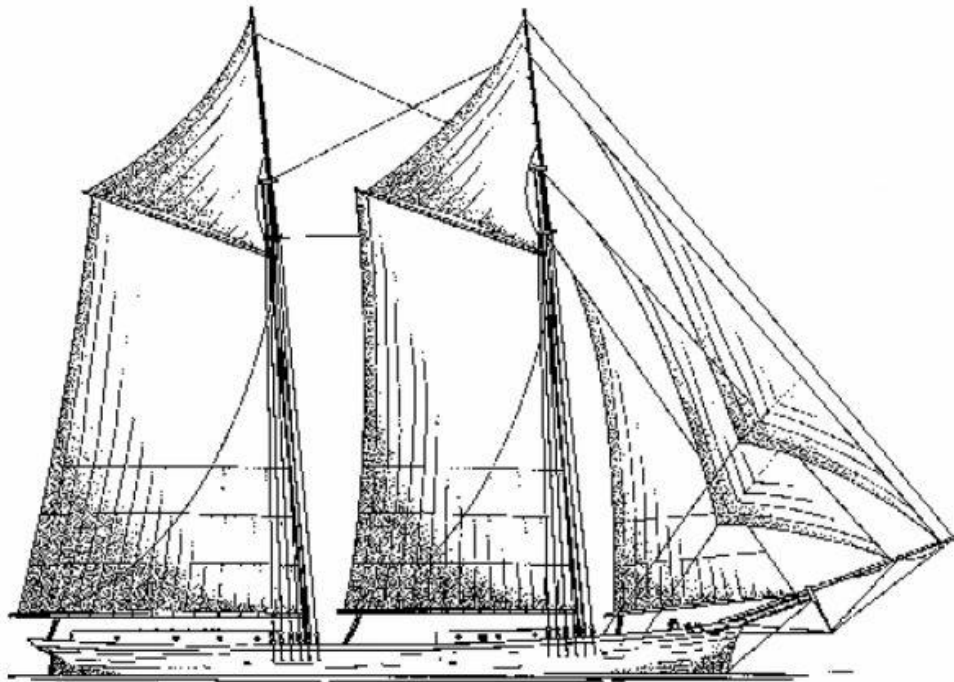


Welsh Wreck Web Research Project (North Cardigan Bay)

On-line research into the wreck of the Welsh Schooner: *'Joseph Nicholson'*



Typical Schooner

Report compiled by:

Nigel Braybrooke

Report Title:

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

On-line research into the wreck of the Welsh Schooner:

'Joseph Nicholson'

Compiled by:

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Date:

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Report Ref:

MADU 244

1.0 Abstract

- 1.1 Between 2001 and 2009 the Malvern Archaeological Diving Unit (MADU) were working under licence on the Welsh designated wreck site known as the *Diamond*, located in the north end of Cardigan Bay in North West Wales.

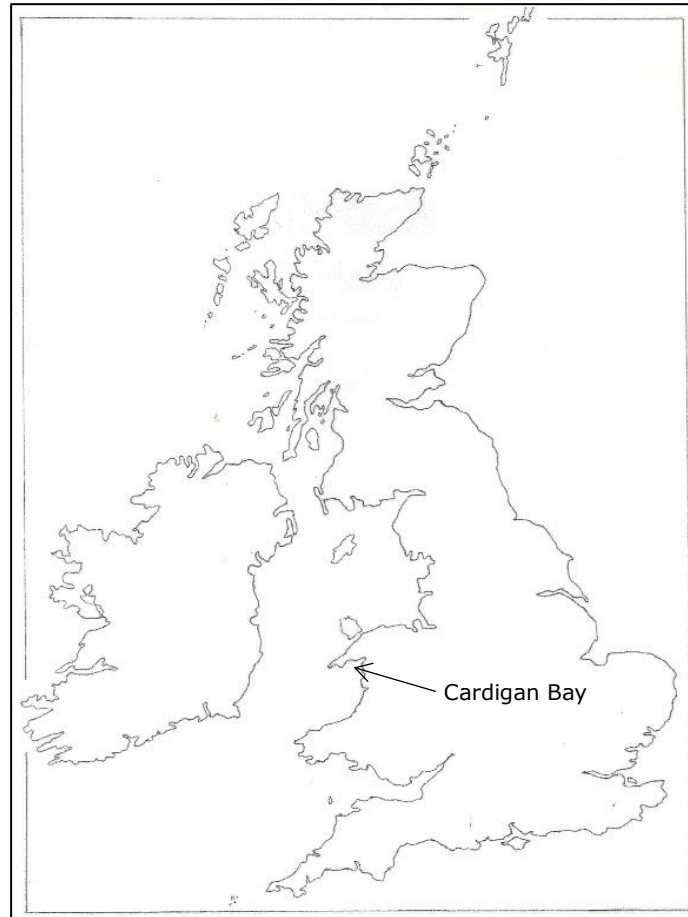


Fig.1 Location of Cardigan Bay

- 1.2 During their research they identified, and created a database of 453 other ships that had come to harm in the north end of Cardigan Bay, dating from 1590 to 1993.
- 1.3 Very few of these wrecks have been investigated in any great detail.

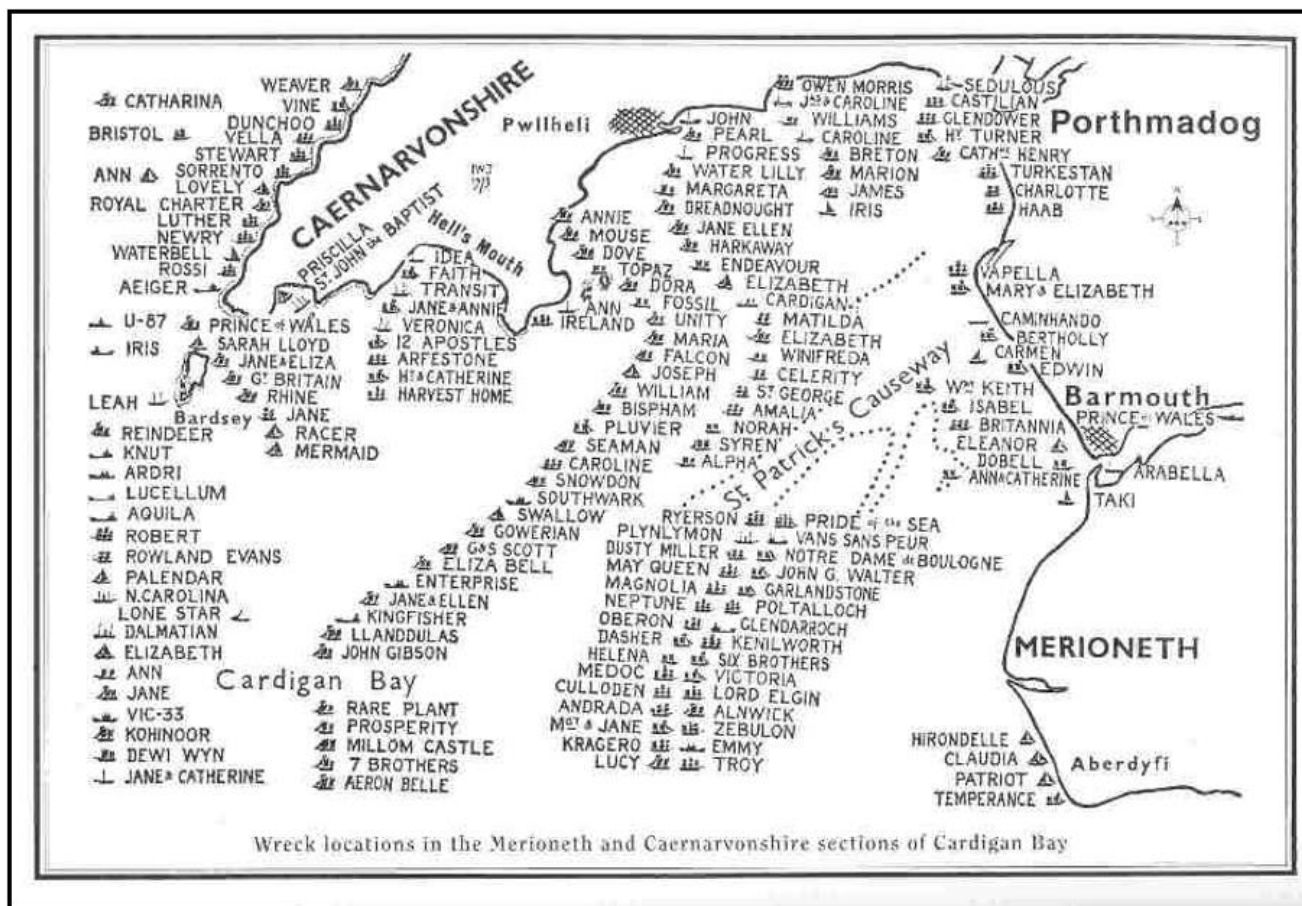


Fig.2 The map is taken from 'Shipwrecks of North Wales' (Ivor Wynn Jones) and shows around 38% of the wrecks on MADU's database. Although the book index suggests the *Joseph Nicholson* is included on this map, this is not the case.

