Sailed Salcombe Devon for Par Cornwall.
 Jun 07: Arrived London from Leith Scotland
 Jul 18: Arrived Lancaster Lancashire from London.
 Aug 20: Arrived Shields Tyneside from Middlesbrough.
 Sep 06: Sailed Shields Tyneside for St Ives Cornwall.
 Oct 07-08: Arrived and Sailed Yarmouth IOW for west.

1892

Sep 22: Sailed Holyhead Wales for Wexford Ireland.
 Nov 21-23: Sailed Liverpool for Bangor Wales.

1894

Jan 18: Arrived Newhaven E. Sussex from Bangor Wales via Falmouth Cornwall and Cowes IOW.
 Feb 19: Arrived Falmouth Cornwall from Newhaven E. Sussex.
 Feb 22: Sailed Falmouth Cornwall for Newport Wales.
 Mar 24: Arrived Porthmadog Wales from Milford Haven Wales.
 Apr 05: Sailed Porthmadog Wales for Grimsby Humberside.

1896

Feb 19: Arrived Garston Liverpool from Letterkenny Ireland.
 Jul 07: Arrived Glasgow from Castlehill Scotland in tow of Defiance tug.
 Aug 10: Anchored at Penzance Cornwall for Runcorn Cheshire.
 Sep 23: Sailed Holyhead Wales for Plymouth Devon.
 Oct 07-08: During a terrible storm many ships dropped anchor in Abersoch Bay, on the 'roads', but a number of them broke free and drifted at the mercy of the sea. One of them had her pumps broken and three of them drifted across Cardigan Bay ending up on Abererch beach. They were there for months until there was enough water to re-float them and get them back out to open sea. Reported names of the ships that were lost were the 'Gibson' (Fleetwood), 'Rare Plant', 'Mouse' (Cardigan), John (Padstow), Tapaz (Milford Haven Wales) S. Scott (Newport Wales).

The crew were picked up by the Abersoch Lifeboat "Oldham" on the morning of Oct 9th.

Dec 02: Arrived Holyhead Wales.
 Dec 17: Sailed Holyhead Wales for Port Navas Cornwall.

1897

Feb 02: Arrived Runcorn Cheshire from Par Cornwall.
 Mar 03: Grounded at Swansea Wales during a storm (Appendix G).
 May 16: Arrived Ipswich Suffolk from Porthmadog Wales.
 May 27: Sailed Ipswich Suffolk for London.
 Jun 10: Arrived Falmouth Cornwall from Rochester Kent.
 Jul 27: Sailed Runcorn Cheshire for Lyme Regis Dorset.

Nov 26: At Dock in Cardiff from Newlyn Cornwall.
Dec 04: Arrived Holyhead Wales from Cardiff.

1898

Jan 07: Arrived Port Dinorwic Wales from Caernarfon Wales.
Feb 06: Arrived Bristol from Holyhead Wales (Thomas).
May 10: Anchored in Torbay Devon.
May 12: Passed west of Prawle Point Devon.
May 20: Arrived Fleetwood Lancashire from Rochester Kent (Tildsley).
May 27: Sailed Fleetwood Lancashire for Liverpool (Tildsley).
Jun 03: Arrived Westonpoint Cheshire from Liverpool.
Jun 04: Cleared Runcorn Cheshire for Baltasound Shetland.
Jun 27: Sailed Irvine Scotland for Limerick Ireland (Stewart).
Jul 10: Arrived Sunderland from Baltasound Shetland (Tildsley).
Aug 12: Sailed London for Coleraine Ireland (Tildsley).
Aug 19: arr Falmouth Cornwall.
Sep 12: Arrived Caernarfon Wales from Coleraine N. Ireland (Kindsley).
Sep 21: Sailed Caernarfon Wales for Newcastle (Kindsley).
Oct 03: dep Falmouth Cornwall.
Oct 25: Sailed Shields Tyneside for London.
Nov 09: Sailed London for Plymouth Devon (Whiteside).
Dec 03: Anchored in Torbay Devon.

