

**Welsh Wreck Web Research Project**  
**(North Cardigan Bay)**  
**On-line research into the wreck of the:**  
**Chalonge / Lady Chandos**



*A French schooner*

Report compiled by:

**Graeme Perks**

Report Title:

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*Chalonge / Lady Chandos***

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## 1.0 Abstract

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

The Chalonge was built at St Malo and on her maiden voyage to Newcastle was driven ashore in a severe gale near Hartlepool on her return with coals. The Chalonge was recovered but appears to have been sold, her name was changed to Lady Chandos and registered at Hartlepool.

The Lady Chandos then sailed between the Northeast of England, the Baltic, Yarmouth and Southeast England carrying coal and returning with flour and other commodities. The registration of the Lady Chandos was transferred to Great Yarmouth by 1877 on her sale and she continued to sail between Yarmouth, Northeast England and Scotland. The cargo of lime being carried by the Lady Chandos caught fire in 1866 at Montrose and required the mast to be cut away. The Lady Chandos was involved in several collisions, was struck by lightning, damaged by the sea, lost anchors and caught fire on another occasion. The registration of the Lady Chandos remained at Yarmouth although the owners were based first in Cardiff then Milford Haven. The Lady Chandos then sailed between Wales, the south coast of England and Liverpool.

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## 2.4 Contributors

Madu

## 2.5 Abbreviations

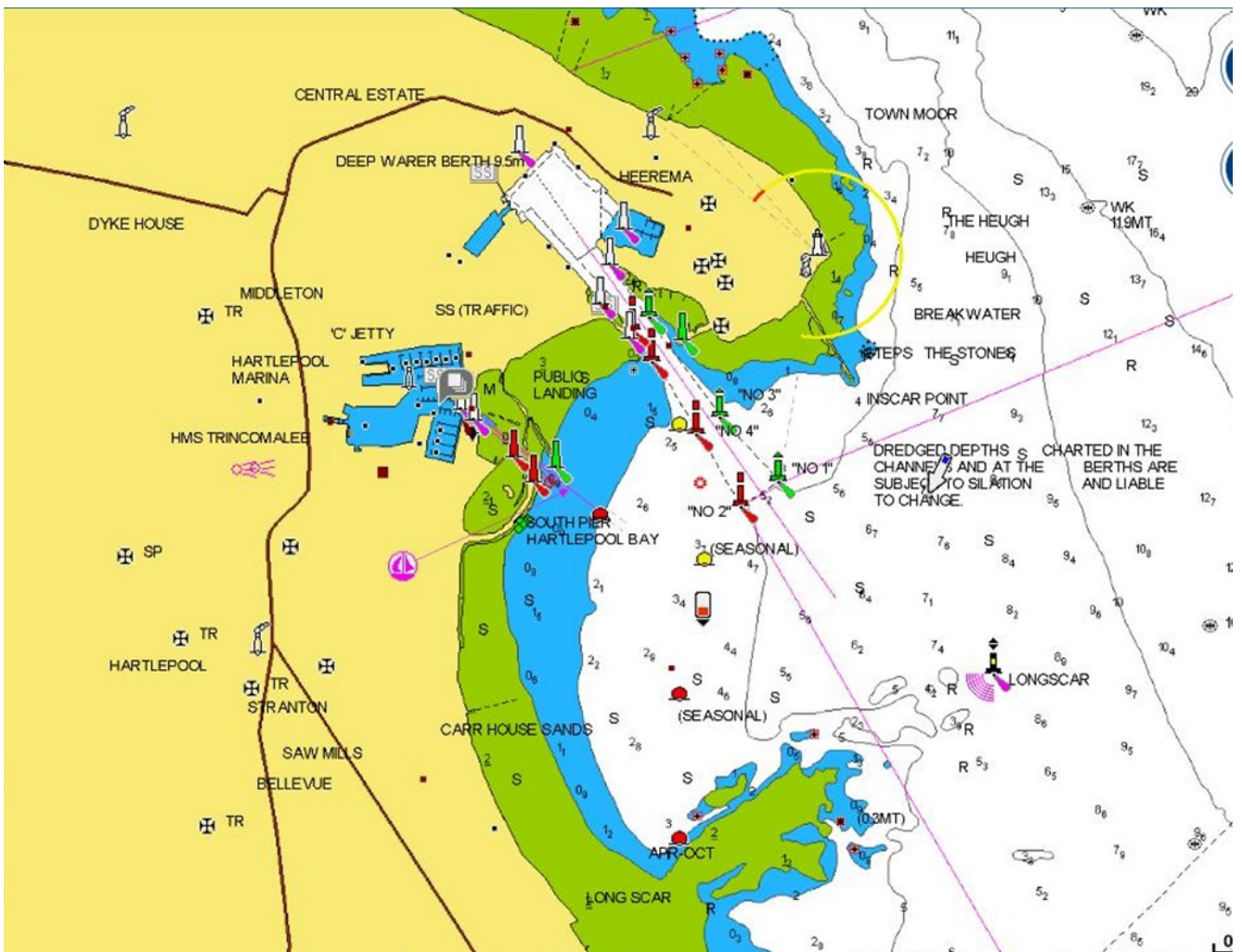
|      |   |
|------|---|
| BNA  | British Newspaper Archives                      |
| BOT  | Board of Trade                                  |
| CHLS | Chaldrons                                       |
| LR   | Lloyds Register of shipping                     |
| MADU | Malvern Archaeological Diving Unit              |
| NAS  | Nautical Archaeology Society                    |
| NAW  | National Archives of Wales                      |
| NDCS | NORTHUMBERLAND DOCK and COMMISSIONERS' STAITHES |
| NPRN | National Primary Resource Number                |
| OS   | Ordnance Survey                                 |
| SMG  | Shipping and Mercantile Gazette                 |
| WNL  | Welsh Newspapers on Line                        |
| w/e  | Week ending                                     |

### **3.0 Introduction**

1. I selected Lady Chandos to research because she was a brigantine and wished to identify her and see how much information I could find about her. I also wanted to find out what happened and I wanted to discover:
2. The dimensions of the vessel, although for this period of time apart from the draught, they would have only been recorded in on line information if the Lloyd's survey was available or the vessel had been advertised for sale in a surviving newspaper. Who the builder was and when she was built and any other information available about her.
3. Information concerning the voyages, cargo's, any events affecting the vessel, details of its masters, crew and owners.
4. To find out the sequency of events leading up to the loss of the vessel, whenever that was and the event in 1891.
5. To discover the cause of the event in 1891 and if the vessel survived, the cause of its eventual loss.
6. The events that happened after the incident in 1891 and up to and after its loss if it survived.
7. If there were any previous research of the vessel for the 1891 incident and its story.
8. If there was a wreck site for Lady Chandos and if it had been identified, dived and recorded.
9. If any salvage of the vessel and its cargo had been carried out
10. If any previous reports had been produced for the Lady Chandos.

### 4.0 Background

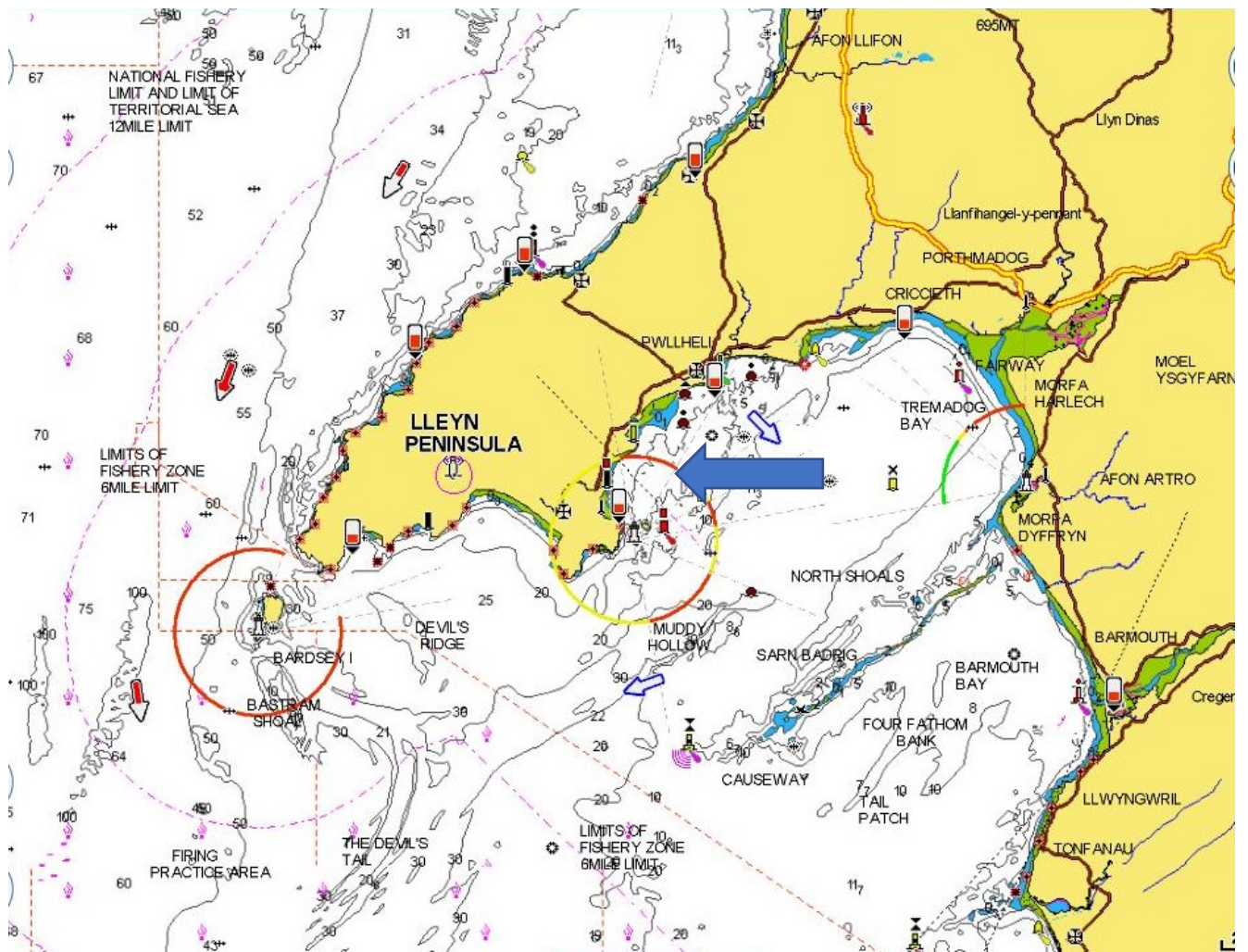
When I started this project it was reported that Lady Chandos was a wooden brigantine of 100 tons built in 1861, involved in an incident in Tremadog Bay, St Tudwals Sound on September 7<sup>th</sup> 1891. Her measurements were given as 22.14 m long, 6.45 m width, 2.97m draught.