- 1.4 With the lockdown caused by the Coronavirus pandemic, Ian Cundy, the Nautical Archaeology Society's (NAS) Regional Co-ordinator for Wales and founder member of MADU set up the www Research Project (North Cardigan Bay) with a view to members of the NAS researching the ships on the database from home, using information available on the internet to compile reports.
- 1.5 This report looks at one of those ships, the Welsh schooner *Joseph Nicholson* and covers her construction in Nefyn, on the Llŷn Peninsula in May 1868, until her loss after a collision with the Porthmadog schooner *Walter Ulric* near 'Hell's Mouth' (Porth Neigwl) on 14 February 1895.
- 1.6 Shipping Intelligence records are used to show the vessels trading voyages around the coast and to the continent.
- 1.7 Another incident is also detailed where the *Joseph Nicholson* dragged her anchors in Mounts Bay, Cornwall and required the assistance of the Penzance Lifeboat '*Dora*'
- 1.8 The *Walter Ulric* was not shown on MADU's database as a vessel of interest, apart from a note showing she had been involved in a collision leading to the loss of the schooner *Joseph Nicholson*, which was included in the database.

- 1.9 As both ships were Portmadoc trading vessels, at different times owned by Charles Nicholson, a Newcastle slate merchant, and inextricably linked by the collision incident, a discussion was held between the author and Ian Cundy and subsequently the *Walter Ulric* was entered onto the MADU database.
- 1.10 A separate report has also been produced on the *Walter Ulric* and covers the time of her construction in Nefyn in 1875, until her sinking by German submarine during the First World War.

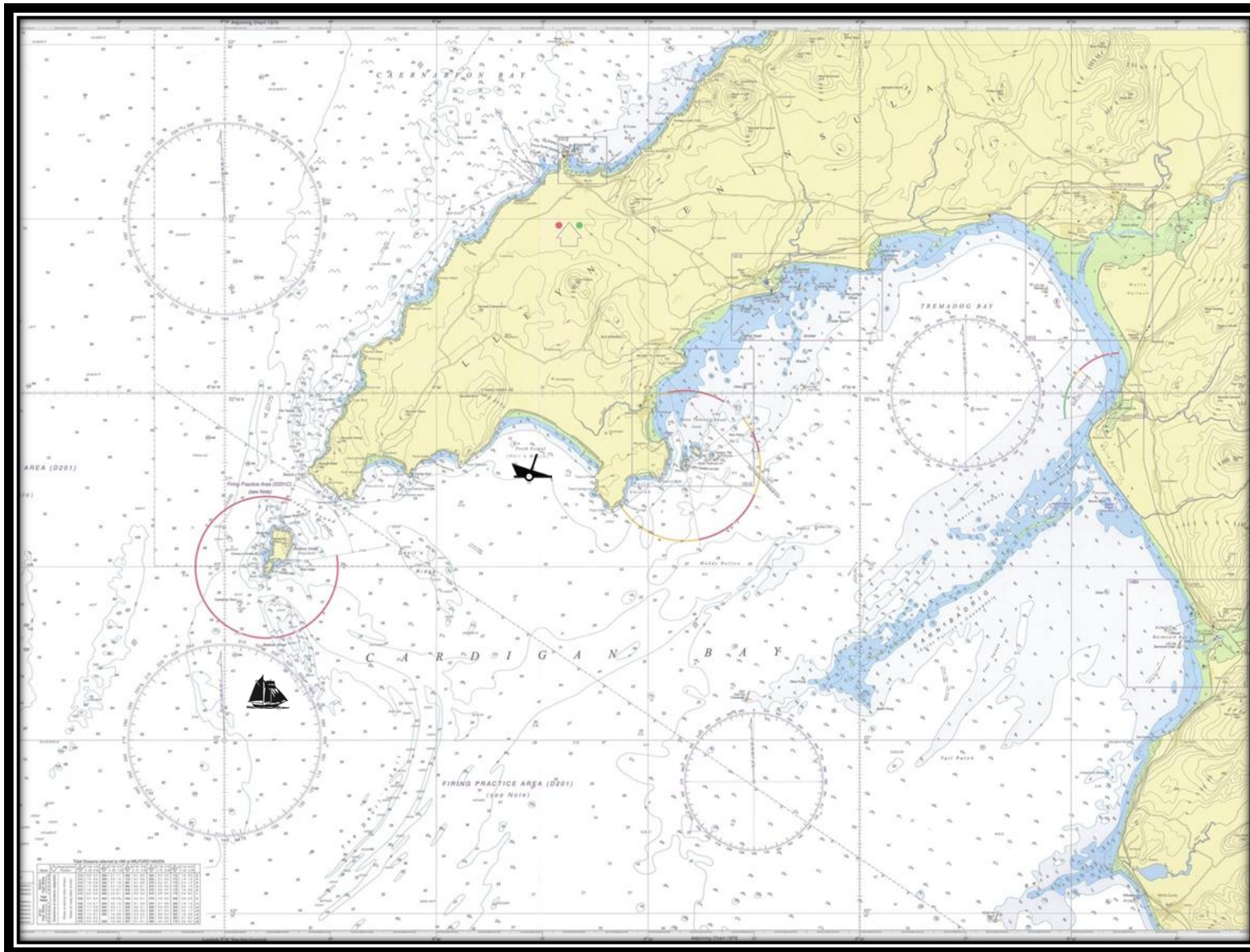


Fig.3 Admiralty Chart 1971 Cardigan Bay Northern Part showing 'Hells Mouth' near where the collision between the *Joseph Nicholson* and *Walter Ulric* was reported to have occurred and the approximate location of the abandoned *Walter Ulric* when found.

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2.4 Welsh Place Names

Most place names in Wales derive from the Welsh language, but have in many cases also been influenced by English language over the centuries.

However, Welsh culture and political autonomy has been increasingly reasserted since the mid-19th Century and many place names have reverted to their original Welsh version.

The place names used in this report use the names that were used in the original source of the information and therefore may change throughout the report.

Where the author has used a place name within the report the current Welsh version is used.

Examples below are the Welsh name / English name used during the period.

- Nefyn / Nevin
- Porthmadog / Portmadoc
- Caernarfon / Caernarvon or Carnarvon

2.5 Contributors

Ian Cundy Malvern Archaeological Diving Unit / NAS Regional Co-ordinator for Wales
Provided advice and guidance on the project in general

Robert Cadwalader Secretary Porthmadog Maritime Museum
Provided information on the *Joseph Nicholson* from his records

Chris Holden
Reviewed his records looking for a picture of the *Joseph Nicholson* on behalf of the author.

2.6 Abbreviations

MADU Malvern Archaeological Diving Unit

NAS Nautical Archaeological Society

RNLI Royal National Life Boat Institution

3.0 Introduction

- 3.1 As a member of the Nautical Archaeology Society and furloughed from work during the COVID-19 crisis of 2020, the author thought this was an interesting project to become involved with and improve his research skills.
- 3.2 The author has also submitted reports to the NAS including:
- '*Wrecked on Cefn Sidan Sands*' (2013). Survey Project Report, submitted for the NAS Certificate in Maritime Archaeology.
 - '*The History of the Baygitano*' (2015). Submitted as Project Coordinator on behalf of Severnside Sub Aqua Club for the NAS Adopt a Wreck scheme in 2015, coming joint first place.
 - '*The Norwegian Bark Kragero*' (2020). Submitted for the Welsh Wreck Web Research Project.
 - '*The Welsh Schooner Walter Ulric*' (2020). Submitted for the Welsh Wreck Web Research Project.
 - '*The Welsh Bark James*' (2020). Submitted for the Welsh Wreck Web Research Project.
- 3.3 The *Joseph Nicholson* was selected by the author for research as part of the project because the vessel had been involved in a collision with another schooner, the *Walter Ulric*, which was later found abandoned some three miles from the scene of the collision.
- 3.4 The answers which were hoped to be answered by the end of the research included:
- Where was the *Joseph Nicholson* constructed and who were the shipbuilders and owners?
 - Who was Joseph Nicholson?
 - What were her specifications and dimensions?
 - Could any pictures of the vessel be located?
 - Could those seaman involved in sailing her, including Masters and crew, be identified?
 - What other historical information is available on the *Joseph Nicholson*?
 - What were the circumstances surrounding the collision?
 - How were both crews saved?
 - Had there been any other previous reports produced relating to the history of the *Joseph Nicholson*?