1899

Jan 05-Feb 07: Sailed Plymouth Devon for Glasgow (Whiteside).
Feb 24: Sailed Glasgow for Wicklow Ireland (Whiteside).
May 23: Sailed Liverpool for Westport Ireland (Whiteside).
Jun 25: Arrived Cardiff from Westport Ireland (Whiteside).
Aug 21: Collided at Runcorn Cheshire (Appendix H).
Oct 09: Arrived Dublin from Ellsemere Cheshire.
Nov 01: Sailed Dublin for Garston Liverpool.
Nov 20: Arrived Preston Lancashire from Letterkenny N. Ireland.
Dec 09: Sailed Preston Lancashire for Moville Ireland (Whiteside).

1900

Jan 30: Arrived Preston Lancashire from Londonderry N. Ireland (Whitehead).
Mar 01-03: Sailed Preston Lancashire for Swansea Wales (Whiteside).
Mar 21: Sailed Swansea Wales for Calstock Cornwall.
Apr 05: Sailed Plymouth Devon for Newhaven E. Sussex.
Apr 19-29: Sailed Newhaven E. Sussex for Preston Lancashire (Whiteside).
May 17-19: Sailed Preston Lancashire for Dundalk Ireland (Whiteside).
May 25: Sailed Dundalk Ireland for Kilkeel N. Ireland (Whiteside).
Aug 21-27: Arrived Runcorn Cheshire from Irvine Scotland.
Sep 06-19: Sailed Runcorn Cheshire for Plymouth Devon.
Oct 01: Arrived Charlestown Cornwall from Plymouth Devon (Whiteside).
Oct 08-12: Sailed Charlestown Cornwall for Rouen France (Whiteside).
Oct 19: Sailed Rouen France for Cliffe Creek Kent (Whiteside).
Oct 25: Passed up Southend Essex.
Nov 20: Arrived Falmouth Cornwall from London.
Nov 24: Arrived Dublin from London.

1901

Feb 01: Sailed Holyhead Wales for Plymouth Devon (Thomas).
Feb 24: Arrived Runcorn Cheshire from Plymouth Devon.
Mar 06: Sailed Runcorn Cheshire for Port Navas Cornwall.
Apr 09: Sailed Par Cornwall for Runcorn Cheshire (Thomas).
May 08-14: Sailed Runcorn Cheshire for Fowey Cornwall (Thomas).
May 29: Sailed Fowey Cornwall for Runcorn Cheshire.

Jun 13: Sailed Runcorn Cheshire for Plymouth Devon.
 Jul 06-08: Sailed Plymouth Devon for Poole Dorset.
 Jul 25-Aug 06: Sailed Poole Dorset for Runcorn Cheshire (Thomas).
 Aug 20: Sailed Runcorn Cheshire for Fowey Cornwall (Thomas).
 Sep 24-30: Sailed Fowey Cornwall for Gravesend Kent (Thomas).
 Oct 11: Sailed London for Devonport Devon (Thomas).
 Nov 10: Sailed Plymouth Devon for Preston Lancashire.
 Nov 30: Arrived Plymouth Devon from Preston Lancashire (Thomas).
 Dec 04: Sailed Plymouth Devon for Fowey Cornwall.
 Dec 17: Sailed Fowey Cornwall for Runcorn Cheshire (Thomas).
 Dec 19: arr Falmouth Cornwall from Par Cornwall.
 Dec 21: dep Falmouth Cornwall for Runcorn Cheshire.

1902

May 18: Arrived Fowey Cornwall from Penryn Cornwall.
 May 23: Sailed Fowey Cornwall for London.
 Aug 15: Arrived Fowey Cornwall from Falmouth Cornwall.
 Aug 30: Sailed Fowey Cornwall for Runcorn Cheshire.

1903

Jun 05: Escaped grounding off St Mawes Cornwall (Appendix I).
 Sep 22: Anchored in Thames.
 Oct 14: Arrived Falmouth Cornwall from London.
 Nov 03-11: Sailed Falmouth Cornwall for Newport Wales (Davies).
 Nov 17: Sailed Newport Wales for Mevagissey Cornwall.
 Dec 02: Arrived Par Cornwall from Mevagissey Cornwall.