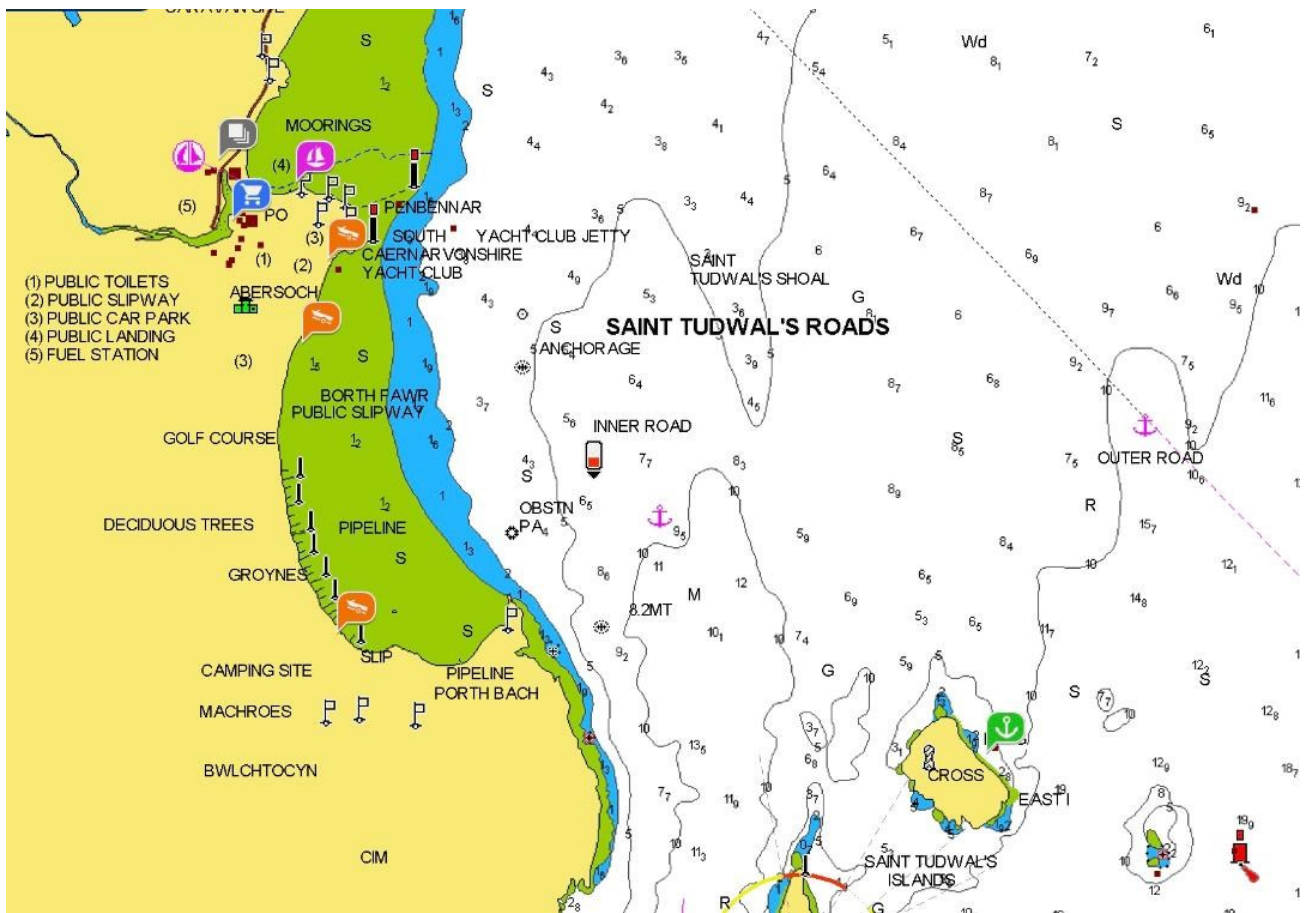
Hartlepool and adjacent beaches



Location of Hartlepool on East coast



St Tudwal's Roads and Llyn Peninsula



Saint Tudwal's Road's

## 5.0 Research Methodology

I used a Microsoft Pixel laptop with access to my home internet running windows 10 operating system. I also used my Apple I pad for research when I was away from the laptop. The new internet provider has now connected my home by a fibre connection so it is very much faster. The Laptop uses Bing search engine but I also use Google which produces less advertisements and less Americanised content.

I searched Lloyds Register of Shipping ( LR ) for "Lady Chandos " looking for details of her dimensions, master, builders and owners from 1861 with no match. I then searched yearly until 1898.

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

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

I first searched on Google for "Lady Chandos", and found Parliamentary Papers: 1850-1908, Volume 80 relating to the vessels loss. I also found "Hartlepool then & now" web site with details of the Lady Chandos masters, owners, loss and her previous name Chalonge. I also searched "Richard Merryweather ", "Merryweather shipping", "Edward Trail", "Thomas Taylor", "Francis Jones Milford", " Hagen West Hartlepool" "Edward Press Worstead", "George Press Worstead" and "Jackson Powley", with no matches. I also searched "goélette Chalonge St Malo" with no matches.

I searched The British Newspaper Archives (BNA) for "Lady Chandos", and "schooner Lady Chandos" looking for sailings, arrivals, a launch, owners, builders, mishaps and any details of her loss, I was also intrigued that she was built in St Malo and found a number of matches. I also searched "Chalonge" looking for an advertisement or some other explanation for the vessel which was built in St Malo came to be registered in the UK and found matches. I also searched for "Taylor Monkhesledon" looking for information concerning him and his business and found no matches. I also searched for " Jones Milford Haven" in Wales looking for information concerning him and his business and found matches. I also searched for "Richard Merryweather", "Edward Trail", "Hagen West Hartlepool", "Mitcheson", " Edward Press Worstead "& "George Press Worstead looking for information concerning them and their business's and found no confirmed matches. I found many advertisements for auctions for "Richard Merryweather" in his business as an auctioneer but not related to being a ship owner. I also searched for "Merryweather shipping" and found matches. I also searched for "Jackson Powley" in Wales looking for information concerning him and his business and found matches for Board of Trade enquiries where he was master and also owner.

I searched Welsh newspapers on line for "Lady Chandos" looking for sailings, arrivals, owners, and any details of her loss and found matches. I also searched "Jackson Powley", and " Jones Milford Haven" looking for information concerning them and their businesses and found no confirmed matches.

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

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

## 6.0 Results

|              |              |  |       |
|--------------|--------------|--|-------|
| Vessel       | Name/s       | Chalonge / Lady Chandos  |       |
|              | Type         | Schooner   |       |
|              |              | Cargo  |       |
| Built        | Date         | 1861   |       |
|              |              |  |       |
|              | Builder      | Unknown  |       |
| Construction |              | St Malo  |       |
|              | Materials    | Wood   |       |
|              | Decks        | One  |       |
| Propulsion   | Bulkheads    | None   |       |
|              | Type         | Sail   |       |
| Engine       | Details      | 2 masts, Fore and aft rigged   |       |
|              | Details      | N/A  |       |
|              |              |  |       |
| Drive        | Boilers      |  |       |
|              | Type         |  |       |
| Dimensions   | Number       |  |       |
|              | Length       | 72 ft  | 8 ins |
|              | Beam         | 21 ft  | 2 ins |
| Tonnage      | Draught      | 9 ft   | 9 ins |
|              | Gross        | 100 tons   |       |
| Owner        | Net          | 79 tons  |       |
|              | First        | Unknown French owner   |       |
|              |              |  |       |
|              | Last         | Francis Jones  |       |
|              |              | Milford Haven  |       |
| Registry     | Others       | Richard Merryweather, Edward Trail, Thomas Taylor Monkhesledon, Durham, J Hagen West Hartlepool, Durham, Edward Press Worstead, George Press Worstead,   |       |
|              | Port         | St Malo, Hartlepool, Yarmouth  |       |
|              | Flag         | French, British  |       |
| History      | Number       | 29465  |       |
|              | Routes       | From St Malo to Newcastle  |       |
|              |              | Hartlepool to France, the Baltic, Scotland and London - Yarmouth to Northeast England, Scotland & France   |       |
|              | Cargo        | Coal, Flour, Wheat, Bones, Feed meal, Wheat, Lime, Sleepers, Patent fuel, Guano, Burnt ore, Chalk, Wood Turnings, Fish curing stock, Clay, Limestone, Manure, Naphtha, Pitch, Salt, Hay, Loam, Soda ash, Oats, Cake, Pipe clay |       |
| Final Voyage | From         | Newcastle  |       |
|              | To           | Vigo   |       |
|              | Captain      | Emms or Hemas  |       |
|              | Crew         | Unknown  |       |
|              | Passengers   | None   |       |
| Wrecking     | Cargo        | Coals  |       |
|              | Date         | February 9th 1861  |       |
|              | Location     | Middleton Beach, Hartlepool  |       |
|              | Cause        | Severe SE Storm  |       |
|              | Loss of life | None except master's dog   |       |
|              | Outcome      | Driven Ashore, recovered and sold  |       |

|              |              |                                |
|--------------|--------------|--------------------------------|
| Final Voyage |              |                                |
|              | From         | Ballycotton                    |
|              | To           | Carnarvon                      |
|              | Captain      | J Croker                       |
|              | Crew         | 4                              |
|              | Passengers   | None                           |
| Wrecking     | Cargo        | Ballast                        |
|              | Date         | September 7 <sup>th</sup> 1891 |
|              | Location     | St Tudwalls' Roads             |
|              | Cause        | Stranding                      |
|              | Loss of life | None                           |
|              | Outcome      | wrecked                        |
|              |              |                                |

### **Newcastle Daily Chronicle - Tuesday 12 February 1861**

#### HARTLEPOOL.

The scene of destruction at day light on Sunday morning was really awful; the various ships which at dark on Saturday night were all rucking about deserted on the bar, the greater part of them are now huddled together on Middleton beach; some of them, however, had during the night become total wrecks.

Steamboats at high tide time, on Saturday afternoon, were busy trying to get some of the vessels off the beach, and succeeded getting a few of the small vessels off. The Coastguard were armed, and on the sands all night watching the various wrecks and they found it a difficult matter to hinder the people from taking whatever they could off. Carts were employed all day on Sunday loading the coals, the Middleton beach especially was literally black with coal.

### **Morning Advertiser - Tuesday 12 February 1861**

#### HARTLEPOOL.

HARTLEPOOL. Feb. 9.

A most disastrous gale has been witnessed here today. Yesterday the wind blew from the east-north-east, and the glass was very low, with considerable oscillation. Little notice, however, seemed to have been taken of these premonitory warnings by our seamen and shipowners, who have suffered most severely in consequence. Numerous vessels sailed from the various northern ports yesterday. The wind, which during the night continued to increase in violence, in the morning reached a perfect hurricane, the bay and the sea, nearly far as the eye could reach, being covered with broken water. The unfortunate vessels which were in the vicinity ran for shelter to this port. Most of them were

laden, and, as they attempted to enter before the tide had sufficiently risen, they all took the ground. The bark *Cyrus*, of London, drove on the rocks near to the Stone Buoy, and in few minutes broke to pieces. She had formerly been in the Greenland fishing trade, and was very old vessel. About eight o'clock a laden schooner, when at a short distance from the new pier, suddenly foundered and sunk with all on board, and a light schooner a short distance from her was thrown on to her broadside, on which the crew scrambled, and she drove into the harbour. At intervals during the forenoon a schooner and brig, both laden, were seen to founder with their crews at a short distance from the Longscar buoy. About ten o'clock a schooner got on to Longscar Rock, being unable to beat to the northward, and in a short time she broke up. About hour afterwards another schooner drove on to the same rock, little farther seaward, and, being a stout ship, held together for some time. The *West Hartlepool* and the *Seaton* lifeboats, which put off to the first wreck, remained at some distance from the second vessel, being unable reach her, owing to the frightful sea which was running. The poor fellows at length took to their boat, and succeeded reaching the remaining portion of the first wreck, but whether the lifeboats succeeded in taking them off, we had not learned at the time our parcel was ' despatched. The conduct of the brave fellows in these lifeboats was the theme and admiration of thousands who witnessed their perilous adventure. The brig *Express*, of London, came in with her bowsprit gone, took the ground, and drove on to Middleton Sand, She had board one of the crew of the *Rising Sun*, of Sunderland, with which she had been in collision, and was reported to have gone down. This, however, proved to incorrect; but worse fate awaited the poor fellows. About twelve o'clock she was observed to the north of the lighthouse with her bowsprit gone, and in a short time she drove on to the rock. The rocket apparatus was got out, and line fired on board, but for some cause either its fouling, or the crew (who were in the rigging) been unable to handle it on board—it was of no avail. The poor fellows remained the rigging for about hour. Another line was afterwards fired, but the masts fell over, and they were all drowned, except one boy, in sight and almost in the hearing of hundreds of spectators. The scene the disaster in the bay, and Middleton Sand, near the entrance to West Hartlepool, is one of the most distressing that can conceived. Between forty and fifty sail of vessels are be seen all in state more or less of disaster. Several are sank in the bay, the water covering them some feet, whilst those upon the sand were driving about, crashing and smashing each other and doing fearful execution. We were not able at the time to obtain anything like correct list of the casualties of wrecked vessels. It is reported that some are shore at Blackhalls, about four miles to the north of Hartlepool, and of which one said have foundered. Whilst writing, the gale continues to increase, and several vessels can be seen the offing making for the land, and unless a sudden change takes place, dreadful mishaps are expected

daring the night. We had frequent and heavy showers of hail, rain, and sleet all day.

### **Newcastle Courant - Friday 15 February 1861**

#### EXPORTS FROM NEWCASTLE

Thursday , February 7.

Chalonge, Hemas, Vigo, 57 chs coals. ..Gething & Co

### **Durham Chronicle – Friday 15 February 1861**

#### FEARFUL STORM

#### GREAT LOSS OF LIFE AND VESSELS

One of the most destructive storms ever experienced on the North East Coast, occurred on Friday night and Saturday morning involving a loss of life and property positively awful to contemplate. On Friday night last about seventy vessels including screw steamers, left Sunderland harbour laden for various ports. At the time, weather wise tars predicted a storm, from the aspect of the east, and several owners prevented their vessels from sailing. Among the vessels that sailed was the Rising Sun, of Sunderland, the property of William Kish, coal laden. The crew of the vessel consisted of Mr. Issac Holden (master), W. Mearns, mate, Jas Jardine (of Leith aged 29), Adam Performant (of Lynn aged 30), Jas Tindale (of Dublin aged 22) and August Albrecht ( of Hamburg aged 23), seamen; Henry Prosser and Dand Fielder apprentices. Before she sailed a portion of the seamen had to be taken on board of the vessel by the Police, and as she left harbour these men were standing on deck doing nothing, and the labour of working the ship devolved to the captain, mate and apprentices. Under the head of Hartlepool it will be seen that this vessel after being in collision with the Express of London (when the mate of the Rising Sun got on board the Express), went on shore at Hartlepool, and was lost and only one of the apprentices being saved.