4.0 Background

- 4.1 Robert Thomas was the main shipbuilder in Nefyn, a small town and community on the North West coast of the Llŷn Peninsula in Gwynedd, Wales.
- 4.2 The Thomas yard was well known for building schooners, often with two ships being built at the same time, each costing around £1800 to £2000 to build.¹
- 4.3 In early 1868 the schooner *Joseph Nicholson* was one of those built by the Thomas yard, the North Wales Chronicle for Saturday 30 May 1868 reporting;

*'On Thursday, the 21st inst., there was launched from the yard of Mr. Robert Thomas, of Nevin, a fine schooner named 'Joseph Nicholson' of Newcastle, of the following dimension, length 81ft, breadth 20ft 9 tenths, depth of hold, 10ft 4 tenths and 111 tons register. The vessel is the property of the Messrs. Nicholson, of Newcastle, and will be commanded by Capt. John Owen, late mate of the Barque 'Robert Jones' of Carnarvon'.*¹⁴

- 4.4 Built of wood with iron bolts the vessel measured 81ft in length with a beam of 20.9ft and draught of 10.6ft²² and built with a poop deck¹⁷
- 4.5 Although built at Nefyn, the nearest port, Porthmadog, was not a surveying port and therefore the vessel was surveyed at South Shields, no doubt because the owners, J. Nicholson were from Newcastle, and registered as a coaster.²²
- 4.6 Joseph Nicholson, a Newcastle contractor, whom the ship was almost certainly named after, was the majority shareholder owning twenty four of the sixty four shares in the vessel.¹⁷
- 4.7 The other forty shares were divided amongst five other part-owners, whose names are not known at the time of this report.
- 4.8 The vessel was re-registered on 06 January 1875 with the ownership divided amongst three men, Charles Nicholson, a Newcastle Slate Merchant, owning fifty shares, Hedley Nicholson, a Consett butcher and George Nicholson a slater from Leadgate, County Durham owning seven shares each.¹⁷
- 4.9 By a quirk of fate, Charles Nicholson also had shares in the schooner *Walter Ulric* when she was built until February 1894 when Evan Williams bought the other shareholders out, almost exactly one year before the fateful collision between the two vessels resulting in the loss of the *Joseph Nicholson*.¹⁷
- 4.10 The Nicholson's owned the vessel until 1881 when she was owned, and captained, by Richard Thomas of Barmouth, before coming under the ownership of David Davies of Criccieth in 1883 who also became her master.
- 4.11 Her first Master was Captain John Owen who sailed the vessel for five years before he handed over the helm to Captain R. Hughes in 1874 to be followed by Captain G. Jones (1876 – 1879).
- 4.12 Crew agreements for 1881 show that she was then owned by Richard Thomas, and captained by him until 1883 when the last Master, Captain David Davies of Criccieth took command as owner of the vessel.

- 4.13 Robert Cadwalader, in providing information used in this report, informed the author he knows the Davies family who are still living in the area, including the Granddaughter of David Davies who is still alive at the time of this report at over one hundred years of age.
- 4.14 Shipping Intelligence reports found in a variety of newspaper between April 1874 and August 1890 show the *Joseph Nicholson* sailing to and from her home port of Porthmadog to such destinations as Newcastle, Falmouth, Glasson Dock in Lancashire, Hoyle on the Wirral Peninsula, Wexford and Dublin in Ireland, Nyborg in Denmark and Harburg in Germany.
- 4.15 The available Shipping Intelligence reports do not specify the vessels cargoes; however, with the Nicholson's of Newcastle being involved in the slate trade, Porthmadog a thriving slate port,¹⁸ and the above named ports known for serving the slate trade, it is most likely her main cargo transported throughout her working life was that of Welsh slate

Rescue in Mounts Bay

- 4.16 During this period the vessel plied her trade with no events of note, however, the service record for the Penzance lifeboat, *Dora*, shows that 'on 10 March 1891 service was provided to the Schooner *Joseph Nicholson*, of Newcastle, with the vessel and five lives saved'.²³
- 4.17 The Cornishman newspaper, on 12 March 1891, reported:¹³

'A SCHOONER IN DISTRESS – During the early morning Tuesday it was observed that three or four vessels had taken shelter under the Mount and were apparently riding easily and safely with double anchors.

Soon, however, one of them was seen to be in difficulties and dragging and the reversed Union Jack on the mizzen-mast soon showed that the stranger (for such she evidently was) was apprehensive for her safety.

She gradually dragged until she got to about due south of the pier head, at a distance from it of about two miles, and there the single anchor held firmly.

*She still signalled for assistance and it was thought desirable by Mr Henry Cornish, the hon. Secretary of the Penzance and Sennen branch of the Royal National Lifeboat Institution, to send the *Dora* to the assistance of the strange craft.*

Thus, at a quarter past eleven, the inhabitants were startled by the preliminary rocket report of the lifeboat and some hundreds hurried to the station, where it was found the boat was fully manned, Coxswain Trewhella having early in the morning observed that the schooner was in considerable danger and therefore had taken the precaution of having men and horse-contractor on the alert.

From the first signal to the last rocket (for the lifeboat to start) no further signs appeared from the schooner, which appeared to be riding easily.

*The *Dora* was taken on her carriage over the harbour mud to the entrance of the port and there launched.*

She almost at once grounded on a sandbank and, in the face of the gale, it was some minutes before she got fairly under weigh. At last a final start was made and, with a swinging stroke amidst the ringing cheers of the hundreds of spectators, the Dora was urged into deep water and started off on her errand of mercy.

The pier-head rounded, her work became comparatively easy and the boat rose like a sea-bird over the long rollers, from the crest of which the spoor-drift flew in sundry clouds of glistening spray the whiteness of the broken water standing out in startling contrast to the leaden tint of the sea and the sullen, murky, snow laden clouds above.

After a bit, sail was made on the Dora and she almost flew over the water to the side of the schooner, when the distress-flag was soon hauled down and her serious danger was apparently at an end.

Amongst the spectators were a large number of visitors who enjoyed the novel sight, though they must have been impressed by the unusual nautical spectacular drama which was being enacted for their benefit.

The schooner was found to be the Joseph Nicholson of Newcastle, and, as soon as the tide flowed, sail was put upon her and by the assistance of the lifeboats crew she was safely navigated late the harbour.

The handling of the Dora by her coxswain and crew was indeed excellent and smart, and great admiration was expressed by experienced seamen at the way the whole of her trip was carried out from launch to landing.'

4.18 The Lifeboat Journal of 02 November 1891 also reported the same event;¹⁹

'PENZANCE – On the 10 March while a whole gale was blowing from the E. with snow and a heavy ground sea, the schooner Joseph Nicholson, of Newcastle, bound from Carnarvon for Norway with slate, dragged her anchors while lying in Mount's Bay, and showed signals of distress.

The lifeboat Dora put off to her assistance at 11am, and at the master's request boarded her and brought her and her crew of five men safely into harbour.'

4.19 The Lifeboat Journal of 02 May 1892 repeated the above description of the rescue, however, it also now included the phrase 'property salvage case'.²⁰

4.20 At the time of this rescue, the Coxswain of the 'Dora' was Henry Trewhella, a qualified Trinity House pilot and long-time resident of Penzance.⁷



Fig. 4 Coxswain Henry Trehella

- 4.21 When he retired in 1897 from the RNLI he was awarded the Institution's Silver Life Saving Medal, the citation stating;⁷

'Henry Trehella was Coxswain of the Penzance Lifeboat from 1891 until 1897, when he retired being awarded the Silver Medal 'in acknowledgement of his long and gallant services in saving life from shipwreck'.

'For the last six years Mr. Trehella served in the post as Coxswain, during which period services were given to the schooner Joseph Nicholson (1891), the schooner Express (1892), a man who fell from the quay (1892) and the barque Lady Gladys (4 March 1897). He was Coxswain firstly of the Lifeboat Dora (1891-1895) and then Elizabeth and Blanch (1885-1897).'

- 4.22 Having survived this near disaster the *Joseph Nicholson* continued her trading voyages for almost four years without further incident when the vessel was involved in a catastrophic collision with another Porthmadog schooner, the *Walter Ulric*.

Collision with the Schooner *Walter Ulric* and the Loss of the *Joseph Nicholson*

- 4.23 On Thursday 14 February 1895 both the *Joseph Nicholson* and another Portmadoc schooner, the *Walter Ulric*, were homeward bound in ballast from their respective voyages.
- 4.24 They were both close to 'Hell's Mouth' (Porth Neigwl), a three and a half mile wide, south-west facing bay, with rocky cliffs to the east and west.
- 4.25 Any sailing ship unfortunate enough to be swept into the bay during a south-westerly gale would have had great difficulty escaping, and would be faced with the choice of running into the cliffs or on to the beach.³
- 4.26 At least thirty ships are known to have been wrecked in, or very near, Hell's Mouth, most of these would have been pounded to pieces on the beach.³
- 4.27 For reasons not known, a collision occurred between the schooners which led to the *Joseph Nicholson* sinking from the damage sustained.

- 4.28 Although also considerably damaged, including the forecastle destroyed and the foremast carried away, the *Walter Ulric* remained afloat.
- 4.29 No loss of life occurred and, although no records have been found indicating this, it appears both crews took to their boats and were saved.
- 4.30 At ten o'clock the same day the steamship *SS Emily* of Glasgow, under her Master, Captain Guy, was on the passage from Portaferry, County Down, to Cardiff during a south-south-east gale when she sighted the *Walter Ulric* three miles south of Bardsey Island.