1904

Feb 01-27: Sailed London for Dungarvan Ireland (Davies).
 Mar 10: Sailed Dungarvan Ireland for Waterford Ireland (Davies).
 May 30: Arrived Swansea Wales from Southampton (Davies).
 Jun 09: Sailed Swansea Wales for Sandwich Kent.
 Jun 15: Passed Walmer Kent for North.
 Jul 11: Arrived Falmouth Cornwall from London.
 Jul 13: Sailed Falmouth Cornwall for Pembroke Wales.
 Sep 06: Sailed London for Newport Wales (Davies).
 Sep 24: Sailed Newport Wales for Cardiff (Davies).
 Oct 29: Arrived Cardiff from Penryn Cornwall.
 Nov 15-19: Sailed Cardiff for Penzance Cornwall (Davies).
 Dec 13-21: Sailed London for Exeter Devon (Davies).

1905

Jan 18: Sailed Exmouth for Bideford Devon (Davey).
 Mar 05: Arrived Cowes IOW from Cardiff.
 Mar 31: Arrived Gravesend Kent from Cherbourg France.
 Apr 18: Anchored off Southend Essex.
 Jun 05: Arrived Faversham Kent from Saundersfoot Wales.
 Jul 10: Sailed Newport Wales for Pentewan Cornwall (Davies).
 Aug 04: Arrived Par Cornwall from Pentewan Cornwall (Davies).
 Aug 11: Arrived Gloucester from Par Cornwall, 120 tons china clay.
 Aug 30: Sailed Gloucester for Plymouth Devon, 165 tons salt.
 Sep 28: Sailed Plymouth Devon for Par Cornwall (Davies).
 Oct 05: Arrived London from Par Cornwall.
 Oct 18: Sailed Gravesend Kent for coast.
 Nov 15: Sailed Swansea Wales for Medina Mills IOW (Davies).
 Nov 28: arr Cowes IOW.
 Dec 08: Arrived Plymouth Devon from Cowes IOW (Davies).

1906

Jan 10: Arrived Portsmouth from Plymouth Devon (Davies).
 Jan 17: Sailed Plymouth Devon for Portsmouth (Davies).
 Jan 20: Sailed Portsmouth for Redbridge/Southampton (Davies).
 Jan 26: Sailed Redbridge/Southampton for Newport Wales (Davies).
 May 05: Sailed London for Cardiff (Davies).
 Jun 04: Sailed Cardiff for Alderney Guernsey.
 Jul 06: Sailed Redbridge/Southampton for Newport Wales (Davies).
 Aug 05: Sailed Newport Wales for Calstock Cornwall (Davies).
 Sep 11: Sailed Hayle Cornwall for Newport Wales, cargo sand.
 Sep 19-24: Sailed Newport Wales for Falmouth Cornwall (Davies).
 Oct 18: Arrived Par Cornwall from Falmouth Cornwall (Davies).
 Nov 02: Arrived Gloucester from Par Cornwall (Davies), 155 tons of china clay.
 Nov 12: Sailed Gloucester for Ballinacurra Ireland (Davies). 160 tons coal.
 Dec 11: Arrived Newport Wales from Cork Ireland (Davies).
 Dec 28: Sailed Newport Wales for Plymouth Devon (Davies).

1907

Jan 16: Arrived Swansea Wales from Plymouth Devon.
 Feb 04: Arrived Plymouth Devon from Par Cornwall.
 Feb 23: Arrived Falmouth Cornwall from Plymouth Devon.
 Mar 02: Sailed Falmouth Cornwall for Hayle Cornwall.
 Mar 21-24: Sailed Hayle Cornwall for Swansea Wales, cargo old iron.
 Jun 08-13: Sailed Swansea Wales for Medina Mills/Cowes IOW (Davies).
 Jul 09: Arrived Gravesend Kent from coast.
 Jul 23-Aug 01: Sailed Gravesend Kent for Falmouth Cornwall.
 Oct 07: Arrived Penarth Wales from Falmouth Cornwall (Davies).
 Oct 23: Sailed Penzance Cornwall for Penryn Cornwall.
 Nov 25: Sailed Penarth Wales for Falmouth Cornwall.
 Dec 31: Arrived Cardiff from Falmouth Cornwall (Davies).