Amongst the vessels that crowded in during the confusion was a neat little French schooner, a new vessel, which made a disastrous termination to her first voyage – the Chalonge, Emms of St Malo from Tyne coal laden. The lifeboat from the old harbour succeeded in in reaching her as she struck; but the master was most reluctant to leave the vessel, and did all in his power to prevent any of his

crew from availing themselves of the proffered aid. The lifeboatman being no great linguist, tired to the "Chaffing" he supposed was going on at a time the serious services of the lifeboat were in a pressing request, at length threatened to leave the vessel and the crew to their fate, if they did not go with him. This led the crew - to whom it was obvious the schooner must shortly succumb to the breakers - to snatch a few articles of clothing and get as quickly as possible into the boat. The master who was accompanied by a huge mastiff remained on board until the vessel actual drove amongst the wrecks that already strewed this part of the beach. Much anxiety was then felt for the results of his temerity ; when bye and by, he appeared on his own deck, got on a lifebelt and leaped overboard. By the aid of lines thrown to him from the shore, he succeeded, though in a state of utter exhaustion in reaching the beach. His dog also took to the water but was drowned.

#### SUMMARY OF WRECKS NEAR HARTLEPOOL

We append a summary of the wrecks which have occurred within the limits of the Port of Hartlepool, as far as they have been ascertained.

OFF BLACKHALL ROCKS.—A laden brlg (name unknown), with all hands ; on the beach, at the same place, Jean Acre, from Newcastle for Caen —crew saved.

NORTH SIDE OF THE HEUGH.—Rising Sun, laden brig, bound , from Sunderland for Bordeaux—one lad saved ; off the Heugh, in collision with the ship Kelso, a schooner (name unknown).

MIDDLETON BEACH.—Isabella, Roberts, of Ipswich, from Shields for Dublin, with coals, crew saved ; Atalanta barque, Smith, Sunderland, from Shields for Dublin, with coals, crew saved ; Belinia, Todd, from Aberdeen for Hartlepool, light, crew saved ; Williams, Rochester, from Shields, with coals, crew ; saved ; Chalonge, Emms, of St. Malo (France), from Newcastle, with coals, crew saved ; Yacht, Celley, Seaham Harbour, for Portsmouth, coals, crew saved; Laing, Carr, Sunderland for London, coals, crew saved; Express, Cook, London for Sunderland, light, crew saved'; Marythorpe, Forth, Shields for London, coals, crew saved ; Una, Drews, Newcastle for Sunderland, coals, crew saved ; Integrity, Wilson, Newcastle for London, coals, crew saved; William and Mary, of Guernsey, from Newcastle for St. Malo, coals, crew saved ; Elizabeth and Sarah, Pinkney, of Whitby, from Rochester for Hartlepool, light, crew saved ; Sarah and Ann, Roberts, of Ipswich, from Shields for Dublin, coals, crew saved; Legatus, Hunter, of and from Shields, for London, coals, crew saved ; Union, Waugh, of and from Shields, for Rochester, crew saved ; Eleanor, Watson, of and from Newcastle, for London, coals, crew saved; William and George, Beet, Maldon,

from Sunderland for Maldon, in ballast, crew saved; Hull, Playbe. from Sunderland for Maldon coals, crew saved; Richard Foley, Hebden, from Hartlepool for Shoreham, coals (returned), crew saved ; Savannah Middleton, from Hartlepool to St. Valery, ballast, crew saved ; Rlmswall, ship, of Hull, from Shields for Carthagen, coals, crew saved; Ruby, Hull, from Shields for London, coals, crew saved; Desiree Constance, Marian, of Cherbourg, from Blyth for Cherbourg, with coals, crew saved ; Ellen Oliver, barque, from Shields for Carthagen. crew saved ; Spring, Brackenburg. from Sunderland for Colchester, coals, crew saved ; Bosphorous, of Shields, from Sunderland for London, coals, crew saved ; Cecily, Jarvis, of Southampton, from Sunderland for Southampton, coals, crew saved ; Barbara, from Sunderland for London, coals, crew saved; Princess, of Newcastle, crew saved; Mahtoree, barque, of London, crew saved; Fortitude, of Exeter, crew saved ;Ceres, Lady Duff, and Princes, crews saved ; Elizabeth and Ellen, Roberts, Newcastle for Dublin, coals, crew saved ; Weardale, of and from Blyth, for London, coals, crew saved ; Nina, from Newcastle for London. coals, crew saved ; Duncombe, Simpson, Seaton Sluice, coals, crew saved ; Dr. Winterbottom, Motley, from Shields with coals, crew saved ; portions of eight vessels are found on the beach, none of which have been satisfactorily identified Promise, brig, wreck, crew saved ; Chris—brig (the stern thus marked), crew saved (probably the Christopher Dove, of and from Shields ; Plenty, Bulmer, of Shields, for London with coals, crew saved ; John, of and from Shields for London, crew saved.

SOUTH SIDE OF THE HEUGH.—Cyrus, Brown, Shields ; Eclipse, Cook, Seaham.

SEATON AND STANTON BEACH.—Providence, Chisholm, Warkworth, crew saved; Alliance, of Guernsey, crew lost; Maria, James, supposed to be lost with all hands, ship's boat having washed on shore ; ship Kelso, bound for Hong Kong, wrecked on Longscar, crew saved with one exception ; Spright, Mabb, Weymouth, supposed to have been lost on Longscar, with all hands ; Wansbeck, of Shields, part of vessel washed up on Seaton beach, supposed have been lost with all hands ; Belize , (no further particulars), part of stem so marked washed up beach ; Margaret, Savage, of Guernsey, for Shields, a total wreck, crew saved ; Clyde. Jones, Caernarvon, for Dublin from Shields, crew saved ; Corinna, Yarmouth, crew saved ; Orbit, Shields, for London, crew saved ; Isis, Sunderland, crew saved; Claret, Harrison, of Whitby, from Shields, for Boulogne, crew saved ; Patriot, Richards, Port Madoc crew saved ; Venus, of Stockton, crew saved ; Celine (French schooner) for ; Caen, crew saved ; -----, schooner, from Shields, on Stranton beach, crew saved; Royal William, Cook, from Sunderland, for London, crew saved ; Magna Charta, barque, from Shields for Carthagen, crew saved; Welcome Home, Forster, from Seaham to London, crew saved ;

Rambler, for Weymouth, crew saved ; George Andreas, supposed have foundered with all hands ; and two brigs, wreck of which is discovered, names unknown.

(Edited)

### **Gateshead Observer - Saturday 16 February 1861**

FEARFUL DESTRUCTION AT SEA. SHIELDS, Saturday, 9 P.M.- A fearful gale has been experienced upon our coast, and the utmost excitement has prevailed among our seafaring population since midnight yesterday, our pilots having been in the lifeboats above 12 hours, either rescuing crews from stranded vessels or watching ships in their course into the harbour lest they should drive ashore and drown their crews. The weather underwent a sudden change yesterday morning; the fine soft west winds we had experienced for a time tonight disappeared before a scowling north-easter, which brought with it showers of rain and sleet, and at night occasioned the sea to rise with great suddenness and fury. Notwithstanding the inauspicious change in the weather yesterday, and the gathering clouds banking up in the north-east, betokening what seamen term "dirty weather," the barometer also indicating a gale, 100 vessels, at least, sailed from the Tyne yesterday afternoon, and a proportionate number left the neighbouring ports. The tail end of them had not been an hour at sea when the storm, which has raged above 24 hours from the east, broke, and the scene off the coast among such a mass of shipping is described by captains who have reached the port as having been extremely alarming. About half-past 12 last night a light brig, the *Minerva*, of Whitby, from London for Seaham, ran into the Tyne for shelter. In taking the bar, however, she struck, and drove upon the Herd Sand. At that time the wind was blowing a perfect hurricane, and the sea was tumbling in enormous rollers on the sand. It made a complete breach over the vessel when she struck, leaping half way up the masts. The Providence lifeboat, manned by South Shields pilots, put off to her crew. The pilots fought valiantly with the raging storm, and succeeded in getting alongside. A line with a grapnel was thrown from the lifeboat to the vessel, but it unfortunately stuck into the face of one of the seamen, named Coleman, and injured him considerably. The crew of the vessel endeavoured to get the cabin boy, John Storm, into the lifeboat first, but in endeavouring to do so he fell into the sea he, however, succeeded in laying hold of a line flung to him from the vessel, and held on nearly 10 minutes, the men in the lifeboat trying all the time to catch of him. Unfortunately, in one of their attempts the lifeboat was driven too near to the ship, and nipped the lad, breaking one of his legs. He was ultimately saved, and the other portion of the crew were also rescued and brought ashore. The lad is likely to recover. At 2 o'clock in the morning, the *Sarah Ann*, North Shields

collier, from London drove ashore upon the Herd Sand. The Providence lifeboat, manned by another gallant crew of Tyne pilots, put out to their rescue, and succeeded in taking every man off the wreck and bringing them ashore. About half past 7 o'clock this morning, the Fowlis, a Scotch schooner, laden with battens, ran for the harbour. She got much too far to the south and drove towards the south Pier works. The contractors had laid a have laid a quantity of large stones seaward of the present works, the stone being intended for the foundation of the extension, and on to this fearful spot the vessel drifted and struck. The Providence and the Tyne lifeboats were again manned by South Shields pilots. The vessel and her crew were in imminent peril, upon reaching the pier end the pilots feared that it would be impossible to get alongside; for if they did, they would only reach the vessel with their boats stove in. The crew of the Providence, however, made several gallant rushes at the vessel, and in doing so had their vessel stove in four places. but they were unable to reach the crew, and had to return to the harbour with their boat disabled. The apparatus for saving life was brought from Tynemouth by Lawrence Byrne, chief boatman, and the other men of the Coastguard, and five rockets were fired from the pier end, but from the number of great stones lying in the way, the line broke three times. In this emergency the rocket gear was got onto the Tyne lifeboat, and by wonderful skill a line was thrown from the lifeboat by it to the vessel, and secured aboard. The master of the vessel, Mr. George Fraser, and the mate, also a Fraser, succeeded in reaching the lifeboat by means of the line, and were saved. There were three other men and a lad left aboard the vessel but they had not the nerve, or were unskilled in the use of the apparatus, to adventure by it to the life-boat. One stout young man, Peter M'Kenzie, however, threw himself into the sea and happily reached the lifeboat, and was also saved. Hugh Fraser the brother to the mate, George Patience, the cook, and a lad named Alexander Patience were left in the Ship. It was then past low water, and everyone feared that with the swell of the flood the sea would increase, and that though the vessel was not more than 150 yards from the shore and though by this time, between 10 and 11 o'clock in the forenoon, there were no less than four lifeboats within 50 yards of the ship and fully manned, the three poor fellows must perish. The intelligence of the wrecks had brought an immense concourse of people there were no less than 2,000 persons assembled upon the pier end, and quite as many more on the seashore. They cheered the pilots as they time after time attempted to reach the vessel, and shouted to the poor fellows in the ship to keep up their hearts. Shortly after 11 the sea rose with the tide, and swept with awful fury over the ship, which, with her sails flapping in rags and rolling and groaning as each sea struck her, began gradually to break up. Her cargo of battens and staves commenced to wash out and she appeared to be parting aft. Fraser, seemed to be a brave and good seamen clung to the boy and saved him several times as the ship heeled over. He and the lad got upon the deck, which

was breaking away from the main part of the vessel, the cook clinging to the sides of the ship, when a sea, more fearful than any that had come before it struck the vessel and she instantly broke up. The scene at this moment was truly appalling hundreds of seamen standing on the pier end sobbing like children, the great crowd assembled on the shore being hushed to silence in the presence of the awful spectacle. The two men floated away upon the deck amid a mass of wreck, and some hopes were entertained that if they drove a little to the north, and clear of the dreadful stones, they might yet be saved by the lifeboats. But, that was not to be. Another heavy sea came roaring and thundering on towards the shore and swept them off the deck into the sea amid the floating wreck. Frazier's head and feet were seen for a moment above water but he had and then disappeared. The boy also was observed to hold up his hands in the water, when another sea webbed upon him, struck him, and he disappeared. The cook all this time remained upon a larger portion of the wreck, and appeared to be holding on by a deck stanchion. The Northumberland lifeboat, in making two attempts to save him, reared upon the wreck twice, as a hunter rears at a gate, The wreck, however, never got clear of the stones and though the pilots threw lines to Patience, they could not get near him. He and the wreck, however, drove in towards the pier end. A score of men at least stripped, and though the sea was breaking with tremendous fury, and bringing the wreck in with it, several ran in up to their necks holding by a line, and succeeded, amid tremendous cheering, in bring the poor fellow ashore. He was immediately taken to the pier-office, and attended to by a number of kind-hearted workmen and women, and was quite recovered this afternoon. Frazer's body drove among the stones at the pier head about 10 minutes after he was washed from the wreck. He was immediately attended by the Mayor and Dr Stokoe but life was extinct. The body of the other poor fellow has not been recovered. The wreck of the unfortunate ship is broken into fragments, and is scattered by the sea miles along the shore. The Minerva is also entirely broken up. About half-past 12 o'clock this afternoon the collier brig Indus belonging to North Shields, drove on the Herd Sand; and about half-past 2 this afternoon, the Caesar of Whitstable, which left West Hartlepool yesterday laden, also came on shore about the same place. Though the Shields pilots had been in their boats above 13 hours, they again gallantly put off, and succeeded in rescuing both the ships' crews. A number of vessels have been running for our harbour this afternoon. With the exception of the brig Star, of South Shields, which has lost her main mast, no more casualties, however, are reported. The weather at 9 tonight is still rough and stormy.