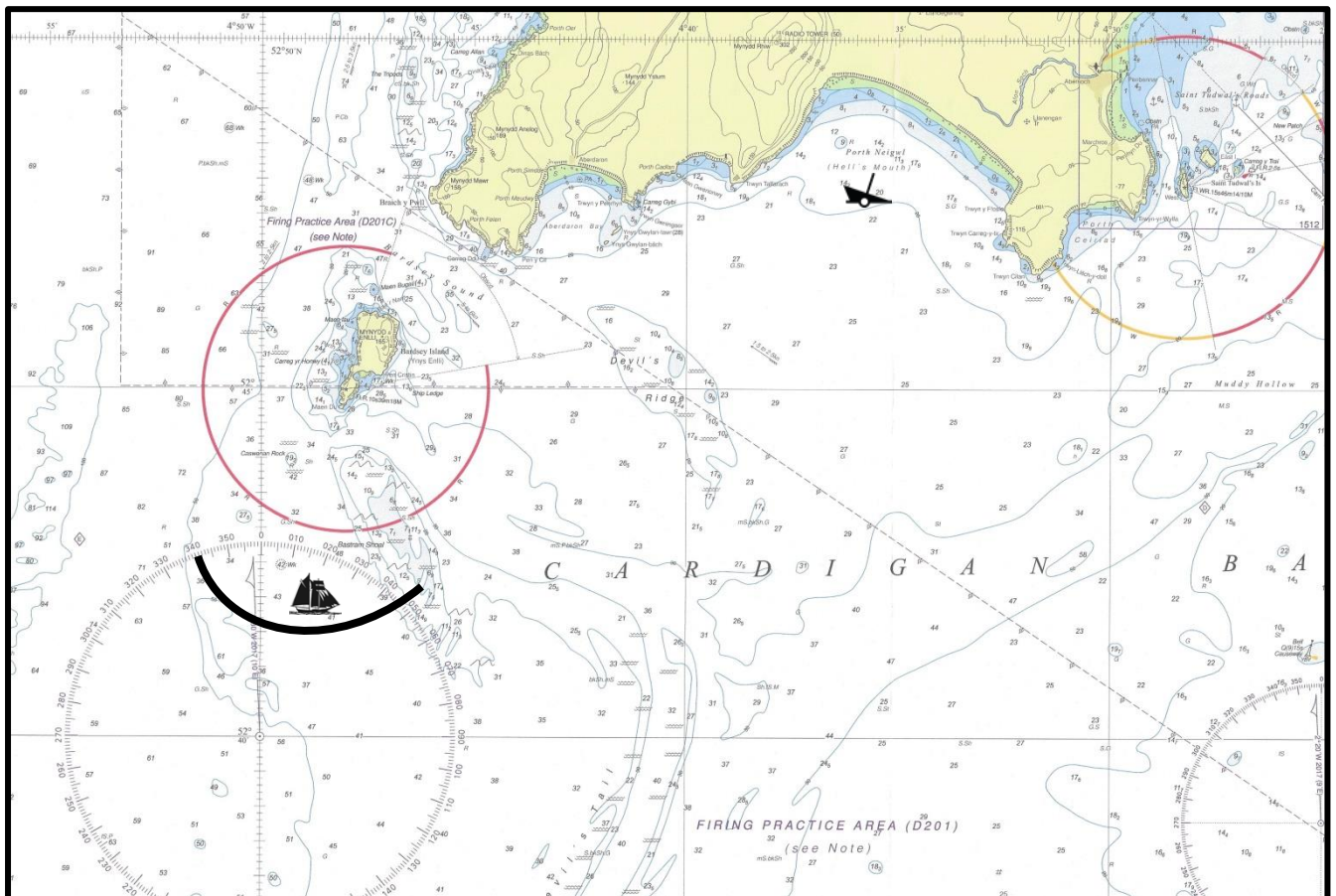


Fig. 5 Admiralty Chart 1971 Cardigan Bay Northern Part showing 'Hells Mouth' and Bardsey Island

- 4.31 The above chart shows a very approximate position for the collision and subsequent sinking of the *Joseph Nicholson*, given only as 'near Hell's Mouth'.
- 4.32 The arc shown on the chart is approximately three miles from Maen Du, the southernmost point of Bardsey Island, (Lat. 52° 44'.7N Long. 04° 48'.2 West) therefore the *Walter Ulric* could have been found anywhere in that area.
- 4.33 Upon investigating the vessel it was found to have been abandoned by her crew.
- 4.34 The *Emily* eventually succeeded in taking the *Walter Ulric* under tow and made for the Old Harbour, Holyhead, where she was left in the charge of Captain Jones, a Lloyd's Agent, until salvage claims could be arranged.

- 4.35 The *Emily* resumed her voyage, arriving in Cardiff on Monday 18 February where Captain Guy reported the discovery of the abandoned schooner.
- 4.36 Her damage was repaired and the next time she is located in records is on 19 October 1895, arriving in Swansea with a cargo of cement from London.



Fig. 6 The *Walter Ulric*, a Morocco Coast trader, at Bristol, 1906

- 4.37 To date, no evidence has been located to suggest the wreck of the *Joseph Nicholson* has ever been located, although in Hughes and Eames book 'Porthmadog Ships' it is *written*; 'In collision in Cardigan Bay and went ashore a total wreck near Bardsey Island'.¹⁷

5.0 Research Methodology

5.1 Equipment used to access the internet included:

- HP Pavilion 'g series' laptop operating on Windows 10
- Apple iPad Pro

5.2 Internet access via BT

5.3 Web browsers used were Internet Explorer and Google

5.4 Although a web based exercise, in order to fully research the vessel's history and others in the future, a number of second-hand books were purchased from internet sellers, usually via AbeBooks.

5.5 With no prior knowledge of the *Joseph Nicholson*, initially random searches were carried out on the internet using her name.

5.6 As information was collected, other search terms were used such as the name of the builder.

5.7 Although built in Nefyn, the *Joseph Nicholson* was registered in Newcastle and owned by Newcastle shipowners, therefore searches were made to locate information held by the Tyne and Wear Archives which turned up records relating to the vessel.

5.7 Having been involved in a collision with the *Walter Ulric*, her name was also used as a search term.

5.8 Web based maritime archive sources were checked for information.

5.9 Web based newspaper archive sources were checked for information.

5.10 The RNLI archive was also checked but no records were found of any lifeboat being involved in the rescue of crew from either the *Joseph Nicholson* or *Walter Ulric* after the collision.

5.11 Where there were a number of sources relating to an incident that matched with very similar information i.e. different newspapers, it was taken as correct unless otherwise proved.

5.12 As the detail of the collision between the *Joseph Nicholson* and the *Walter Ulric* came from a number of different sources, published at different times, the information has been amalgamated in order to keep a chronological order of the events.

5.13 The information used can be found in its original context in the Newspaper Reports Table at Table 2.

6.0 Results

Table 1. General Information

Vessel	Name/s	<i>Joseph Nicholson</i>
	Type	Schooner
Built	Date	May 1868
	Delivered	
	Builder	Robert Thomas, Nefyn
Construction	Materials	Wood with iron bolts
	Decks	
	Bulkheads	
Propulsion	Type	Sail
	Details	Schooner rigged
	Number	
Dimensions	Length	81.0ft
	Beam	20.9ft
	Draught	10.6ft
Tonnage	Gross	111 tons
	Net	104 tons
	Under Deck	106 tons
Registry	Port	Newcastle
	Reg. No.	56091
	Flag	British
	Call sign	II.T.N.B
	Class	A1
Routes	From	Porthmadog and other British ports
	To	Newcastle, Falmouth, Glasson Dock in Lancashire, Hoyle on the Wirral Peninsula, Wexford and Dublin in Ireland, Nyborg in Denmark and Harburg in Germany.
Cargo		Slate

Owners	Date	Owners Name and Source
	1869 - 75	J. Nicholson (Lloyds Registers)
	1875/76	J. Nicholson – C. Nicholson and Co.
	1876/79	C. Nicholson and Co. (Charles Nicholson) (Lloyd Register)
	1881	Richard Thomas of Barmouth Half Yearly Agreement and Account of Voyages and Crew 31/12/1881
	1882	Richard Thomas Mercantile Navy List
	1883 1889/90	D. Davies (Lloyds Register)
	1894/95	D. Davies (Lloyds Register)

Masters	Date	Name of Master and Source
	1868 - 1874	Captain John Owen North Wales Chronicle 30 May 1868 Lloyds Registers
	1874 - 1875	R. Hughes Lloyds Register (01 July 1874 – 30 June 1875)
	1875 - 1876	R. Hughes & G. Jones Lloyds Register (01 July 1875 – 30 June 1876)
	1876 - 1879	Captain G. Jones Lloyds Register 1876/77
	1881 - 1883	Richard Thomas Half Yearly Agreement and Account of Voyages and Crew 31/12/1881
	1883 - 1895	D. Davies (David Davies) Lloyds Register
	1891	John H. Williams National Archives (BT99/1685/51)