1908

Jan 10: Sailed Cardiff for Penryn Cornwall (Davies).
 Feb 04: Arrived Falmouth Cornwall from Porthoustock Cornwall.
 Feb 25: Anchored in Thames off Barking.
 Mar 04: Sailed London for Dungarvan Ireland (Davies).
 Apr 07: Arrived Par Cornwall from Dungarvan Ireland (Davies).
 Apr 15: Sailed Par Cornwall for London (Davies).
 Jun 05: Passed east of St Catherine Point IOW.
 Jul 03: Arrived Falmouth Cornwall from Truro Cornwall.
 Jul 19: Arrived Poole Dorset from Falmouth Cornwall (Davies).
 Aug 10: Sailed Poole Dorset for London (Davies).
 Sep 15: Put in at Portland Dorset from London for Truro Cornwall.
 Sep 18: Sailed Portland Dorset for Truro Cornwall.
 Oct 01-10: Sailed Truro Cornwall for Swansea Wales (Davies).
 Oct 26: Arrived Falmouth Cornwall from Swansea Wales.
 Oct 29: Sailed Falmouth Cornwall for Cowes IOW.
 Nov 21: Sailed Cowes IOW for Southampton (Davies).
 Dec 05: Arrived Cardiff from Fareham Hampshire (Davies).

1909

Jan 05: Sailed Cardiff for Plymouth Devon (Davies).
 Feb 12: Collided with inbound Ranzani (sch) at Gravesend Kent (Appendix J).
 Jul 21: Arrived Shoreham W. Sussex from Falmouth Cornwall (Harris).
 Aug 02-05: Sailed Shoreham W. Sussex for Devonport Devon (Davies).
 Aug 13: Sailed Plymouth Devon for Salcombe Devon (Davies).
 Aug 26-30: Sailed Salcombe Devon for Llanelli Wales (Davies).
 Sept 11: Sailed Llanelli Wales for Devoran Cornwall (Davies).

Oct 06: Sailed Par Cornwall for Gloucester (Davies).
 Oct 20: Arrived Falmouth Cornwall from Par Cornwall.
 Nov 03-06: Sailed Falmouth Cornwall for Gloucester.
 Nov 24: Arrived Lydney Gloucestershire from Gloucester (Davies).

1910

Mar 03: Collided with steamer Porthcawl off the Bull Light, Bristol Channel and sustained damage while sailing from Par Cornwall (Appendix K).
 Mar 09-10: Sailed Penarth Wales for Gloucester (Davies).
 Apr 20-21: Sailed Truro Cornwall for Falmouth Cornwall (Davies).
 May 16-21: Sailed Poole Dorset for Swansea Wales.
 Jun 02: Sailed Swansea Wales for Truro Cornwall.
 Jun 14: Arrived Par Cornwall from Falmouth Cornwall (Davies).
 Jun 24: Sailed Par Cornwall for Gloucester (Davies).
 Jul 14: Sailed Gloucester for Cahirciveen Ireland (Davies), 164 tons salt.
 Aug 16: Arrived Swansea Wales from Cahirciveen Ireland (Davies).
 Sep 01: Sailed Swansea Wales for Truro Cornwall.
 Sep 15: Arrived Falmouth Cornwall from Truro Cornwall.
 Oct 12-Nov 12: Sailed London for Bridgwater Somerset (Davies).
 Collision in the Thames (Appendix L, M).
 Oct 29: arr Falmouth Cornwall from London.
 Nov 19: Arrived Lydney Gloucestershire from Bridgwater Somerset (Davies).
 Dec 02: Sailed Lydney Gloucestershire for Cork Ireland (Davies).