## **The Royal Charter Gale and the world's first National Forecasting Service**

The storm took 800 lives and 133 ships with a further 90 badly damaged. Twice as many people were lost at sea around the British Isles than in the whole of 1858. The most famous ship to founder during the night was the steam clipper Royal Charter, which foundered on the north coast of Anglesey. The ship was on the last leg of her two month journey from Melbourne to Liverpool. She was one of the fastest and most famous emigrant ships operating during the years of the Australian Gold Rush and could carry up to 600 passengers and some cargo.

The wreck gained much coverage in the national press and focused attention on the need for storm warnings to reduce further such losses. Robert FitzRoy, founder of the fledgling Meteorological Office, which had been collecting observations from around the British coastline since 1854, believed that his department could provide such a service. He produced a detailed report with charts to prove that the storm could have been tracked and its path predicted. Through his analyses of the Royal Charter and other storms FitzRoy demonstrated the validity of his models and proposed a national storm warning system. There was much doubt amongst the scientific establishment that the weather could be predicted in any meaningful way but the government permitted FitzRoy to test his new science of weather forecasting and to establish a Storm Warning service.

On 1st September 1860 weather reports began to be collected at the Meteorological Office in London via electric telegraph and on the 5th February 1861 the first storm warning was issued. This used a combination of cones and drums hoisted on a staff to warn ships both in harbour and along the coast of an approaching gale. On the Tyne the warning was disregarded and many lives were lost however the accuracy of the warning meant that further warnings were heeded and the scheme was widely popular. FitzRoy became a hero to many in the maritime community, including the RNLI. He also produced a guide to assist with interpreting changes in the barometer, this was especially useful to fishermen operating from smaller ports without access to warning signals.

After the death of Fitzroy in 1865 the storm warning service was discontinued due to the ongoing debate about its scientific accuracy but the inevitable increased loss of life caused a public outcry and a campaign in press and in parliament saw the restoration of storm warnings in 1867. The service continues to this day and is now known as the iconic Shipping Forecast.

In 2002 sea area Finisterre was renamed FitzRoy – after Robert FitzRoy, the first professional weather forecaster, captain of HMS Beagle and founder of the Met Office.

**Newcastle Journal - Saturday 23 February 1861**

The Chalonge schooner, Hems, of St. Malo, which drove on Middleton Beach on the 9th February, was from Newcastle for Spain (coals). Most part of her cargo has been thrown over, and it expected she may got off. Crew saved by lifeboat.

**Illustrated Times - Saturday 23 February 1861**

Some astonishment is expressed that the Board of Trade should not have sent their warning of the impending gale to the Tyne, Wear, and Hartlepool, as well the other ports mentioned Admiral Fitzroy, those ports being very obnoxious to north-east gale. Of course, everyone with half an eye could see that north-east gale was coming on the Friday, and none knew better than the owners who sent their vessels to sea from the Tyne and other ports that day ; but if authoritative message had been sent down that a severe gale was impending that might have prevented them sending their vessels out. The fact was that the owners were frightened that their vessels would be kept in the harbour until next spring tides if an easterly sea rose, and hazarded sending them out. A letter from Hartlepool says Our country friends who aspire to be shipowners may easily acquire that title at this place, as a ship was sold on Tuesday with all that was on board, for £5. Hundreds of persons are engaged in carrying away the black cargoes. One farmer in the district has led away upwards of £100 worth of coal, all of which he got for the trouble of taking: there is not an idle person to be seen in the town, and every horse and cart is engaged in leading away the remnants of the ill-fated vessels which but few days ago sailed out of the Tyne and Wear. Numerous tenders are issued for getting the vessels which are in good position off the beach, and there no doubt that, should the tides and weather prove favourable, many that before were considered lost will got off. Although it has been impossible to obtain a correct report the exact number of vessels stranded and wrecked, the numbers may pretty confidently stated : vessels lost with all hands in view of Hartlepool there are eight; those wrecked within the limits of the bay are upwards of sixty-five, of which thirty at least have become total wrecks. The amount of property lost or destroyed has been estimated at, £160,000. During the storm two of the Hartlepool life-boats and one of the National Life-boat Institution's boats, stationed at Stanton Carew, were instrumental in rescuing twenty-six ship wrecked crews, representing at least one hundred and twenty persons.

**Shipping and Mercantile Gazette - Thursday 16 March 1865**

DOVER—March 15 : ; 8 a. M.—Strong, with snow squalls ; P.M.~ NE, fresh, fine, haze.

Put back from the Kentish Knock, 14, with strong winds from the NE, snow showers—The Princess Victoria, of Blyth; Landscape, and Abbotsford, both Amble; Mary, of Scarborough; Lady Chandos, of Sunderland; Isabel, Hartlepool; and Ashley, of Shields ; all from Boulogne for the north

**Hull and Eastern Counties Herald - Thursday 23 March 1865**

THE EQUINOCTIAL GALES.-SHIPWRECKS AND LOSS OF LIFE.

On Saturday a fierce south-east gale commenced to rage on the northern coast, and a large number of light and laden ships belonging to Whitby. Seaham, Sunderland, and other ports ran for the Tyne for shelter. About nine o'clock on Sunday morning the laden brig Border Chieftain, belonging to Hartlepool, was making for the Tyne for shelter. She had a pilot on board as she took the bar. The mate, Thomas Mann, and a seaman, named Thomas Scale, of Burlington, were at the wheel. As she was on the bar a sea struck her aft, sweeping over the taffrail. Both the men held on by the wheel, when a second sea came and broke it out of their hands. It swept them forward with the spokes in their hands. Mann picked himself up at the cat's tail, with his ankle badly sprained. Scales was taken to the windlass bite, and was picked suffering from a contusion of the ribs and hips, and apparently very badly hurt. The steering apparatus being out of gear the vessel was unmanageable except by the sails, and it was feared that she must drift on to the stones at the pier end and drown her crew. But she fortunately escaped and came into Prior's Haven, where she grounded. Her crew were rescued by the Constance lifeboat. Betwixt the hours of ten and eleven a schooner, the Quick Step, of Exeter, shifted her ballast while upon the bar in a terrific sea, and she was completely thrown on to her beam end. In this miserable condition the vessel was taken clear off the rocks by the sheer force of the wind, and carried into Shields harbour. Her mate, however, was swept overboard and drowned, and his brother, a seaman, is badly injured. A Yarmouth schooner also got into difficulties on the bar, and her mate was drowned. It will be remembered that the Stanley, Aberdeen steamship, was wrecked upon Tynemouth Rocks exactly four months ago, and drowned number of her passengers and crew. The body of one of the passengers was picked up on Sunday in the harbour. The dress was undisturbed, and her passage ticket, with some money and other articles, were found in purse. The body is that of Miss Jane Ferguson, who was going to Arbour-street, Commercial-road East, London.

At seven p.m., schooner went ashore on the north pier end, at Tynemouth, and drowned all hands except one.

During the night a fleet of ships made their appearance in the offing, all making for the port. Thousands of people had congregated to watch the entry of the thirty or forty ships which seemed in the distance to be in close connection into the harbour. The wind was blowing a hurricane, and there was no alternative for the vessels but to run direct to the port, and as they were so compact it was evident to all on shore that there would be a "smash up" in the harbour. The seamen's lifeboat was got out and moored alongside the quay, its brave crew standing by ready at a moment's notice to put off to the rescue. The harbour master got all clear in the harbour, the steam-tugs being moored on the weather side, and there was clear run in if the vessels did not pull up too soon. At about half past five o'clock a schooner which had a lead of the fleet came bravely over the mighty breakers which prevail in all easterly gales about the vicinity of the new pier, and took the harbour in clever style. Two or three vessels followed along the Channel, and brought up too soon opposite the quay near the ferry. They all seemed huddled together, and as the Favourite, of London, had just got over the bar, the captain let the ship go on the ground just within the jetty. The tide running into the harbour swerved the vessel round, and blocked up the passage of the channel. A dozen or two ships were following in quick succession, and the danger they were incurring caused great consternation on shore, and the repetition seemed imminent of a catastrophe which took place a few years ago by somewhat similar occurrence, when eighty ships were stranded and wrecked. The gale propelled the vessels forward with irresistible speed, and they had either to take the sands or run into the obstruction and add to the harrier. The brig Rosetta, Capt. Thompson, of Middlesbro', was the next to take the harbour, and in order to keep clear of the obstruction, ran on to the fish sands, at the opposite side to where the Favourite grounded. The Pearl, Capt. Reyment, from London, about a minute afterwards came over the bar, and the channel was then completely blocked up by the two vessels ashore. The Rosetta's stern was smashed in, her bulwarks and stanchions were carried away, and the vessel's masts shook as though freed from their fastenings. The Pearl also received considerable damage the collision, her stern being split up and her bulwarks carried away, but she managed to keep way on her after the collision, and the Favourite veering more round, she got up the harbour and went on to the sands near the ferry landing. The Rosetta, after being run into, went farther on to the Fish sands, and struck heavily for some time, her masts threatening to come down. As the tide rose she drifted off and went ashore on the opposite side, and remained there until the fleet had got in, when the Thomas and Mary and the Amelia steam-tugs went to her assistance. After about an hour's towage they succeeded in getting her off, but she went aground again further up the Jetty sands, but was eventually got off and brought in. While this vessel was lying

ashore there was terrible destruction going on in the vicinity of the ferry boat. About fifteen vessels had all pulled near the quay, and everyone was damaged more or less. The seamen's lifeboat had a very narrow escape of being smashed to pieces. It was moored against the quay, and brig which was bringing up was coming in a direct line upon it. The crew at once boarded it, and with unusual dexterity pulled it away the moment the vessel bounded against the quay, and cleverly saved the boat and their own lives. Although the lifeboat was got out of that danger, yet the ships surrounded it on all sides, and being drifted about with the current of the tide, it proved a very difficult task to get it through the intricate passages which the vessels now and then opened, but fortunately the boat kept clear of the ships, and was brought up in a place of safety. It is impossible to describe the damage the cluster of vessels sustained in the order they received it, as vessel coming in damaged two or three before it was brought up and the whole lot were moving about in strong motion with the heavy sea and tide, and damaging each other. Liverpool schooner, the *Byafrea*, Captain Gibson, from Weymouth, ran into some of the vessels and lost her bowsprit; she had no sooner brought up before another ship ran into her amidships, carrying away bulwarks, Ac. The *Hebe*, Captain Thompson, of Lynn, laden with wheat, was also run into about the same time, and her fore-yards carried away. They fell with a crash on the deck. The *Hebe* had her anchor down, and was entangled in the rigging of another vessel. The cable was being slipped in order to get clear of the other ships, and while letting it out she drifted into the middle of the harbour, and another vessel came with tremendous force against her and knocked away a quantity of her bulwarks. This unfortunate vessel had scarcely recovered from the shock of the last collision when the *Runa*, Capt. Johnson, came dashing into her broadside and shook down the broken fragments of her yards and smashed her sides in. Afterwards she was taken on to the hard considerably damaged, being nearly cut in two, and making water fast. The *Lady Chandos*, Captain Bryan, of Hartlepool, was also run into and received considerable damage, her bulwarks, covering boards, stanchions, &c, being carried away. The *Amoret*, Good, of Whitstable, was also damaged whilst among the cluster; the *Wilson*, Captain Peterson, from London, had bulwarks broken and other damage; the *Elf*, Captain Watson, from London, was in the midst of all the vessels and was badly damaged. The *Oscar* ran on to sands, and was afterwards run into and sustained much damage. The *Whitburn* (Captain Robinson), London ; the *Nymph* (Roberts), also of London; and the *Rebecca* (Chysman), of London, have also suffered by collisions through the great rush. Several other vessels have sustained slight injuries, but the nature and extent of the damage cannot be very well ascertained, as the vessels are all spread about the docks and harbour. few vessels entered the West Dock the same tide and escaped without any casualty.