Lloyds Register	Result	Notes / Source
1868	Not Found	https://babel.hathitrust.org/cgi/pt?id=mdp.39015013729358&view=1up&seq=269
1868/69	Not Found	https://babel.hathitrust.org/cgi/pt?id=uc1.b3255460&view=1up&seq=267
1869/70	Registered	https://babel.hathitrust.org/cgi/pt?id=uc1.b3255461&view=1up&seq=276
1870/71	Registered	https://babel.hathitrust.org/cgi/pt?id=uc1.b3255462&view=1up&seq=289
1871/72	Registered	https://babel.hathitrust.org/cgi/pt?id=uc1.b3255463&view=1up&seq=277
1872/73	Registered	https://babel.hathitrust.org/cgi/pt?id=uc1.b3255464&view=1up&seq=290
1873/74	Registered	https://babel.hathitrust.org/cgi/pt?id=uc1.b3255465&view=1up&seq=288
1874/75	Registered	https://babel.hathitrust.org/cgi/pt?id=uc1.c2735037&view=1up&seq=383
1875/76	Registered	https://babel.hathitrust.org/cgi/pt?id=uc1.c2735038&view=1up&seq=5
1876/77	Registered	https://babel.hathitrust.org/cgi/pt?id=mdp.39015068435372&view=1up&seq=416&size=125
1877/78	Registered	https://babel.hathitrust.org/cgi/pt?id=uc1.c2735040&view=1up&seq=452
1878/79	Registered	https://babel.hathitrust.org/cgi/pt?id=uc1.c2735041&view=1up&seq=456
1879 - 1882	Not Available	
1883	Registered	https://archive.org/details/HECROS1883/page/n501/mode/2up
1889/90	Registered	https://archive.org/stream/lloydsregisters28unkngoog#page/n366/mode/2up
1893/94	Not Scanned	https://archive.org/stream/lloydsregisters49unkngoog#page/n324/mode/2up
1894/95	Registered	https://archive.org/stream/lloydsregisters12unkngoog#page/n326/mode/2up/search/joseph+Nicholson

Mercantile Navy List	Owner	Notes / Source
1869	Joseph Nicholson Newcastle	https://www.crewlist.org.uk/data/viewimages?year=1895&name=Joseph+Nicholson&steamsail=Sail&year=1869+&submit=enter
1876	Charles Nicholson Newcastle	https://www.crewlist.org.uk/data/viewimages?year=1895&name=Joseph+Nicholson&steamsail=Sail&year=1876+&submit=enter
1880	Charles Nicholson Newcastle	https://www.crewlist.org.uk/data/viewimages?year=1883&name=Joseph+Nicholson&steamsail=Sail&year=1880+&submit=enter
1881	No Record	
1882	Richard Thomas Barmouth	https://www.crewlist.org.uk/data/viewimages?name=Joseph+Nicholson&year=1882&steamsail=Sail&submit=Enter
1883	Richard Thomas Barmouth	https://www.crewlist.org.uk/data/viewimages?year=1883&page=373&name=Joseph%20Nicholson&steamsail=Sail&gotopage=prev
1884	David Davies Criccieth	https://www.crewlist.org.uk/data/viewimages?year=1882&name=Joseph+Nicholson&steamsail=Sail&year=1884+&submit=enter
1895	David Davies Criccieth	https://www.crewlist.org.uk/data/viewimages?year=1869&name=Joseph+Nicholson&steamsail=Sail&year=1895+&submit=enter

Shipping Movements

Table 2. Reports of *Joseph Nicholson's* movements found in newspaper archives:

<https://newspapers.library.wales>

<https://britishnewspaperarchive.co.uk>

Date	Location	Information	Source
21 May 1868	Nevin	Shipping Intelligence – LAUNCH On Thursday, the 21 st inst., there was launched from the yard of Mr. Robert Thomas, of Nevin, a fine schooner named 'Joseph Nicholson' of Newcastle, of the following dimension, length 81ft, breadth 20ft 9 tenth, depth of hold, 10ft 4 tenths and 111 tons register. The vessel is the property of the Messrs. Nicholson, of Newcastle, and will be commanded by Capt. John Owen, late mate of the Barque 'Robert Jones' of Carnarvon.	North Wales Chronicle 30 May 1868 (Saturday)
22 April 1874	Portmadoc	SHIPPING – PORTMADOC Week ending 22nd April 1874 Sailed: Joseph Nicholson , Owen, Newcastle.	The Cambrian News 24 April 1874 (Friday)
27 May 1874	Portmadoc	SHIPPING – PORTMADOC Week ending 27 May 1874 Arrived: Joseph Nicholson, Owen, Falmouth.	Cambrian News 29 May 1874 (Friday)
17 June 1874	Portmadoc	SHIPPING – PORTMADOC Week ending 17th June 1874 Sailed: Joseph Nicholson , Owen, Newcastle.	The Cambrian News 19 June 1874 (Friday)
05 August 1874	Portmadoc	SHIPPING – PORTMADOC Week ending 5th August Arrived – Joseph Nicholson , Owen, Dublin.	The Cambrian News 07 August 1874 (Friday)
25 November 1874	Portmadoc	SHIPPING – PORTMADOC Week ending 25th November 1874 Sailed: Joseph Nicholson , Hughes, Newcastle.	The Cambrian News 27 November 1874 (Friday)

10 March 1875	Portmadoc	SHIPPING – PORTMADOC Week ending 10 March 1875 Arrived: Joseph Nicholson , Owen, Hoyle.	The Cambrian News 12 March 1875 (Friday)
22 September 1875	Portmadoc	SHIPPING – PORTMADOC Week ending 22nd September Arrived: Joseph Nicholson , Jones, Newcastle.	The Cambrian News 24 September 1875 (Friday)
15 December 1875	Portmadoc	SHIPPING – PORTMADOC Week ending 15 December 1875 Arrived: Joseph Nicholson , Jones, Dublin	The Cambrian News 17 December 1875 (Friday)
09 October 1880	Penrhyn	PORT - PENRHYN Arrived: Joseph Nicholson , Thomas.	The North Wales Chronicle 09 October 1880 (Saturday)
07 March 1890	Portmadoc	SHIPPING INTELLIGENCE – PORTMADOC Arrived: Joseph Nicholson , Glasson Dock	Carnarvon and Denbigh Herald 07 March 1890 (Friday)
28 March 1890	Portmadoc	SHIPPING INTELLIGENCE – PORTMADOC Sailed: Joseph Nicholson , Nyeborg	Carnarvon and Denbigh Herald 28 March 1890 (Friday)
18 July 1890	Portmadoc	SHIPPING INTELLIGENCE – PORTMADOC Arrived: Joseph Nicholson , Dublin	Carnarvon and Denbigh Herald 18 July 1890 (Friday)
22 August 1890	Portmadoc	SHIPPING INTELLIGENCE – PORTMADOC Sailed: Joseph Nicholson , Newcastle	Carnarvon and Denbigh Herald 22 August 1890 (Friday)
10 March 1891	Mounts Bay	A Schooner in Distress – Full text at 4.16	The Cornishman 12 March 1891 (Thursday)
18 December 1891	Portmadoc	SHIPPING INTELLIGENCE – PORTMADOC Arrived: Joseph Nicholson , Wexford	Carnarvon and Denbigh Herald 18 December 1891 (Friday)

01 April 1892	Portmadoc	SHIPPING INTELLIGENCE – PORTMADOC Sailed: Joseph Nicholson , Harburg.	Carnarvon and Denbigh Herald 01 April 1892 (Friday)
14 July 1894	Portmadoc	SHIPPING – PORTMADOC Sailings: Joseph Nicholson , Davies, Harburg	The North Wales Chronicle 14 July 1894 (Saturday)
19 October 1894	Portmadoc	SHIPPING INTELLIGENCE – PORTMADOC Sailed: Joseph Nicholson , Harburg	Carnarvon and Denbigh Herald 19 October 1894 (Friday)
14 February 1895	Hells Mouth Cardigan Bay	A SCHOONER SUNK IN CARDIGAN BAY A disastrous collision took place on Thursday, near Hell's Mouth, Cardigan Bay, between two Portmadoc schooners, named ' Joseph Nicholson ' and ' Walter Ulric ' which were homeward bound. The 'Joseph Nicholson' was sunk and the 'Walter Ulric' received considerable damage. The crews of both vessels were saved.	Carnarvon and Denbigh Herald 15 February 1895 (Friday)
18 February 1895	Cardiff	SALVAGE BY A CARDIFF BOUND STEAMER The SS Emily arrived in the West Dock, Cardiff, on Monday, and reported that on Thursday last, on the passage from Portaferry to Cardiff, she came across the schooner Walter Ulric abandoned in the Irish Sea, which vessel had been in collision with the Joseph Nicholson , both bound for Potmadoc, in ballast. The schooner's foremast had been carried away, the forecastle destroyed, and other damage sustained. It was blowing a gail from the S.E. when she was sighted by the Emily, but the steamer eventually succeeded in taking her in tow and bringing her into Holyhead.	South Wales Daily News 19 February 1895 (Tuesday)
14 February 1895	Hell's Mouth Cardigan Bay	A SCHOONER SUNK IN CARDIGAN BAY A disastrous collision took place on Thursday, near Hell's Mouth, Cardigan Bay, between two Portmadoc schooners, named ' Joseph Nicholson ' and ' Walter Ulric ' which were homeward bound. The 'Joseph Nicholson' was sunk and the 'Walter Ulric' received considerable damage. It was said one of the vessels had been in about four collisions during the present voyage.	The North Wales Express 22 February 1895 (Friday)