1912

Jan 04: Arrived Cowes IOW from Newhaven E. Sussex.
 Jan 07-11: Sailed Cowes IOW for Falmouth Cornwall.
 Jan 31: Arrived Penarth Wales from Par Cornwall.
 Feb 26: Arrived Falmouth Cornwall from Penryn Cornwall.
 Mar 17: Sailed Fowey Cornwall for Cardiff.
 Apr 08: Arrived Penarth Wales from Penryn Cornwall.
 Apr 16-18: Sailed Cardiff for Padstow Cornwall.
 Jul 16: Arrived Falmouth Cornwall from Poole Dorset for Bristol.
 Aug 06: Sailed Bristol for Lydney Gloucestershire.
 Oct 16: Arrived Gloucester from Cork Ireland, 174 tons boiler tubes.
 Oct 29: Sailed Gloucester for Lydney Gloucestershire (Davies).

No other newspaper reports for the John Gibson were found from 1913 onwards.

8.0 Conclusions & Recommendations

The project took approximately 5 working days with half of that time spent on on-line research.

Having read the report sufficient information has been collated to compile a comprehensive history of the schooner John Gibson.

From the information gathered the schooner John Gibson was a very active ship sailing predominately between ports S, SW, E, NW, NE coasts of England, S and N Wales, Ireland, N. Ireland, Scotland and occasionally Germany and France.

With such a long record at sea a number of incidences involving the John Gibson were recorded.

Many different WebPages were viewed ranging from large organisations e.g. Lloyd's Registry Listings to smaller WebPages such as local history or people with a given interest in a subject. The quantity and quality of the WebPages appeared depended on the targeted audiences and the amount of work undertaken. Some of the historical and interest in a subject WebPages were extremely useful. Newspaper archives were also very helpful in giving an overall picture of the operation of the ship and filling in information gaps.

From the research conducted, setting a goal and how to reach that goal should be mapped out first. Careful use of specific words in search engines is very important. As with a number of other researches conducted, finding a listing of the captains of the John Gibson reduced the number of news articles to be reviewed.

9.0 References

9.1 Online WebPages

The following websites and pages have been used in the compilation of this report:

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

Keyword: John Gibson, John Gibson M'Queen, John Gibson Davies, John Gibson Williams

<https://www.crewlist.org.uk/data/viewimages?name=John+Gibson&year=1879&steamsail=Sail&submit=Enter>

<https://www.crewlist.org.uk/data/vesselsalpha?shipsearch=John+Gibson&SearchType=Exact&submit=search>

http://shippingandshipbuilding.uk/view.php?year_built=1878&builder=&ref=227343&vessel=JOHN+GIBSON

<https://hec.lrfoundation.org.uk/archive-library/lloyds-register-of-ships-online>

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

http://www.rhiw.com/y_mor/shipwrecks/llyn_shipwrecks/llyn_e.htm

9.2 Personal Correspondences

I would like to thank Mr Ian Cundy for supplying the initial information and other information with regards to the research project.

9.3 Publications

Henry Parry, *Wreck and Recue on the Coast of Wales; The Lifeboats of Cardigan Bay and Anglesey*

Appendices:

Appendix A: Launch Announcement of John Gibson, Jan 22 1878

LAUNCH OF THE "JOHN GIBSON."