**Shipping and Mercantile Gazette - Tuesday 31 October 1865**

PORT OF LONDON IMPORTS— Oct. 30. [From the customs' bill entry.]

Uddewalla [Lady Chandos] 920 qrs oats.

**Montrose, Arbroath and Brechin review; and Forfar and Kincardineshire advertiser. - Friday 02 March 1866**

Schooner Fire. On Saturday last, schooner, named the Lady Chandos, Trail master, belonging Hartlepool, and on a voyage from Sunderland for Macduff, with a cargo of lime, put into this port on account of the severe weather outside. She was immediately moored in the dock ; but about one o'clock on the afternoon of that day, she had to be taken out to the Protection wall—the cargo having been found to have taken fire. Steps were immediately taken to choke the fire, and with this view, the hatches, and other openings in the vessel were covered with sand, in order to prevent egress or ingress of air. Sunday morning, on examining the vessel, it was found that the foremast had sunk two feet from its original position and it was deemed necessary to cut it down, so to prevent damage to the schooner by the falling of the mast. In this condition, the vessel remained till yesterday morning, when the hatches were opened ; but the cause of the fire is yet a mystery. We understand that the captain and men are of opinion that water got amongst the cargo from the deck. We believe also that the cargo has been purchased by the Montrose Lime Company.

**Lynn Advertiser - Saturday 30 June 1866**

LYNN PETTY SESSIONS. MONDAY, 26th June.—Before the Mayor, and W. Berkitt, W. Clifton, W. Moyse and J. Cooper, Esqs. *Samuel Groom, Robert Goldsmith and Robert Gardner*, porters, were charged by Edward Trial, master and owner of the schooner Lady Chandos, of Hartlepool, with stealing a sack, value 1s, and four stone six pounds weight of rope, value 9s, his property. It appeared that the schooner arrived in the harbour on Sunday, the 10th, and two long ropes (halyards) were coiled up by Mr. Trial and stowed in the forecabin. The crew were discharged on the vessel's arrival in port, and Mr. Trial engaged the three prisoners and two other men to discharge the cargo. On Friday, the 22nd inst., he missed the rope from the forecabin, and gave information to the police. Sergt. Carr went with prosecutor to the marine store shop of John Skinner, Surrey street, where they found the rope and the sack, which the prosecutor identified as his property, and which Skinner said had been sold to him that day,

by the three prisoners, whom he knew, for 4s 4d, being at the rate of 1s a stone. The prisoners were apprehended, and identified by Skinner. Groom and Gardner pleaded guilty and said that Goldsmith was equally guilty with themselves. Goldsmith said that he took the sack and put it on his shoulders "to keep him dry," but did not intend to steal it. He admitted, however, that he was with the other prisoners when they sold the rope. Goldsmith is an old man, about 70 years of age, and has always borne an excellent character. When apprehended he had 13s 6d in his pocket; and the prisoners all admitted that the captain had treated them very well, and given them a lot of beer besides good pay.—The Mayor said he thought the case a very grave one, and the Magistrates were determined to make an example.—They therefore committed each of the prisoners to Norwich Castle for 21 days.

### **Shields Daily Gazette - Friday 18 January 1867**

#### THE GALE.

Grimsby, Jan. 16.—NE, strong, heavy squalls of snow and hail. Put in—15—The Brancepeth (s), Straker, for Sunderland and Iron Era (s), Hogg, for Hartlepool; both from Antwerp, and proceeded. Put back—16—The Frithiof, Lauritzen, for Copenhagen. F. G. Schmahl, Giese ; and Solide, Olsson ; both for Shields. The Lady Chandos schooner, Hagen, from Yarmouth for Hartlepool, put in to-day with loss of anchor. The Panama, Nicholson, from Bremen for Shields, has put into the roads with loss of sails. The Iris, Olivier, from London for Newcastle, and Chandos schooner, of Yarmouth both with loss of anchors and chains.

### **Lloyd's List - Thursday 24 January 1867**

LADY CHANDOS (brgt) of and from Yarmouth, for Hartlepool; deposition W. H. Hagan, master. [31.361]

### **Norwich Mercury - Saturday 03 August 1867**

YARMOUTH. ROADS REGATTA. This aquatic fete was held on Tuesday last, and proved in every respect a success, the arrangements with regard to the various matches being well carried out under the direction of the Regatta Committee. The weather, that all important element promoting the success or failure of a fete of this character, fortunately proved in the end favourable.

A rowing match for £10, by ships' boats followed, the being distributed into four prizes of £4, £3, £2. and For these prizes; seven boats' crews competed, the following being successful Lady Chandos, John Shelly, Saluria and Precept. The next match was for a prize of £4, to-be competed for by Ships' Boats. Sculling only. First prize, £2; second ditto, £1; third, 15s.; fourth, as. The same boats competed as in the previous match, the prizes being awarded as follows:— Preceptor, 'John Shelly, Lady Chandos.

### **Norfolk News - Saturday 27 August 1870**

YARMOUTH ROADS REGATTA. This annual fete was held on Tuesday last under most favourable circumstances—splendid weather, a good northerly breeze, and a large company of spectators combining to make the regatta tie whole success.

The fifth event was a series of rowing matches for £10 by ships boats, 14 ft. and not exceeding 16 ft., with four oars and coxswain. First match: First boat, £4.; second boat, £1 10s.; third boat, £1. Second match: First boat, £2.; second boat, £1; third boat, 10s. Six to start or match. 'Winner of the first prize in the first match not to row the second. Competitors—Sybil, Lady Chandos, Elizabeth and Susan, and Spring. This match, which created considerable interest, was won by the Elizabeth and Susan, Sybil being second, Spring third, and Lady Chandos fourth. In the second match. Lady Chandos took the first prize. Spring being second, and Sybil third.

### **Shipping and Mercantile Gazette - Wednesday 06 December 1871**

Lady Chandos schooner, Hawes, whilst leaving Yarmouth Nov. 20 for Hartlepool (barley), was fouled by the Ocean Bride smack, of Yarmouth, had bulwarks and covering boards carried away, and trenails started, with other damage, and was driven against the pier, breaking both flukes of her anchor and carrying away cathead, bulwarks, stanchions, &c.; she arrived at Hartlepool on the 21<sup>st</sup> proceeded into dock in tow of the Amelia, and in charge of a pilot ran against the quay, breaking figurehead, cutwater, head knees, &c.

### **Shipping and Mercantile Gazette - Friday 08 December 1871**

Lady Chandos.— Report of Robert Hawes, Master of the schooner Lady Chandos, of and from Yarmouth for Hartlepool, 99 tons (900 sacks flour);—Left Yarmouth Nov. 20, wind S., light, fine. Proceeded, and at 3 p.m. ship was in tow of steamer

down the River Yare. going about four knots. There were two other vessels connected with the steamer. In rounding the Brush Point, smack Ocean Bride, of Yarmouth, sheared into our port bow, carrying away bulwarks, covering boards, started trenails, and doing other damage, and causing the ship to strike against the pier, which carried away the anchor off the rail, taking away stanchions, bulwarks, rails, and cathead. In heaving up the anchor found both flukes broken. After clearing I proceeded on my voyage, and arrived at Hartlepool on 21st Nov., at 4 P.M. At 11 p.m., on-going into Victoria Dock, the steamer Amelia towed us against the quay, smashing figure-head, cutwater, head rails, and knees. Vessel was in charge of a Pilot at the time.

### **Yarmouth Independent - Saturday 16 December 1871**

The Lady Chandos, in coming into the harbour on Sunday in tow of tug, collided with a spritsail barge, which was leasing the harbour, and received such damage that she was compelled put upon the hard for repairs.

### **Norfolk Chronicle - Saturday 16 December 1871**

The Lady Chandos, of this port, while entering the harbour on Sunday, came into collision with a sprit sail barge, and was much damaged. On leaving the river recently for Hartlepool, who was much injured and on arriving at Hartlepool, she again came to grief. She is a most unfortunate vessel.

### **Norwich Mercury - Wednesday 11 September 1872**

Death by Drowning.—We regret to record the death of a lad named Kerrison, who was drowned in the Haven on Monday afternoon. seems that Kerrison, the father of the deceased lad, is a wherry man, and Monday his craft, which belongs to Coltishall was moored next to the Bridge leading into Southtown. Shortly before five o'clock the deceased, who was seven and eight years of age, was in drawing some water out of the river, by means of a bucket. While thus occupied the lad's foot slipped on the wet gangway, and before he could recover himself he was precipitated into the stream. The tide at the time was running out rapidly, and before any help could be afforded by those who had witnessed the occurrence the little fellow was carried under the stern of the schooner Lady Chandos. The captain of the latter vessel was on board, and on hearing the alarm, sprang into a boat, but unfortunately just missed seizing the unfortunate lad. As the body of

deceased did not appear again This after it was seen to drift against the stern of the schooner, it is concluded that it remains beneath the hull of the vessel, or was under the raft timber moored just beyond the Lady Chandos. Efforts were being made recover the body of deceased.

### **Norfolk News - Saturday 15 August 1874**

Severe Thunderstorm.—On Monday, Yarmouth was visited with a thunderstorm severer than any known for some years past. About half-past five, the inhabitants were startled by a terrific clap of thunder, which was preceded by intensely vivid flash of lightning. The electric fluid struck the mizen mast of schooner lying in the harbour, called the Lady Chandos, and splintered it about a third of the way down, when it appeared to take a course along portion of the rigging into the water. The lightning and thunder were almost simultaneous, scarcely a second appearing to intervene between the two, and much alarm was created amongst the townsfolk, and many of them ran out of their houses to ascertain whether any and what harm had been done. It is singular that so little damage was done to the vessel, and it was at first feared that she had been set on fire. The pieces of the splintered mast were picked up by the people, and carried away as mementos of the occurrence.

### **Lowestoft Journal - Saturday 15 August 1874**

TEMPEST.—Monday proved very tempestuous, storm after storm working up from the westward in rapid succession, accompanied heavy downpours rain. Shortly after five o'clock, during a heavy storm, there was a vivid flash of lightning, which was followed the instant report that seemed like the discharge heavy piece ordnance. vivid was the flash that it was feared, some casualty must have ensued, anticipations that were soon verified by the report that the main topmast of schooner in the harbour had been struck. The ship proved to the Lady Chandos, the property of Mr. Press, and which was moored at the Quay, little north of Queen Street. The lightning took effect in the main topmast of the vessel, which was completely shattered and riven into splinters. Those who saw the vessel struck describe the appearance of the mast as being ablaze with fire, and as there was some little smoke, it was supposed that the vessel was on fire. Those quickest on the spot could see no indication fire, the only effect to be seen being the splintered spar, and the fragments scattered on the deck and quay. The lightning would appear to have passed down the mast, and run along the mooring chain of the schooner. Fortunately there was one on board at the time,

or the accident would doubtless have proved of far more serious character At present no other accident has been recorded.

### **Shipping and Mercantile Gazette - Saturday 14 November 1874**

SUNDERLAND, 12<sup>th</sup> Nov. : N, fresh, cloudy. During the past night there has been a fall of snow, and for the first time this season the ground is covered. This morning a fire broke out in the cabin of the Lady Chandos (belonging to Mr. Burnicle, of this port), at present lying in the river, but it was soon put out by a copious supply of water; the extent of damage not yet ascertained.

### **Lloyd's List - Monday 16 November 1874**

SUNDERLAND, 12th Nov.— A fire broke out this morning in the cabin of the Lady Chandos, of this port, lying in the river, but was soon put out with the aid of water ; extent of damage not yet ascertained.

### **Sunderland Daily Echo and Shipping Gazette - Tuesday 09 February 1875**

COASTERS CLEARED. THIS DAY.

Lady Chandos, 99, Howes, for Yarmouth, 140 tons of coals, T. Freear & Co

### **Sunderland Daily Echo and Shipping Gazette - Friday 09 June 1876**

COASTERS CLEARED. THIS DAY.

Lady Chandos, 99, for Yarmouth, 160 tons coals, Freear and Dix.

### **Norfolk News - Saturday 14 July 1877**

POLICE COURT, Wednesday. George Barcham was charged with being on board the brigantine Lady Chandos for an unlawful purpose. Prisoner was seen on Tuesday night Police-constable Mutton trying to open the fore-castle hatch. He asked him what was doing, and he said he did not know. then took the prisoner into custody, and being a convicted thief, he was sentenced to month's Imprisonment with hard labour.

**Sunderland Daily Echo and Shipping Gazette - Wednesday 28 August 1878**

COASTERS CLEARED. THIS DAY.

Lady Chandos, 99, for Yarmouth, 170 tons coals, Freear and Dix.

**Shipping and Mercantile Gazette - Friday 06 September 1878**

MARITIME INTELLIGENCE.

MALDON—Sept 5: The Royal Albert schooner, Heigho, arrived here 3rd inst. from Sunderland, was fouled by the Lady Chandos brigantine, of Yarmouth, Aug. 30, when about two miles ENE of Sunderland pier, and had cathead carried away; damage sustained by brigantine unknown.