		<p>The crews of both vessels were saved. The news caused great excitement at Portmadoc.</p> <p>A Holyhead correspondent writes: The schooner 'Walter Ulric' of Carnarvon, was picked up at ten o'clock on Thursday during a south-south-east gale three miles south of Bardsey Island, with the loss of the foremast and abandoned by the crew.</p> <p>She was towed into the Old Harbour, Holyhead, by the steamer 'Emily' of Glasgow, Captain Guy, which is on a voyage from Portaferry to Cardiff.</p> <p>The schooner is left in charge of captain Jones, Lloyd's agent, until salvage claims are arranged.</p>	
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7.0 Analysis and Conclusions

- 7.1 No other historical or archaeological reports could be found relating to the *Joseph Nicholson* and most of the information on her voyages came from contemporary newspaper sources.
- 7.2 With the newspapers of the 19th Century being the only real means of communication, the whereabouts of trading vessels were well documented, from sightings by Signal Stations, as well as arrivals and departures from a port including where they had come from and where they were heading too next.
- 7.3 Newspaper Archives that produced very useful information for this project included:
- <https://newspapers.library.wales>
For shipping news
 - <https://www.britishnewspaperarchive.co.uk>
For shipping news
- 7.4 Therefore, there was plenty of information available in order to follow the voyages of a typical trader of the period and any incidents they were involved in.
- 7.5 Because the *Joseph Nicholson* was a well-known vessel from Porthmadog most books and websites relating to the maritime history of the area make mention of her to some degree or other.
- 7.6 What was found by the author is that whilst using websites is a good place to start this type of research in gathering initial information, they may contain inaccuracies.
- 7.7 Examples of this included:
- ¹Shipbuilding at Nefyn
Incorrect date of building (1864 given) and incorrect date of collision (1868 given)
 - ⁴Vessel Losses and Casualties in Tremadog Bay and on St Patrick's Causeway
Wrong builder (Gives Rees Davies as the builder)
 - ⁵Some of the Happenings along the Coast of Llŷn 1647 – 1942
Wrong date of the collision (1898 given)
 - ⁹Lleyn Maritime Timeline
Wrong date of the collision (1898 given)
- 7.8 This demonstrated that information must be cross-checked with other sources, ideally copies of original documents, such as those held in archives i.e. Lloyds Register, Crew Lists and Newspapers.
- 7.9 Further records of the log book, agreements and crew accounts for 1881 are held at the Tyne and Wear Archives and further efforts will be made to access them and include them in a revised copy of this report.

- 7.10 With a number of crew lists available online, and in other archive sources, further detailed research will be continued on the Masters and, where possible, the seamen who crewed the *Joseph Nicholson* and the voyages they undertook.
- 7.11 To date a picture of the *Joseph Nicholson* has not been located but efforts will continue to find if one exists.
- 7.12 Most of the questions posed in the introduction to this report were answered, however, there was one significant question which remained unanswered and that is 'how did the crews of the *Joseph Nicholson* and *Walter Ulric* manage to get to safety?'
- 7.13 No record of RNLI lifeboats being involved could be found, and their records of rescues are very meticulous.
- 7.14 No record could be found of any other vessel being involved in picking up the crews from their boats, or a place of landing.
- 7.15 As the Welsh Wreck Web Research Project comes to its planned finish at the end of 2020 and reports submitted, research will be continued by the author once COVID restrictions have been relaxed and access to archives resumed.

8.0 References

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(Accessed 03 November 2020)

²http://www.rhiw.com/y_mor/adeiladu_llongau/nefyn.htm

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(Accessed 03 May 2020)

³http://www.rhiw.com/y_mor/shipwrecks/shipwrecks_II.htm

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(Accessed 03 May 2020)

⁴<https://web.archive.org/web/20070425234855/freespace.virgin.net/r.cadwalader/maritime/lifeboat/wreck.htm>

Vessel Losses and Casualties in Tremadog Bay and on St Patrick's Causeway

(Accessed 03 May 2020)

⁵<http://www.aberdaronlink.co.uk/downloads/maritime-dates.pdf>

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(Accessed 07 May 2020)

⁶<https://www.crewlist.org.uk/data/viewimages?year=1868&name=JOSEPH+NICHOLSON&steamsail=Sail&year=1870+&submit=enter>

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(Accessed 13 November 2020)

⁷<https://www.the-saleroom.com/en-gb/auction-catalogues/bosleys-military-auctioneers/catalogue-id-srbos10023/lot-d80f6216-e784-4aa3-a241-a88e00dfb07b>

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¹¹https://www.mun.ca/mha/holdings/viewcombinedcrews.php?Official_No=56091

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¹²<https://www.crewlist.org.uk/#top>

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¹³The Cornishman Thursday 12 March 1891

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¹⁴The North Wales Chronicle 30 May 1868

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Launch of the *Joseph Nicholson*

(Accessed 11 November 2020)

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¹⁷Hughes, E and Eames, A (2009) *Porthmadog Ships*

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¹⁸Jones, IJ (2016) *Slate, Sail and Steam – A History of the Industries of Porthmadog*

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²⁰The Lifeboat. Journal of the Royal National Lifeboat Institution

Vol. XV-No.164 02 May 1892

<https://rnliarchive.blob.core.windows.net/media/1173/0164.pdf#page=140>

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²²<https://catalog.hathitrust.org/Record/000057051>

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(Accessed 03 November 2020)

²³<http://www.rnli-penleelifeboat.org.uk/About%20us/ServiceRecord>

Service Records for the Penzance Lifeboat 'Dora'

(Accessed 07 May 2020)

²⁴<http://www.tyneandweararchives.org.uk/userguides/06maritime.htm>

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J Nicholson, Newcastle: Log book, agreements, crew accounts of ship Joseph Nicholson 1868-1881 *Ref 986*

(Accessed 11 November 2020)

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²⁵Coxswain Henry Trehella

<https://www.facebook.com/penlee.lifeboat/photos/pcb.2878915408836289/2878916818836148/?type=3&theater>

Appendices

Appendix A – Crew Lists

https://www.mun.ca/mha/1881/onview.php?Record_ID=136962&%20CrewListPage=1&page=1
Maritime History Archive

Crew Member Agreement for Half Year Terminating on 30 June 1881 (No.82654)

https://www.mun.ca/mha/holdings/viewcombinedcrews.php?Official_No=56091
Maritime History Archive

Crew Member Agreement for Half Year Terminating 31 December 1881 (No.87274)

Table 3. Details taken from Crew member Agreements

This table is produced using the information which is on the original documents, found on the above website, and copied to the following pages.

Name	Rank / Rating	Age	Place of Birth	Date / Voyage
Richard Thomas	Master (Owner)	47	Barmouth	12 Jan / Aberdeen
Edward Lewis	Mate	40	Barmouth	12 Jan / Aberdeen
Morris Pughe	Able Seaman	38	Barmouth	12 Jan / Aberdeen
Owen Edwards	Able Seaman	21	Barmouth	12 Jan / Aberdeen
John Williams	Cook	16	Anglesea	12 Jan / Aberdeen
Hugh Morgans	Cook	16		29 March / Portmadoc
Hugh Jones	Able Seaman	16	Aberdovey	08 June / Portmadoc
Richard Thomas	Master (Owner)	47	Barmouth	12 July / Dublin
Edward Lewis	Mate	40	Barmouth	12 July / Dublin
Morris Pughe	Able Seaman	38	Barmouth	12 July / Dublin
Hugh Jones	Able Seaman	17	Aberdovey	12 July / Dublin
Hugh Morgans	Cook	16	Portmadoc	12 July / Dublin
Morris Pughe	Able Seaman	38	Barmouth	24 August / Portmadoc
Thomas Williams	Able Seaman	17	Carnarvon	24 August / Portmadoc
Griffith Davies	Able Seaman	52	Barmouth	29 Nov / Portmadoc
Edward Lewis	Mate	40	Barmouth	01 Dec / Portmadoc
Morris Pughe	Mate	38	Barmouth	Dec / Portmadoc
John Hoya (tbc)	Able Seaman	23	Aberystwyth	05 Dec / Portmadoc

2

Name of

Reference No.	PARTICULARS OF ENGAGEMENT							
	SIGNATURE OF CREW	Age	Town or County where born	If in the League, No. of Commission or V.P.	Ship in which he last served		Date and Place of signing this Agreement	
					State Name, and Official No. or Port she belonged to	Year	Date	Place
1	2	3	4	5	6	7	8	
1	Richard Thomas <small>Master to sign here.</small>	47	Barmouth	Nil	56021 Joseph Nicholson Newcastle	1881	1881 January 12	Aberdeen
2	Edward Lewis	40	Barmouth	—	Do —	Do	Do	Do
3	Morris Rege	38	Barmouth	—	Do	Do	Do	Do
4	Teven Edwards	21	Barmouth	—	Do	Do	Do	Do
5	John & Williams	16	Anglesea	—	Do	Do	Do	Do
6	Hugh Morgan	16	Caernarvon	—	Great Britain's Lab	Do	29/3/81	Portmadoc
7	Hugh Jones	16	Aberdeevay	—	Catherine of Aberystwyth	1781	June 8 th	Portmadoc
8								
9								
10								
11								
12								
13								
14								
15								
16								
17								
18								
19								
20								

* If any Member of the Crew enters Her Majesty's Service, the Name of the Queen's Ship into which he enters is to be stated under the head of "Place of leaving".
 † V.G. for "Very Good," G. "Good," M. "Middling," I. "Indifferent," and D. "Declines." The Master may also insert particulars of ability or conduct.