On Tuesday last, another schooner was added to the list of vessels belonging to Fleetwood. She was launched from the old-established ship building yard of the Executors of the late John Gibson, and was in every respect worthy of the port from which, in future, she will hail. This schooner has been on the stocks for something like two years, and is the twenty-fifth vessel launched from this yard, all of which are yet in good sailing condition, with the exception of the ill-fated "Manchester." She is built, as is at once apparent from her model, more for carrying heavy cargoes than for quick sailing, though in this latter capacity she will not be behind any vessel of similar construction. It was pretty well known throughout the town that she was to be launched shortly after one o'clock, and at the time, although there was a drizzling rain, a large concourse of people had assembled to witness the interesting ceremony. The vessel was decorated with a new set of flags, which gave her an attractive appearance suitable to the occasion. The work of knocking the supports from under her commenced about one o'clock, and the "daggers" were knocked away at twenty-five minutes past, under the personal superintendence of Mr. J. R. Gibson. Immediately she commenced to glide down the "ways" she was christened the "John Gibson," of Fleetwood, by Miss M. A. Porter, daughter of Mr. Edmund Porter, the managing owner. This young lady did her part of the work most efficiently, breaking the bottle of wine on the vessel's bow, and at the same time saying "Success to the John Gibson," amidst the applause of those on board and the cheers of the assembly on land. A more successful launch could not have been possibly effected, as there was not a single hitch or mishap of any kind, and the suitability of the yard for the purpose can scarcely be doubted. It presents a striking contrast to the yard from which the first vessel was launched into the Wyre. The "Hope," which was launched out of a field near the old port of Wardless, in 1852, had about 250 yards slide down the "ways" before reaching the river. The measurements of the John Gibson are as follows:—Length over all, 87 feet 4 tenths; breadth, 20 feet 6 tenths; and depth of hold, 9 feet 8 tenths. Her registered tonnage is 99 61, and she is expected to carry 180 or 186 tons. Her official number is 73,756, and is classed A 1 at Lloyds for 10 years. Capt. McQueen will be her commander, and he is also part owner. The vessel is now lying near the China clay warehouses, where she is being fit out with sails, stores, and every other requisite.

Appendix B: Appropriation Book 1878, John Gibson

Official Number.	Name of Ship.	Tonnage.	Whether Steam or Sailing Ship.	Port of Registry.	Date of Registry.	Occasion of Appropriation.	Date of Appropriation.
7375 1	Thursby	321	Steam	Fleetwood	10 May '76	First Registry	3 May '76
2	Richard Fisher	179	Sailing	"	11 Oct '76	New Vessel	10 Oct '76
3	Prosperity	37	"	"	24 Jan '77	"	"
4	Oldbridge	981	"	"	26 Feb '77	First Registry	24 Feb '77
5	Ellen Wignall	186	"	"	4 June ..	"	26 May "
6	John Gibson	100	"	"	29 Jan '78	"	21 Jan '78

Appendix C: Lloyd's Registry 1879, John Gibson

1 Official Number.	2 Ships' Names, &c.	3 Masters.	4 Registered Dimensions.			6 Engines of Steamers. Builders of Engines. Materials. Repairs of Ships, &c., if Classed.	7 Build.		9 Owners.	10 Port belonging to.	11 Port of Survey.	12 Years of Assignment.	13 Change of Name for Hull, Masts, etc. Also can Last Part.
			Net. Gross. Under Deck.	Length.	Breadth.		Depth.	Where Builders' Names.					
9 33712	Gibson	Bn R.M'Cready I.B.	91 103 103	77.2	21.4	10.8 srp.76drp.78	NovaScotia	1849	T.Moore&Co	Liverp'l	Bel.	S.S. Bel. 76-3yrs
400 73756 R.D.F.V.		Sr D.M'Queen G.I.B. Salted	100 106 106	87.4	20.6	9.8	Fleetwood Gibson	1878 1mo.	E.Porter&	Fleetw'd	Lan.	10 A.SCP.

Appendix D: Mercantile Navy List 1879, John Gibson

Official No.	Name of Ship and Port of Registry.	Rig.	Where built.	When built.	International Code Signal (if any).	Registered Tonnage.	Name and Address of Sole Registered Owner, or of Managing Owner when there are more Owners than One.
54356	John G. Hall, Digby, N.S.	Bk.	Weymouth, N.S.	1868	..	326	James Cosman, Weymouth, N.S.
63884	John Gambles, Workington	S.	Harrington	1874	M.N.F.L	1027	John Gambles, Harrington, Cumberland.
54117	John Geddie, Liverpool	Bk.	Maitland, N.S.	1866	K.P.R.D	651	John Arthur Ledward, 28, Chapel St., Lvrpool.
10922	John George, Bridgwater	Sp.	Brinscombe, Glo'stershire.	1835	..	36	David Lewis, St. Athan, Cowbridge, Glamorgan.
62474	John George, Sunderland	Bk.	Pallion	1868	H.D.V.W	369	John Doxford, St. Bede's Ter., Sunderland.
73756	John Gibson, Fleetwood	Sr.	Fleetwood	1878	R.D.F.V	100	Edmund Porter, Fleetwood.
33712	John Gibson, Liverpool	Bn.	Wallace, N.S.	1849	R.G.L.K	91	Thomas Moore, West Street, Carrickfergus.
74035	John Gibson, Sydney, C.B.	Bk.	George's Riv., C.B.	1875	..	314	John H. Christie, Little Bras d'Or, C.B.