**Sunderland Daily Echo and Shipping Gazette - Tuesday 01 April 1879**

COASTERS CLEARED. THIS DAY.

Lady Chandos, 99, for Yarmouth, 160 tons coals, Freear and Dix.

**Yarmouth Independent - Saturday 09 August 1879**

Exports —On the 30th the schooner Phoebe Lewis, Newport, sailed for Dublin with cargo of starch. On the 2nd inst. the schooners Lady Chandos and Ada Florence, of Yarmouth, sailed the former for Newcastle with flour, the latter for Falmouth with wheat. On the 4th inst, the sloop Eva, of Goole, sailed for Newcastle with timber.

**Norwich Mercury - Wednesday 03 November 1880**

Monday.— Particulars still coming to hand show how terribly severe was the visitation which swept this and the north-east coast on Friday Inst. Scarcely trading vessel or fishing craft but what had some disaster to record, and serious as is the list of casualties and losses, there is too much reason to suppose the catalogue of disasters is far from complete. The total cases of casualty arising from the gale to craft connected with the port are estimated as exceeding 100.

The vessels connected with this port which are known to have been off the coast, and must have encountered the gale, are the Brahmin, Traveller, and Lady Chandos. As we write nothing has been heard of their safety, but a few hours may bring the looked-for tidings.

### **York Herald - Thursday 29 September 1881**

The following are the arrivals of grain at Newcastle Quay to-day:—Admiral, Hamburg, 331 barley, 510 sacks of flour; Lady Chandos, Yarmouth, 200 sacks of flour, 541 qrs Wheat

### **York Herald - Tuesday 05 December 1882**

The following are the arrivals of grain at Newcastle Quay to-day:—Lady Chandos, Yarmouth, 1,070 sacks flour

### **Shields Daily Gazette - Tuesday 25 September 1883**

NORTHUMBERLAND DOCKS AND COMMISSIONERS' STAITHS

. Arrivals,  
Yesterday, Lady Chandos LIGHT

### **Hartlepool Northern Daily Mail - Tuesday 20 November 1883**

WEST HARTLEPOOL

Entered Inwards Coastwise.—Lady Chandos, Hawes, Yarmouth, 850 sacks flour

### **Daily Gazette for Middlesbrough - Tuesday 05 May 1885**

WEST HARTLEPOOL. IMPORTS.— May 4.

Lady Chandos, Howes, Yarmouth, 1,046 sacks of flour. T. Robinson, merchant.

**Sunderland Daily Echo and Shipping Gazette - Saturday 06 February 1886**

COASTERS CLEARED.

Lady Chandos, for Yarmouth, 145 tons patent fuel, W. Laythorpe.

**Aberdeen Press and Journal - Friday 07 January 1887**

FRAZERBURGH - Wednesday afternoon a heavy fall of snow was experienced in this district., it was expected that a heavy storm would ensue. In the evening, however the wind veered, round to the south east and east, and blew with great violence. With the change of wind freshened, and during the night and at intervals' throughout 'the whole of yesterday blinding showers of sleet and rain: fell, rendering the streets; wellnigh- impassable. The barometer marked a pretty sharp fall, touching 29. None of the local fishing boats were at sea. The schooner Lady Chandos, of Yarmouth, arrived in port yesterday, and, as the sea was breaking heavily when she came into the bay, her progress was watched, by a great many anxious spectators.

**Hartlepool Northern Daily Mail - Tuesday 15 March 1887**

HARTLEPOOL CUSTOM HOUSE. COASTERS CLEARED.  
TO-DAY.

Lady Chandos, Maude, Poole, 150 tons Geo Pyman & Co. shippers

**Bristol Mercury - Friday 10 June 1887**

BRISTOL IMPORTS.  
[FROM THURSDAY'S BILL OF ENTRY.]

COASTWISE.

In the Lady Chandos, from Glasgow -Wm, Smith and Co,, 650 brls naphtha

**Shields Daily Gazette - Tuesday 30 August 1887**

YESTERDAY'S FREIGHT MARKET. THE TYNE.

SUNDERLAND

Lady Chandos, Seaham to Brightlingsea, 5s.

**Lloyd's List - Saturday 24 December 1887**

CHANGES IN MANAGEMENT AND OWNERSHIP OF VESSELS

(N. B. The Names and Addresses are of the NEW OWNERS or MANAGERS)

Lady Chandos (29465) Jackson Powley of Bute Docks, Cardiff, Ship owner

**Congleton & Macclesfield Mercury, and Cheshire General Advertiser - Saturday 28 April 1888**

A Collision has occurred between the brigantine Citizen of Youghal, from Cardiff, with coals for Youghal, and the schooner Lady Chandos, of Cardiff, with coals for Cappoquin. Both vessels put into Youghal, disabled.

**Cork Constitution - Wednesday 31 October 1888**

Lady Chandos for Runcorn, has been placed on the hard at Fowey to stop leak.

**Lloyd's List - Wednesday 14 November 1888**

LADY CHANDOS.—Milford haven, Nov. 13, 4 20 p.m. —Schooner Lady Chandos (clay), Fowey for Runcorn, put in, having sprung a leak through labouring in heavy sea.

**Lloyd's List - Monday 03 December 1888**

LADY CHANDOS.—FISHGUARD, Dec. 1.—The Lady Chandos, from Fowey for Garston, with pipe clay, put in here last night leaky.

**The Western Mail 11<sup>th</sup> February 1889**

SWANSEA

EXPORTS COASTWISE.—February 9.

Clare Castle Lady Chandos, 100 coal, Gwaun Cae Gurvven Coal Co.

**Herald of Wales - Saturday 23 February 1889**

SWANSEA SHIPPING NEWS

IMPORTS. Feb. 12.

Runcorn, Lady Chandos, 148 pitch Graigola Merthyr Co

**Runcorn Examiner - Saturday 25 May 1889**

A SAILOR DROWNED AT RUNCORN.

On Saturday Mr. J. F.. Worsley, the coroner, held an inquest at the Burial Board office on the body of Adolphi Sands, a Dutch sailor, aged 19 years, who found drowned in the Alfred Dock on Thursday evening. It appeared that the deceased was a hand on the Lady Chandos, and had been missing since the 7th inst. About ten p.m. the night of that date, he left the Queen's Hotel, Waterloo-road, in company with two other sailors. , According to the barmaid, Ellen Murphy, he had had some drink but was not drunk —Ralph Peacock, 9, Cawdor-st. deposed to the recovery of the body and P.C. Woodrow, said there was no suspicion of foul play. From the position in which the body was found he thought the deceased had walked into the dock.—A verdict of found drowned was returned. Mr. W. Shaw remarked that it was a wonder not more inquests were necessary through the reckless conduct of sailors. A few days ago, a sailor jumped from the quay on to the deck of his vessel with a child on his back but luckily both escaped unhurt. — The Coroner said a special providence watched over sailors.

**South Wales Daily News 19th September 1889**

street, Cardiff; or to the Auctioneers, 29, Queen-street,  
Cardiff. August 31st, 1889. 7817

PORT OF CARDIFF.  
SCHOONER FOR SALE.

**M**ESSRS TREGERTHEN DUNN and  
CO. have been favoured with instructions to  
SELL by PUBLIC AUCTION, at the Exchange, Car-  
diff, on THURSDAY, 19th September, 1889, at 3 p.m.,  
the fine, strongly-built

SCHOONER, "LADY CHANDOS,"  
of Yarmouth. Dimensions:—Length, 72ft. 8in.;  
breadth 21ft. 2in.; depth, 9ft. 9in.; 99 tons register,  
and carries about 150 tons d.w.

This Vessel is now on passage to Cardiff, where she  
may be expected in a few days.

For further particulars apply to Tregerthen Dunn and  
Co., Shipping Salesmen and Auctioneers, Merchants'  
Exchange, Cardiff. 7788.

SALE OF STEAMSHIP SHARES, AT THE  
CARDIFF EXCHANGE,

**Liverpool Journal of Commerce - Thursday 17 April 1890**

## LATEST MARITIME INTELLIGENCE

Lady Chandos brigantine, of Yarmouth, passed west yesterday with loss of fore  
top gallant mast. (Portland Bill, April 16.)

**South Wales Daily News - Thursday 11 December 1890**

The schooner Lady Chandos, from Portmadoc for Poole, with slates, arrived-at  
Milford leaky. The leak has since been stopped.

**Newcastle Courant - Saturday 16 May 1891**

The Lady Chandos, from Portmadoc for Woolwich has put into Milford Haven making about one inch of water per hour.

**Liverpool Journal of Commerce - Friday 28 August 1891**

LADY CHANDOS brigantine, of Yarmouth, from Newport for Ballycotton, with coals, put in here this morning making about 10 inches per hour, having sprung a leak at sea. She will probably not have to discharge cargo. (Youghal, Aug 24.)

**South Wales Daily News Friday September 11 1891**

## WRECKS AND CASUALTIES

(SPECIAL TELEGRAMS FROM LLOYD'S AGENT)

The British brigantine Lady Chandos has stranded in St Tudwell's Roads near Barmouth

**Liverpool Journal of Commerce - Friday 11 September 1891**

LADY CHANDOS stranded in St. Tudwell's Roads. (Barmouth, Sept 10.) [Mem.: The Lady Chandos is a small wooden vessel of about , 100 tons, owned by Messrs. Powley, Thomas, and Co., of Yarmouth.]

**Coflein**

The LADY CHANDOS was a wooden brigantine built at St Malo in 1861. Technical and configuration specifications are given as 100gt, 100nt; 72ft 8in length x 12ft 2in breadth x 9ft 9in depth. At time of loss 7 September 1891, the vessel was owned by F Jones of Milford Haven but registered at Great Yarmouth. It was on passage from Ballycotton to Caernarfon when it ran aground in St Tudwal's Sound and became stranded.

Sources include:

Board of Trade Wreck Return 1891 Appendix C Table 1 pg118 (860)

Larn and Larn Shipwreck Database 2002

Lloyds Register of British and Foreign Shipping, 1 July 1890 - 30 June 1891, number 85 in L

Maritime Officer, RCAHMW, June 2010.

## **HARTLEPOOL NOW & THEN**

### **Lady Chandos**

Built at St Malo, France as Chalonge: Official No. 29465: Code Letters QFSH.

Owners:

1861 Richard Merryweather, Bartholomew Wetherill & Thomas Taylor (farmer, Heselton) Hartlepool; November

1861 Thomas Taylor, Hartlepool;

August 1866 Henry Jay Hagan (West Hartlepool) Yarmouth;

August 1866 Thomas Taylor, Hartlepool; 1866 Yarmouth;

by 1875 Edward Press, Yarmouth;

1886 J Mitcheson, Yarmouth;

by 1887 Powley, Thomas & Co, Great Yarmouth;

by 1891 F Jones (Milford Haven) Great Yarmouth.

Masters: 1864-65 Bryant; 1881 Robert Flower; 1887-88 Maude; 1891 J Evans; 1891 J Croker.

### **Crew berthed at Newcastle-on-Tyne June 1881;**

Cook, Benjamin, able seaman, 50, Lowestoft, Suffolk

Crowe, Henry, able seaman, 48, Bedlington, Norfolk

Lamb, Robert, mate, 44, Aldebrough, Suffolk

Flower, Robert, master, 40, Yarmouth, Norfolk

## **The National Archives**

Ship Lady Chandos , official number: 29465. When built: Not Stated. Registry closed: 1891.

Reference: BT 110/48/14

## **Merryweather Shipping Compny**

A shipping company which was formed through a long connection of family shipowners which included William, Richard, Joseph Benjamin Lister and William Scott Merryweather. William Merryweather was an auctioneer and purchased shares in his first sailing vessel soon after the Victoria Dock opened in Hartlepool in 1840. His son, Joseph Benjamin Lister Merryweather formed a partnership with Robert Coverdale & Charles Scotson Todd in 1873. On 31 August 1878 the partnership was dissolved by mutual consent and Joseph and his son, William Scott, became partners. Their first ship was the Sarah Ann named after Joseph's wife.

William added ships to the company after his father's death. The last ship was sold in 1915 and he carried on a business as a shipbroker.

### **Family History:**

Richard Merryweather was born in 1815 at Welbury, Yorkshire to parents William and Elizabeth. He became an auctioneer and in the late 1850s and early 1860s had shares in sailing vessels. Richard was married to Elizabeth Mould at Buckingham in 1841. By 1851 the couple were living at Southgate, Hartlepool and by 1861 at Cleveland, House, High Street, Hartlepool with their five children. Richard died on 3 October 1891 aged 76 at Hartlepool leaving effects of £72.