10

PARTICULARS OF VOYAGES.

A statement of the dates of Departure and dates of Arrival at the several ports must be entered under this heading.

From		To		From		To	
Dates of Departure.	Port.	Date of Arrival.	Port.	Dates of Departure.	Port.	Date of Arrival.	Port.
January 15 th	Aberdeen	January 25 th	London				
February 17 th	London	February 28 th	Wexford				
March 10 th	Wexford	March 11 th	Portmadoc				
March 31 st	Portmadoc	April 29 th	Papenburg				
May 7 th	Papenburg	May 14 th	Portmadoc				
June 10 th	Portmadoc	June 20 th	Woolwich Port of London				
June 29 th	London	July 10 th	Dublin				

INSTRUCTIONS TO MASTERS OF VESSELS ENGAGED IN THE HOME TRADE.

Home-Trade Agreements.

1. The Merchant Shipping Act requires the Master of every Ship, except Ships of less than fifty tons, who are employed in trading upon coasts of United Kingdom, to enter into an Agreement with every Seaman whom he carries to sea as one of his Crew. (The term "Seaman" includes every man, except Master, Pilot, etc. Apprentices (fully apprenticed and registered) employed or engaged in any capacity on board any Ship.)

2. Master to comply with this regulation subjects the Master or Owner to a penalty not exceeding £1 for every offence.

3. In order to enable the Seaman to know the contents of the Agreement, the Master must cause the Agreement to be read over and explained to each Seaman, and the Seaman will thereupon sign the same in the presence of a witness, who shall attest his signature.

4. The Master is bound, under a Penalty of £5, to have a legible copy of the Agreement (containing the signatures) placed in an accessible part of the Ship.

5. All alterations in any Agreement (except additions in shipping substitutes) are inoperative unless proved to have been made with the consent of all parties interested, by the written attestation of a Superintendent of a Mercantile Marine Office, Justice, Officer of Customs, Consul, or Vice-Consul, or when there is no such Officer, of two respectable British Merchants.

6. Fraudulently altering, or making any like entry in, or delivering a false copy of any Agreement, or being party to such an act, may be punished by the infliction of a Penalty not exceeding 100*l.*, or by imprisonment with or without hard labour for any period not exceeding six months.

Ports abroad.

7. Upon the arrival of the Ship at any Foreign Port where there is a British Consular Officer, the Master is bound under a Penalty of Forty Pounds, to deliver within forty-eight hours of the Ship's arrival (if the Ship is manned by forty-eight hours at the Port, and is not a Passenger Ship), to the Consular Officer, the Agreement, and all Indentures and Assignments of Apprenticeship. These the Consul will copy during the Ship's stay at the Port, and will, within a reasonable time before the Ship's departure, return to the Master, with a Certificate attesting when they were delivered and returned.

8. The engagement or discharge of any Seaman abroad must be made before the British Consul, who will endorse upon the Agreement a Certificate accordingly. If this Certificate be not made the Master of the Ship is liable to a Penalty. (See also pars. 14 and 15 (below).)

Official Log Books.

9. Every Ship, of whatever Tonnage, which trades to any port out of the United Kingdom, must carry an Official Log Book, which must be delivered at the termination of the half-year or Home Trade employment, with the Agreement and Account of Crew, to the Superintendent of a Mercantile Marine Office.

10. The Master's attention is specially directed to the Instructions contained in the 2nd and 3rd pages of the Official Log Book as to the entries which are required by law to be made therein.

11. On every occasion of the Vessel proceeding to sea, the Master is required, under a penalty of 2*l.*, to enter in the Official Log Book the Ship's draught of water.

Termination of Voyages or Half Year.

12. This Agreement may not extend beyond the date of the first arrival of the Ship at her usual port of destination in the United Kingdom after the 30th June or 31st December next following.

13. Within twenty-one days after the 30th June or the 31st December, or previous day if by change of Employment the Vessel leaves the Home for the Foreign Trade, the Master or Owner is to deliver to the Superintendent of Mercantile Marine & Victoria in his Port, together with accounts of the wages and effects of any Seaman or Apprentice, whether he formed part of the Crew or not, who has done an honest day's work during the period of the Home Trade Agreement, and any other documents relating to the discharge of wages or other moneys belonging to any such Seaman or Apprentice. The Master is also to deliver to the Superintendent the Certificates (Mates, Engineers, or Seaman's, &c.) of any who have died or deserted during the voyage. The Superintendent will then give a Certificate for the purpose of clearance.

14. The Master is to give to every Seaman (on leave with the Superintendent on his behalf) an account, on a form sanctioned by the Board of Trade, of his wages, and of all conditions to be made in respect of his discharge, under a Penalty of 5*l.* for non-compliance. Deductions for fines, &c. which are sought to be made in this account must be proved by proper entries made in the Official Log Book.

15. Upon paying off or discharging any Seaman, the Master is bound under a Penalty of 10*l.* to give the Seaman a Certificate of Discharge, and the Master is also bound under a Penalty of 20*l.* to return to any certificated Mate or Engineer upon his discharge his Certificate of Competency or Service.

16. A statement of the conduct, character, and qualification of each member of the Crew, or a statement that he declines to give an opinion on such particulars, is to be entered in this List and signed by the Master.

This Agreement is to be used only for Voyages made on the Coasts of the United Kingdom, or to the Islands of Jersey, Guernsey, Alderney, Sark, and Isle of Man, or to places on the Continent of Europe between the River Elbe and Brest, inclusive.

Eng. 6.
1845 B and D.

GEORGE BALL & CO.,



REGISTERED BY THE BOARD OF TRADE May 1874 To comply with 17 & 18 Vict., c. 64.

G. R. & R. O. RECEIVED 17 JAN 1881

Date of Termination of Half Year: 31 Dec 1881

No. 87274 EXECUTED IN TEN PAGES.

HALF-YEARLY AGREEMENT AND ACCOUNT OF VOYAGES AND CREW OF A SHIP ENGAGED IN THE HOME TRADE ONLY.

NOTICE.—At this Agreement is made for Voyages in the Home Trade only, the Crew need not be engaged before a Superintendent of Mercantile Marine... On whatever date this Agreement is made it expires on the next following 30th day of June or 31st day of December next, as the case may be, and is then, or within 21 days afterwards, to be delivered to the Superintendent of a Mercantile Marine Office... On this Agreement and Account of Crew being duly completed and deposited as a Mercantile Marine Office, the Superintendent will issue the Certificate C.O., to enable the Ship to be cleared at the Customs House.

Table with columns: Name of Ship, Official No., Port of Registry, Port No. and Date of Register, Registered Tonnage, Nautical Horse-power of Engines (if any). Includes ship name 'Joseph Nicholson' and owner 'Richard Thomas'.

Table for Scale of Provisions to be allowed and issued to the Crew during the Voyage. Columns include Bread, Beef, Pork, etc. Includes handwritten note: 'Sufficient without waste'.

The several Persons whose names are here subscribed, and whose descriptions are contained on the other side or sides, and of whom are engaged as Sailors, hereby agree to serve, in the several capacities expressed against their respective Names, on board the said Ship, which is to be employed

In the Home Trade and for the Coasting Trade of the United Kingdom

and the Crew agree to conduct themselves in an orderly, faithful, honest, and sober manner, and to be at all times diligent in their respective Duties, and to be obedient to the lawful Commands of the said Master, or of any person who shall lawfully succeed him, and of their Superior Officers in everything relating to the said Ship and the Stores and Cargo thereof...

And it is also agreed, That if any Member of the Crew considers himself to be aggrieved by any breach of the Agreement or otherwise, he shall represent the same to the Master or Officer in charge of the Ship in a quiet and orderly manner, who shall thereupon take such steps as the case may require: And it is also agreed, That the Crew shall assist in loading and discharging all Cargoes and Ballast as may be required

Date and Place of first Signature of Agreement. Date: 12 July 1881. Place: Dublin

In Witness whereof the said parties have subscribed their Names on the other Side or Sides hereof on the days against their respective Signatures mentioned. Richard Thomas Master's Signature.

These Columns to be filled in by the Master at the end of the last Voyage or the half year. Date of Termination of the last Voyage: 30 Dec 81. Port at which the last Voyage terminated: London. I hereby declare to the truth of the Entries in this Agreement, and Account of Crew, &c. Edward Lewis Master. To be filled in by the Superintendent. No. 100 per Superintendent of Mercantile Marine.

N.B. This Form must not be unstitched. No leaves may be taken out of it, and none may be added or substituted. Care should be taken at the Time of Engagement that a sufficiently large Form is used. If more men are engaged during the half-year, terminating on the 30th day of June or 31st day of December next, than the number for whom signatures are provided in this Form, an additional Form Eng. 6 should be obtained and used.