Appendix E: Report of Grounding at Ballina, May 29 1878

BALLINA—May 29, 1 25 P.M. (BY TELEGRAPH): The John Gibson schooner, M^cQueen, from Irvine (coal) for Ballina, struck on crossing Ballina Bar to-day, and drove ashore; masts gone; vessel expected to be total wreck. The Brandon (s), of Limerick, towing the above vessel, also struck, and lost propeller, but got off, and now lies at anchor at Killala roadstead.

BALLINA—May 31, 1 9 P.M. (BY TELEGRAPH): The sea having moderated, with a high tide, this morning, the John Gibson schooner, with boats' assistance, came off the bar and got up near Ballina quay. The Brandon (s), with broken propeller, also got to quay.—[See paragraph in *S. & M. G. of*

Appendix F: Statements on Grounding at Ballina, May 29 1878

BRANDON (s).—Report of James Sweetland, Master of the screw steamer Brandon, of Limerick, 185 tons, from Killala, May 28, at 1 30 P.M., having the schooner John Gibson in tow for Ballina:—Proceeded towards the Ballina Bar, when the tow-rope broke about half a mile west of the Fairway Buoy. Deponent, finding the Pilot running the ship directly for the buoy, told him that she would not readily answer her port helm, and that he should give her more room to turn, but he replied that there was plenty of water to leeward. At 2 30 P.M., tide being half an hour before high water, weather fine, wind N. and by E., fresh, the ship on coming up to the Fairway Buoy, the Pilot directed the helm to be put hard a-port, but the ship, taking a long sweep, crossed the bar too far to leeward. There was occasionally a heavy sea on the bar, and two successive seas striking her on the starboard bow, forced her head to leeward, or the east side of the channel, and although the helm was kept hard a-port since passing the Fairway Buoy, the ship struck on the tail of the east bank. The schooner John Gibson crossed the bar about 10 minutes after the steamer, and struck the east bank about 70 yards to windward, and westward of where the steamer was aground, and was gradually drifted by the seas down upon the steamer, which she struck upon the starboard quarter with her broadside, injuring her own stanchions, bulwarks, and spars, and breaking two of the blades of the steamer's propeller. The engines were kept going a-head, trying to force the steamer across the bank, but finding she did not move, they were reversed, and the schooner having drifted alongside, the steamer got off into deep water, and, crossing the bar, proceeded to the Killala Roadstead under sail and steam, the four blades of the propeller having been broken, and the rudders slightly damaged. Deponent telegraphed to the Owners to send a new propeller for the steamer. Brought her into Killala Pool on the 29th inst. for greater safety, and to Ballina Quay on the 30th inst., where she now lies waiting the necessary repairs.—Ballina, May 30.

JOHN GIBSON.—Report of Thomas Loughney, Pilot on board the John Gibson, of Fleetwood, 99 tons:—On May 28, at 2 P.M., tide one hour before high water, weather fine, wind N.N.E., a fresh breeze, the ship was towed from Killala Pool by the steamer Brandon upon the understanding that she was to be towed to the bar, but the steamer continued towing until the schooner was on the bar, when the tow-rope broke. The vessel was then under all plain sail, and well under command. Deponent finding the schooner had been towed too far to the eastward, luffed her up all he could to bring her more to the west side of the channel. At this time deponent saw the Brandon aground ahead and to leeward on the port bow. The schooner touched the ground on the east side of the channel, about 260 yards inside the bar. Deponent continued to luff the ship all he could, but as she did not answer the helm, owing to her touching the ground and being beaten down to leeward by the sea, could not clear the Brandon, which was aground on the spit of the East Bank, and consequently the vessels came into collision. The schooner struck the starboard quarter of the steamer with her fore-erigging, losing bulwark, stanchions, foremast, foretopmast, maintopmast, and remained fast aground alongside the steamer, where she now lies.—Barton Island, May 29.