William Merryweather was born in April 1791 at Welbury, Yorkshire to parents Richard and Margaret (nee Snaith). He married Elizabeth (nee Lister) in October 1813 at Welbury. Elizabeth died in 1854. William was remarried in February 1860 to Eleanor Forster. He died in February 1866 and is buried in St Hilda's Churchyard alongside his first wife. On his death his effects were less than £1,500.

William and Elizabeth's first son, also William, was born at Welbury in 1815. He became a porter merchant and then a shipowner. In June 1844 he married

Margaret Ann Hauxwell at Hartlepool. William died in July 1853 at Stockton-on-Tees.

Joseph Benjamin Lister Merryweather was born to William and Elizabeth in 1836 at Hartlepool. In June 1859 he married Sarah Ann Scott at Wakefield. By 1881 the family were living at Alverthorpe, Wakefield. Joseph died on 22 December 1902 at Welbury Grange near Northallerton leaving effects of £38,173.

William Scott Merryweather was born in January 1860 at Hartlepool to Joseph and Sarah. He married Emily Elizabeth Wattley in 1885. At this time he was living at 'Ethelbert', Victoria Road. He was a member of the Town Council for many years and a J.P. By 1911 he was living at 'Wrenwood', Park Avenue, West Hartlepool. William died in July 1930 at Welbury leaving just £40 to his widow.

### **Hartlepool Northern Daily Mail - Tuesday 07 June 1898**

SHIP LAUNCHES. SIR WILLIAM GRAY AND CO. Yesterday, Messrs Wm. Gray and Co., Ltd., launched the fine steel screw steamer Joseph Merryweather, built to the order of Mr W. S. Merryweather, of Hartlepool. The vessel will take Lloyd's highest class, and her dimensions are: Length over all, 300 ft.; breadth, 42ft.; and depth, 21ft. Din. The Central Marine Engine Works of Messrs Wm. Gray and Co., Ltd, supply fine triple-expansion engines of 1,000h.p., having cylinders 21, 35, and 35in. diameter, with 39in. piston stroke, and two large steel boilers to work 160 lbs. pressure per square inch. The ceremony of christening the steamer was performed by Mrs W. S. Merryweather, wife of the owner.

### **Jackson Powley**

### **Shipping and Mercantile Gazette - Thursday 13 March 1879**

MARITIME DEPOSITION. The following Deposition, continued from our Paper of Tuesday, has been made to Receiver of Wreck, the report from our Correspondent having already appeared in the Shipping Gazette-

Somorrostro. —Report Jackson Powley, Master of the steamer Somorrostro, of Cardiff, 458 tons, from Bilbao, on the Feb., at 5 P M., for Cardiff (iron ore): -On the 28th, at 7 30 p m,, tide flood, weather fine, calm, with smooth sea, the ship was off the Breaksea Lightship. Deponent and all hands were upon deck. The lights were and were burning brightly. A quarter of hour later the engines were eased to dead slow. They were afterwards stopped, and then turned gently

ahead so as just to keep steerage way. The navigation was crowded to excess, ships' lights being seen in every direction. As this vessel approached Lavernock Point, the helm was starboarded to bring her round the Rennie Patch. Deponent at this moment was hailed by Pilot, who was told that as soon as the ship was clear he would be taken board. She was right in the fairway, but in a very narrow channel, with ships every direction. Deponent was unable to go fast ahead lest he might foul a vessel which was then in tow; was unable to put his helm a-starboard, for, if this were done, he would not clear vessel which was in tow the port beam. Whilst deponent's vessel was thus jammed with her engines stopped, the tide swept her down on a vessel anchored right in the channel. As soon as deponent saw that this ship's bow canted to starboard, he ordered the engines to turned full speed astern. Nevertheless she did not gather way sufficient time to prevent her colliding with the vessels anchor. Deponent's ship struck the other vessel amidships and cut her down. Seeing this, deponent turned the engines ahead so as to keep the two vessels together sufficiently long for the Crew of the other vessel to get on board this vessel. Shortly after the Crew of the other vessel had all got on board this vessel, the former sunk. Before deponent's vessel could gather way she drifted across the hawse of another vessel at anchor, and received in such second collision serious damage. She afterwards steamed on to Cardiff.

### **Cardiff Times - Saturday 03 July 1886**

#### NEW LOCAL COMPANIES.

[FROM THE "INVESTORS' GUARDIAN. "]

INTERNATIONAL STEAM COAL COMPANY, LIMITED.— This company was registered on the 17th inst., with a capital of £30,000, in shares, to carry on colliery operations in Glamorganshire or elsewhere. The subscribers are \*E. Franklin Thomas, 125, Bute-street, Cardiff, steamship owner, 50 shares ;Jackson Powley, 125, Bute-street, Cardiff, colliery proprietor, 50 A. J. Lusty, Cardiff Docks, colliery proprietor; W. Thomas, Aberdare, mining engineer, 50; \*T. Cory Sketty, Aberdare, colliery proprietor, 50; \*G. Griffiths, Park House, Cardiff, colliery proprietor; 50; R. F. Akers, 125, Bute-street, Cardiff, accountant. The number of directors is not to be less than three, nor more than five the first are the subscribers denoted by an asterisk, and Mr T. Crawshay, of Bonvilstone, near Cardiff; remuneration, £200 per annum to the chairman, and £100 per annum to each of the directors.

## **South Wales Echo - Friday 06 January 1888**

### Loss of the Brighthouse.

#### A BOARD OF TRADE ENQUIRY AT CARDIFF.

A Board of Trade enquiry was held at the Town Hall, Cardiff, to-day, before Mr T. W. Lewis, Stipendiary magistrate, assisted by Captains Davies and Richardson, nautical assessors, into the circumstances attending the loss of the British steamship Brighthouse, of Cardiff, through striking the ground on near the Seven Stones off Scilly island, about the 12th of last month.—Mr Waldron appeared for the Board of Trade Mr Hier Thomas represented the owners. Messrs Powley, Thomas, and Co., and Mr Vacheli (Messrs Ingledew, Luce, and Vechali appeared for the master, Mr Thomas Tregartha.

Mr Waldron, in opening the case, said that the Brighthouse was built in 1864, her length being 236 feet, her breadth 28 feet, and her depth 17 feet. She was rigged as a schooner, and fitted with two engines of 99-horse power combined. Her tonnage—after deducting 317 tons for propelling power and crew's space—was 603 tons. She was owned by the Brighthouse Steamship Company, Mr Jackson Powley, of Cardiff, being the manager of the vessel. She left Bordeaux on the 8th December last, bound to Cardiff with a cargo of pitwood, having a crew all told of 15 hands, consisting of the master, two officers, two engineers, five able seamen, four firemen, and a cook; her cargo being 950 tons of pitwood. She carried three boats- two life-boats and a jolly boat - and she had two compasses, one on the bridge and the other on the top of the chart-house. He detailed the circumstances of the voyage, leading up to the abandonment of the vessel, and her total loss on the 12th of December, after which he called Captain Tregartha, who said that five men got into the starboard boats before he ordered them to do so. He directed the boats to be swung over, and not to be put into the water, but they were lowered into the sea and manned. The vessel struck something which was not on the chart. In reply to Mr Vachell he said that at the time of the striking he thought that the obstacle was a sunken wreck.

## **Lloyd's List - Saturday 23 March 1889**

### CHANGES IN MANAGEMENT AND OWNERSHIP OF VESSELS

(N. B. The Names and Addresses are of the NEW OWNERS or MANAGERS)

Ella (50898) Jackson Powley of Bute Docks, Cardiff, Ship owner

**Lloyd's List - Thursday 26 December 1889**

## FATAL ACCIDENT.

At the Cardiff Infirmary on Dec. 23 Mr. E. B. Reece, coroner, held an adjourned inquiry relative to the death of Allen Heaton, aged 18, a labourer, who met his death through an accident sustained whilst discharging deals from the steamship Garrison, on Monday of last week. He was working under a lift, when the hook, to which was fastened the gyn, broke, the gyn, or pulley, falling on his head and inflicting a scalp wound of so severe a nature that he succumbed at the institution on Thursday. The inquiry was adjourned on Friday last in order to enable Messrs. Powley, Thomas and Co., the owners of the vessel, to be represented, and Mr. Hier Thomas, solicitor, now appeared to watch their interests. Mr. Jackson Powley, senior partner in the firm, who managed the Garrison line of steamers, was the first witness examined. As a practical man, who had about 12 years' experience as a shipmaster, he was of opinion that had the hook, part of which was produced, been without flaw, it would have been capable of sustaining a weight of at least 30 cwt. Questioned as to whether he could tell where and when the gear was bought, and whether it was periodically examined, he said that the captain ordered the gear, and if anything wanted renewing or repairing it was the captain's duty to report to the owners. The stevedore (James Lloyd) testified that only five pieces, weighing about 7 or 8 cwt., were being lifted when the accident occurred. The jury returned a verdict of Death from accident. They desired to attach a rider to the effect that they considered it necessary that all such gear should not only be tested at the time of purchase, but should be periodically examined by some competent authority.

**South Wales Daily News - Monday 18 February 1895**

**Legal Notices.**

**NOTICE IS HEREBY GIVEN** that the PARTNERSHIP heretofore subsisting between us, the undersigned, **JACKSON POWLEY**, EDWARD FRANKLIN THOMAS, and ALFRED JONES LUSTY, carrying on business as Colliery Proprietors, Colliery Companies' Agents, and other Agents, Coal Merchants, Pitwood Merchants, Shipowners, Shipmanagers, and Shipbrokers, at Cardiff, London, Newport (Mon.), Porthcawl, Genoa, and Paris, under the style or firm of **POWLEY THOMAS, and COMPANY**, has been **DISSOLVED BY MUTUAL CONSENT** as and from the 30th day of November, 1894.

All debts due to and owing by the said late firm will be received and paid by the said Edward Franklin Thomas and Alfred Jones Lusty, who will as and from the 30th day of November, 1894, carry on under the style or firm of **Powley, Thomas, and Company** the business so heretofore carried on by us in partnership as aforesaid,

Dated 15th day of February, 1895.

**JACKSON POWLEY,**  
E. FRANKLIN THOMAS,  
ALFRED J. LUSTY.

1738

**South Wales Daily News - Wednesday 17 May 1899**

CARDIFF NAUTICAL ASSESSORS. The London Gazette of Tuesday night contains the following list of assessors formed by the Registrar of the County Court of Glamorgan, holden at Cardiff, pursuant to section 16 of the County Courts Admiralty Jurisdiction Act, 1878, to be laid by his Honour Judge Owen before the President of the Probate, Divorce, and Admiralty Division of the High Court of Justice for his approval :— Jackson Powley, Whitchurch, near Cardiff, retired shipowner

**South Wales Daily News - Thursday 20 December 1877**

STRANDING OF A MILFORD SHIP.—A Board of Trade inquiry was commenced on Wednesday, at the Guildhall, Swansea, before Mr J. C. Fowler and the Board of Trade assessors mentioned above, into the circumstances attending the stranding of the brigantine Henry M. Hine, of Milford. Mr E. Strick appeared on behalf of the Board of Trade, and Mr W. R. Smith for the master. Mr Strick said he appeared on behalf of the Board of Trade to inquire into the circumstances attending the stranding of the British sailing ship, the Henry M. Hine, of Milford. She was built of wood at Colchester, Nova Scotia, in 1858, and registered at the port of Milford, her tonnage, after deducting for crew's space, being 140.63 tons. She was owned by Francis Jones, of Milford, and was under the command of Francis Jones. The vessel was loaded in Swansea in the month of October with steam coal, bound for Honfleur. She put to sea, and afterwards put into Milford three times, and during one of those occasions it appeared that on examination her mast was defective, and she had a new mainmast put into her. The top of the foremast was also rather defective, and some clamps were put to secure it. The foremast was jammed into these, and it was supposed that this was sufficient for the purpose of proceeding to sea. She sailed on the 16th of November, having been there from the 29th of October previously, and went well on her way until about the 21st November, when she experienced some heavy weather, which carried away her jibboom during a heavy gale from the S.W. about two in the morning. At 6 a.m. the ship was rolling and latching heavily, and her topmast and topgallant-mast were carried away. Having in head-sails, the vessel could not make for harbour, and she drifted all day and night, and on the 23rd November, the crew having got away the wreck, hoisted a signal of distress, and then, as a last means of saving their lives, made for the harbour of Treport. The tide was then on the ebb, and she missed the pier and was driven to the back of the pier, where they beached her. They put out some of the cargo, with the view of lightening the ship, but it had no effect. They tried to get her off, without succeeding, and on the following day they took out of the cargo about 217 tons, and they saved 200 tons. The ship was sold in the position she was, by the direction of the underwriters. The vessel was in good seaworthy condition when she left Milford, and the questions to be considered were whether, after carrying away the jibboom on the 21st of November, proper, seamanlike measures were taken to run the vessel into port; whether the master was acquainted with the navigation of Treport Harbour whether he was justified in attempting to run in, instead of bringing up, and getting a pilot with a view to obtaining assistance and whether she was navigated in a proper and seaman-like manner. Evidence having been given in support of the opening statement, the court adjourned.