Name of

PARTICULARS OF ENGAGEMENT.

Engage No.	SIGNATURES OF CREW.	Age.	Town or County where born.	The No. of the Service, NO. of Commission or R.V.S.	Ship to which he last served.		Date and Place of signing this Agreement.		
					Ship Name, and Official No. or Part she belonged to.	Year.	Date.	Place.	
1	Richard Thomas	47	Barmouth	-	Joseph Nicholson Newcastle	1881	July 12 th	Dublin	
2	Edward Lewis	40	Barmouth	-	Joseph Nicholson	Do	Do	Do	
3	Morris Pugh	38	Barmouth	-	Joseph Nicholson	Do	Do	Do	
4	J. Hugh Jones	17	Aberdovey	-	Joseph Nicholson	Do	Do	Do	
5	Hugh Morgan	16	Portmadoc	-	Joseph Nicholson	Do	Do	Do	
6	Morris Pugh	38	Barmouth	-	Joseph Nicholson	Do	Aug ²⁴	Portmadoc	
7	Thomas Williams	17	County of Carmarvon	-	Emelyn of Carmarvon	Do	Aug ²⁴	Portmadoc	
8	Gaiffith Davies	52	Barmouth	-	Queen Louise Carmarvon	Do	Nov ²⁹	Portmadoc	
9	Edward Lewis	40	Barmouth	-	Joseph Nicholson Newcastle	Do	1/12/81	Do	
10	Morris Pugh	38	Barmouth	-	Do	Do	Do	Green	Do
11	Edward Lewis	23	Wharfedale	-	Volunteer Wharfedale	Do	5/12/81	Do	
12									
13									
14									
15									
16									
17									
18									
19									
20									

* Should the Rate of Wages in any case be altered during the continuance of the service, the Name of the Queen's Ship into which he enters is to be stated under the head of "Cause of leaving".
 Y.G. for "Very Good," G. "Good," M. "Middling," L. "Indifferent," and D. "Desires." The master may also insert particulars of ability or conduct.

Ship *Joseph Nicholson*

AGREEMENT No. 87274

3

					PARTICULARS OF DISCHARGE, &c. To be filled in by the Master upon the Discharge, Death, or Desertion of any Member of the Crew.							
In what Capacity engaged, and if Master, Name of Master, No. of his Certificate (if any).	Place at which he is to be on board.	Amount of Wages per Week, Calendar Month, Etc., or Voyage. (If any words which do not apply.)	Amount of Wages advanced on entry.	Signature of Superintendent of Her Majesty's Marine, H. M. Coast, or other Witness to the Agreement.	Date and Place of Commencement of Service on board.		Date, Place, and Cause of leaving the Ship, or of Death.			Report of Casualty.		Reference No.
					18	19	Date.	Place.	Cause.	For General Discharge.	For Ability to Re-engage.	
1	2	3	4	5	6	7	8	9	10	11	12	13
				<i>George Ball</i>			30/11/81	Portmadoc	Superceded			1
<i>Mate</i>	<i>When required</i>	3.10.		<i>G. B.</i>	<i>July 12</i>	<i>Dublin</i>	<i>30/11/81</i>	<i>Portmadoc</i>	<i>Discharged</i>	<i>Up</i>	<i>Up</i>	2
<i>A. B.</i>		3.0.		<i>G. B.</i>	<i>do</i>	<i>do</i>	<i>July 23</i>	<i>Portmadoc</i>	<i>Discharged</i>	<i>Up</i>	<i>Up</i>	3
<i>A. S.</i>		2.0.		<i>G. B.</i>	<i>do</i>	<i>do</i>	<i>do</i>	<i>Portmadoc</i>	<i>do</i>	<i>Up</i>	<i>Up</i>	4
<i>Cook</i>		1.5.		<i>G. B.</i>	<i>do</i>	<i>do</i>	<i>do</i>	<i>Portmadoc</i>	<i>do</i>	<i>Up</i>	<i>Up</i>	5
<i>A. B.</i>		3.00		<i>C. Williams</i>	<i>August 24</i>	<i>Portmadoc</i>	<i>30/11/81</i>	<i>Portmadoc</i>	<i>Discharged</i>	<i>Up</i>	<i>Up</i>	6
<i>A. S.</i>	2.00		<i>C. Williams</i>	<i>August 24</i>	<i>Portmadoc</i>	<i>Oct 17</i>	<i>Portmadoc</i>	<i>Discharged</i>	<i>Up</i>	<i>Up</i>	7	
<i>A. B.</i>	3.50		<i>C. W.</i>	<i>Nov 20</i>	<i>Portmadoc</i>	<i>Nov 20</i>	<i>Portmadoc</i>	<i>Discharged</i>	<i>Up</i>	<i>Up</i>	8	
<i>Made on board</i>				<i>C. Williams</i>	<i>1/12/81</i>	<i>do</i>	<i>do</i>	<i>do</i>	<i>Up</i>	<i>Up</i>	9	
<i>Mate</i>	<i>do</i>	3.10.0		<i>C. Williams</i>	<i>5/12/81</i>	<i>do</i>	<i>do</i>	<i>do</i>	<i>Up</i>	<i>Up</i>	10	
<i>A. B.</i>	<i>do</i>	3.50		<i>C. Williams</i>	<i>6/12/81</i>	<i>do</i>	<i>do</i>	<i>do</i>	<i>Up</i>	<i>Up</i>	11	
												12
												13
												14
												15
												16
												17
												18
												19
												20

A general agreement, a fresh entry should be made, which the Seaman should sign. The Capt. thus, "H.M.S. Reverse," and the other causes of leaving the Ship should be briefly stated thus, "Discharged," "Deserted," "Left Sick," "Died," "Helm" good, or "Sobriety" indifferent. If the Seaman gives any opinion he must so state opposite the man's name.

[See Page 1]

Other Crew Lists can be found via the national Archives website;

BT – Records of the Board of Trade and of successor and related bodies

BT 99 – Registry of Shipping and Seaman: Agreements and Crew Lists, Series 2

This series consists of a ten per cent sample of agreements and crew lists (with log-books where they survive) for the years 1861-1938.

<https://discovery.nationalarchives.gov.uk/details/r/C11752952>

Crew List: Joseph Nicholson; Official number: 56091

Date: 1891 Jan 1 – 1891 Dec 31

Reference: BT 99/1685/49

Name	Rank / Rating	YoB	Place of Birth	Previous Ship
David Davies	Master	1847	Barnmouth	<i>Joseph Nicholson</i>
Owen Jones	Boatswain	1861	Criccieth	<i>Joseph Nicholson</i>
William Roberts	Able Seaman	1858	Criccieth	<i>Joseph Nicholson</i>
Evan Williams	Ordinary Seaman	1874	Criccieth	<i>Joseph Nicholson</i>
Thomas Davies	Cook	1878	Portmadoc	<i>Joseph Nicholson</i>

<https://discovery.nationalarchives.gov.uk/details/r/C11752953>

Crew List: Joseph Nicholson; Official number: 56091

Date: 1891 Jan 1 – 1891 Dec 31

Reference: BT 99/1685/50

Name	Rank / Rating	YoB	Place of Birth	Previous Ship
Hugh Davies	Master	1863	Portmadoc	<i>Joseph Nicholson</i>
John Edwards	Boatswain	1851	Portmadoc	<i>Joseph Nicholson</i>
Thomas Williams	Able Seaman	1871	Bangor	<i>Joseph Nicholson</i>
Richard Buckley	Able Seaman	1870	Portmadoc	<i>Joseph Nicholson</i>
John Williams	Cook / Ordinary Seaman	1876	Crewe	<i>Joseph Nicholson</i>
David Davies	Master	1847	Barnmouth	<i>Joseph Nicholson</i>
Owen Jones	Boatswain	1861	Criccieth	<i>Three Janes of Portmadoc</i>
William Roberts	Able Seaman	1858	Criccieth	<i>John Pierce of Aberystwyth</i>
Evan R Williams	Ordinary Seaman	1874	Criccieth	<i>Hannah Jane of Portmadoc</i>
Thomas Davies	Cook	1878	Portmadoc	<i>First Voyage</i>

<https://discovery.nationalarchives.gov.uk/details/r/C11752954>

Agreements and Crew Lists: Joseph Nicholson; Official number: 56091

Date: 1891 Jan 1 – 1891 Dec 31

Reference: BT 99/1685/51

Name	Rank / Rating	YoB	Place of Birth	Previous Ship
David Davies	Master	1847	Barnmouth	<i>Joseph Nicholson</i>
John H Williams	Mate	1867	Llanangan	<i>Jennette of Cvon</i>
William Thomas	Able Seaman	1861	Neven	<i>Advanceman of Liverpool</i>
William Ed Roberts	Ordinary Seaman	1873	Aberdaron	<i>Edward Seymour of Portmadoc</i>
David Jones	Cook	1876	Portmadoc	<i>Laura of Portmadoc</i>
David Scannele	Not Stated	1836	Pembury	<i>Orchomene</i>
Thomas Woodman	Not Stated	1871	New Bedford	<i>Our Nellie</i>
John H Williams	Master	1876	Llanengan	Joseph Nicholson