Appendix G: Grounding at Swansea Wales, March 03 1897

JACINTH (s).—*Sunderland*, March 3, 10 29 a.m.—
 Steamer Jacinth, of Dundee, stranded back of New Pier,
 Sunderland. Crew, 11 in number, saved by lifeboat. Ship
 breaking up fast. Gale SW.—Signed Frederick Davies.
JOHN GIBSON.—*Swansea*, March 3, 11 a.m.—
 Schooner **John** Gibson, light, drove ashore behind east
 pier this morning during heavy gale.

Appendix H: Collision at Runcorn Cheshire Aug 20 1899

weather permits she will proceed.
JOHN FARLEY.—*Runcorn*, Aug. 21.—When
 entering the Bridgewater Lock, Runcorn, the schooner
 John Farley fouled the schooner **John** Gibson. The
 former vessel damaged her bulwarks, and the **John** Gib-
 son lost her jibboom.

Appendix I: Near Wrecking at St Mawes Cornwall, June 1903

A SCHOONER'S NARROW ESCAPE. — The
 schooner **John** **Gibson**, Captain Thomas,
 Runcorn to St. Mawes, with coal, narrowly
 escaped coming to grief on the dreaded Stag
 Rocks during the dense fog which prevailed
 on Friday night. She left Runcorn on Tuesday,
 and passed the Lizard in safety, but at 4 a.m.
 on Saturday the captain and crew were
 alarmed at hearing her grating on the rocks.
 There was a slight ground swell, and the
 vessel was bumping heavily, threatening to
 shake her masts overboard. The crew took to
 the boat, and stood by, but Captain Thomas
 remained on board, and eventually navigated
 her clear of the rocks, when the crew rejoined
 the vessel. It was then found that considerable
 damage was done, and the water was pouring
 in so rapidly that the pumps had to be kept
 working. The tug Avon finally towed her into
 St. Mawes, where she will discharge her
 cargo. It was eventually ascertained that the
JOHN **GIBSON** had had a most remarkable
 escape, having passed between the Stag Rocks

Appendix J: Collision at Gravesend Kent, Feb 11 1909

RANZANI (s).—*Gravesend, Feb. 12, 19 p.m.*—Ranzani (s), of North Shields, inward bound, and schooner **John Gibson**, of Fleetwood, outward bound, collided below here this morning. Former vessel has bulwark plate indented and main rigging damaged on port side. Latter vessel has bowsprit carried away and is now anchored in Higham Bight.

Appendix K: Collision in Bristol Channel, March 05 1910

JOHN GIBSON.—*Cardiff, March 5.*—The Bristol tug Cabot reports:—On Thursday morning, when off the Nash, sighted the schooner **John Gibson**, with all head gear carried away and hull extensively damaged. Her captain reported having been in collision with the Cardiff steamer Porthcawl, off the Bull Light. The Cabot towed the schooner to Cardiff, where it will be necessary to dry-dock her.

Appendix L: Report of Collision in Thames Nov 1910

JOHN GIBSON.—*Bridgwater, Nov. 19.*—The vessel **John Gibson** was in collision in the Thames with a barge and afterwards grounded at Queenborough, remaining for some hours. When coming down the English Channel, she encountered heavy weather, and the wedges at the combings washed adrift and water got below. The cargo has been discharged and several bags of cake found damaged.

Appendix M: Salvage Proceeds Announcement Nov 1910

SALVAGE PROCEEDS.

The Committee of Lloyd's hereby give NOTICE that they have received the proceeds mentioned below. Any person interested is requested to apply to the Secretary of Lloyd's, London, E.C. :—

JOHN GIBSON (s):—
37l. 3s., proceeds of feeding cake ex **John Gibson (s)**, sold at Bridgwater, November, 1910.

ESKIMO (s):—
104l. 14s. 4d., proceeds of tinplates ex **Eskimo (s)**, sold at Christiania, November, 1910.
Lloyd's, Dec. 7, 1910.