## 7.0 Analysis

The Chalonge was driven ashore on Middleton beach at Hartlepool on February 1861 on her first voyage and may have been sold on the beach as was the usual practise, or as the Illustrated Times - Saturday 23 February 1861 mentions tenders were offered to recover the stranded vessels. The cargo of the Chalonge was reported thrown overboard to lighten her before she was recovered. She then appeared in the Appropriation book on 10<sup>th</sup> June 1861 as the Lady Chandos registered at Hartlepool 11/1861. The new owner was Richard Merryweather of the Merryweather shipping, West Hartlepool, who was an auctioneer.

The storm of February 1861 was the first storm warning issued by the new storm warning service on the 5<sup>th</sup> February 1861 which it seems was not passed on by the Board of Trade to all ports. In the north east of England particularly in Hartlepool and the sample newspaper reports included give an idea of the carnage the storm inflicted on shipping, many had sailed on the day or day before the storm struck. This was after the warning had been issued and the local papers only allude to the state of the barometer locally which reinforced the likelihood of a storm. The reason for the vessels sailing seems to have been the owners were concerned they may be unable to sail until the next spring tides in a fortnights time. At least one crew were placed on board their vessel to sail by the Police, this was the Rising Sun which was lost with only one apprentice saved from the wreck and another who managed to board the vessel she collided with, before they separated.

The port of Amble/Warworth only existed for the export of coal from the Northumberland coalfields from where it was transported by the railway which opened in 1849. The cargo of the Lady Chandos from here was not listed in newspaper reports because coal could be its only cargo. When the Lady Chandos sailed to or from the NDCS this was for the purpose loading coal, since this installation was built to load coal. The measurement of coal exported from the northeast is in Chs (chaldrons) which relates to the volume of coal carried by a railway coal truck or a keel which is 8 chaldrons carried by a keel boat.

In 1871 the Lady Chandos suffered damage three times while being towed at Yarmouth and Hartlepool.

The Lady Chandos most probably only carried coal from the Northeast of England to Yarmouth and Southeast England but was not classified as a collier because the return journey she carried flour and other commodities. Colliers usually returned in ballast to the northeast.

The Lady Chandos seems to have been purchased by Jackson Powley of Bute Docks, Cardiff about December 1887 but then spent some extended periods of time docked at Runcorn or Garston. It was then advertised for sale by auction in September 1889 and a new owner was registered. The sale may have been prompted by the leak problems and difficulty finding cargo's. The problems with leaks was not a secret and can only of affected the willingness of shippers to use the vessel.

On March 16 1888 the Lady Chandos was reported sailing from Portcawl carrying 190 tons of coal this was between the Plimsoll line becoming law in 1876 and its position being fixed by law in 1894. It appears that a vessel of 79 tons net, 99 ton gross is overloaded carrying this weight of coal, she usually carried about 150 tons of coal. This is also probably also an excessive load.

The Lady Chandos in October, November and December 1888 was reported as leaking after being strained in a heavy sea and then had a number of problems with leaks. She was reported put in leaking three times in 1890 and 1891, twice at Milford Haven where the new managing owner, Francis Jones resided. It can be seen from the BOT enquiry December 1877 that he appears to do the minimum in the way of repairs to enable a vessel to sail even if it needs to continually return for further repairs. This appears to have been the case with the Lady Chandos with her continuing leaks.

The final Newspaper reports for the Lady Chandos were that she had stranded in September 1891 at St Tudwall's Roads and the Register for the vessel closed in 1891. St Tudwall's Roads is the area of sea between St Tudwall's Island and the coast near Abersoch which has some protection from the prevailing South Westerly winds. It provides no protection from easterly winds. The description stranded implies that the vessel was washed ashore on a high spring tide and left in a position that returning her to the sea was not economically possible.

The majority of the newspaper reports came from the BNA with the WNL providing a small number. The "Hartlepool then & now" web site provided information particularly of the first British owners, the previous name for the vessel before she was washed ashore in 1861 and the crew in June 1881.

The only other research on line was the Coflein entry and Hartlepool then & now.

## 8.0 Conclusions & Recommendations

I have spent approximately 40 hours on this project with about 90% of the time spent on line and copying the entries for the report.

There is not a wreck site for the Lady Chandos and it is most likely she was salvaged for her materials as the site of her stranding was on the coast. The vessel had previously been strained in a storm and had problems with leaking. There is not a newspaper advertisement on line for the sale of the vessel, but that she was a total loss is not in doubt. She appeared in the government return of vessels lost in 1891 as stranded with the crew saved.

The research has answered many of my original questions, although information for most of the owners, masters and crew is unavailable on line. The crew list for 1881 is available on line and the list of crew on board on 30<sup>th</sup> June 1881 in Newcastle. Lady Chandos arrived on 30<sup>th</sup> June 1881 at Shields, when the master and crew had changed from the crew list submitted for 6 months to 30<sup>th</sup> June that year.

The Ancestry web site may provide more details of the masters but a subscription is required to view the details. I cannot see any further research is possible on line

I cannot see any other avenues of research available on line. It may be that information concerning her builder and first owner may be available in France, but not on line in English.

There is little scope to develop the story of the Lady Chandos any further from the information available on line. She carried coal from the northeast of England and after the owner changed and she was registered at Yarmouth she was able to carry flour and other commodities on the return journey. This must have made her more profitable, even if the port where the return cargo was delivered was different from the one supplying the coal for the outward voyage. There is not an explanation for her final loss only that she stranded and not even a sale for her materials.

## 9.0 References

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

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

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

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## Appendices:

### Appendix A – The Timeline for the Chalonge / *Lady Chandos*

#### 1861

January 31 1861 Sunderland arrived Chalonge from St Malo

February 7 1861 Newcastle sailed Chalonge, Hemas for Vigo – coals

February 9 1861 Hartlepool driven ashore Chalonge, Hemas for Vigo

July 17 1861 Hartlepool arrived Lady Chandos, Adams from St Malo

July 22 1861 Amble arrived Lady Chandos, Bryant from Hartlepool

August 5 1861 Amble sailed Lady Chandos, Bryant for Boulogne

August 17 1861 Boulogne sailed Lady Chandos for Warkworth

September 16 1861 Cuxhaven sailed Lady Chandos for Hartlepool

September 23 1861 Cuxhaven sailed Lady Chandos for Hartlepool

September 27 1861 Amble arrived Lady Chandos, Bryant from Harburg

October 3 1861 Amble arrived Lady Chandos, Bryant from Boulogne

October 17 1861 Boulogne arrived Lady Chandos from Warkworth

November 5 1861 Hartlepool arrived Lady Chandos, Bryant from Boulogne

December 17 1861 Caen sailed Lady Chandos for Hartlepool

#### 1862

January 9 1862 Warkworth arrived Lady Chandos, Bryant from Caen

w/e February 7 1862 Warkworth sailed Lady Chandos, Briant for

· St Valery-au-Caux

February 20 1862 Warkworth arrived Lady Chandos, Bryant from

· St Valery-au-Caux

March 12 1862 Amble sailed Lady Chandos, for Dieppe

March 16 1862 Dieppe arrived Lady Chandos from Warkworth

March 23 1862 Dieppe sailed Lady Chandos, for Wear

March 29 1862 Off Southwold Lady Chandos, Briant from Dieppe

April 2 1862 Hartlepool arrived Lady Chandos, Smith from Dieppe

April 28 1862 Pillau arrived Lady Chandos, Bryant from Hartlepool

June 10 1862 Gravesend arrived Lady Chandos from Konigsburg

June 10 1862 London customs house inwards Lady Chandos 99, Redpath from  
Konigsburg

September 8 1862 Gravesend arrived Lady Chandos from Dantzie

September 8 1862 London customs house inwards Lady Chandos, Redpath from  
Dantzie

November 6 1862 Elsinore arrived Lady Chandos, Bryant from Stralsund for Leith

November 20 1862 Leith arrived Lady Chandos, Bryant from Stralsund

December 3 1862 Leith Loading for Dieppe Lady Chandos 99, Bryant  
agent J. Hunter

December 26 1862 Leith Loading for Dieppe Lady Chandos 99, Bryant  
agent J. Hunter

### **1863**

January 25 1863 Dieppe sailed Lady Chandos, Bryant for Warkworth

April 2 1863 Liverpool arrived Lady Chandos, Bryant from Nantes

May 28 1863 Pillau arrived Lady Chandos, Bryant from Liverpool

June 18 1863 Elsinore arrived Lady Chandos, Bryant from Konigsburg for Exeter

August 14 1863 Amble arrived Lady Chandos, Bryant from Exeter

September 10 1863 Amble arrived Lady Chandos from Hartlepool

September 16 1863 Amble sailed Lady Chandos, Bryant for Boulogne

September 27 1863 Boulogne arrived Lady Chandos, Bryant from Warkworth

w/e October 9 1863 Warkworth arrived Lady Chandos, Bryant from Boulogne

October 14 1863 Amble sailed Lady Chandos for Boulogne

October 31 1863 Amble arrived Lady Chandos, Bryant from Boulogne

w/e November 6 1863 Warkworth sailed Lady Chandos, Bryant for Boulogne

November 11 1863 Boulogne arrived Lady Chandos, Bryant from Warkworth

w/e November 13 1863 Warkworth sailed Lady Chandos, Bryant for Fecamp

November 23 1863 Amble sailed Lady Chandos for Boulogne

w/e November 27 1863 Warkworth arrived Lady Chandos, Bryant from Boulogne

w/e November 27 1863 Warkworth sailed Lady Chandos, Bryant for Boulogne

## **1864**

January 2 1864 Harwich put in Lady Chandos, Bryant from Boulogne- strong gale

January 11 1864 Warkworth arrived Lady Chandos, Briant from Boulogne

January 25 1864 Amble sailed Lady Chandos, Bryant for Boulogne

February 15 1864 Warkworth arrived Lady Chandos, Bryant from Boulogne

April 2 1864 Amble arrived Ly Chandos from Boulogne

April 18 1864 Amble sailed Lady Chandos for Boulogne

April 27 1864 Boulogne arrived Lady Chandos, Bryant from Warkworth

May 23 1864 Boulogne arrived Lady Chandos, Bryant from Amble

June 4 1864 Amble arrived Lady Chandos, Bryant from Boulogne

June 11 1864 Amble sailed Lady Chandos, Bryant for Boulogne

August 2 1864 Amble sailed Lady Chandos, Bryant for Boulogne

August 9 1864 Boulogne arrived Lady Chandos, Bryant from Warkworth

August 28 1864 Amble arrived Lady Chandos, Bryant from Boulogne

w/e September 2 1864 Warkworth arrived Lady Chandos, Bryant from Boulogne

October 7 1864 Amble sailed Lady Chandos, Bryant for Boulogne

w/e October 14 1864 Warkworth arrived Lady Chandos, Bryant from Hartlepool

October 18 1864 Amble arrived Lady Chandos, Bryant from Boulogne

November 2 1864 Amble sailed Lady Chandos, Bryant for Boulogne

November 17 1864 Amble arrived Lady Chandos, Bryant from Boulogne

w/e November 25 1864 Warkworth sailed Lady Chandos, Bryant for Boulogne

December 8 1864 Hartlepool sailed Lady Chandos, Bryant for Boulogne

## **1865**

January 10 1865 Warkworth arrived Lady Chandos, Bryant from Boulogne

February 23 1865 Amble sailed Lady Chandos, Bryant for Boulogne

March 15 1865 Dover put back Lady Chandos of Sunderland

March 16 1865 Deal passed from west to north Lady Chandos

March 19 1865 Hartlepool arrived Lady Chandos from Boulogne

April 30 1865 Elsinore arrived Lady Chandos, Bryant from North Sea for Baltic

May 5 1865 Dantzic arrived Lady Chandos, Bryant from Hartlepool

May 26 1865 Dantzic sailed Lady Chandos, Bryant for Stockton

June 2 1865 Elsinore arrived Lady Chandos from Dantzic for England

October 12 1865 Christiansand sailed Lady Chandos, Innes for Hartlepool

October 30 1865 Gravesend arrived Lady Chandos from Uddewalla

October 30 1865 London customs house entered inwards Lady Chandos from  
Uddewalla

November 1 1865 West India dock discharging Lady Chandos 119, Innes

November 20 1865 Hartlepool arrived Lady Chandos, Arn from London

December 3 1865 Aberdeen arrived Lady Chandos, M'Phail from Hartlepool

December 11 1865 Aberdeen sailed Lady Chandos, MacPhail for Fraserburgh

December 12 1865 Fraserburgh arrived Lady Chandos, Trail from Aberdeen

**1866**

January 14 1866 Fraserburgh sailed Lady Chandos, Trail for Hartlepool

February 22 1866 Montrose put in Lady Chandos, Trail from Sunderland for  
· Macduff – stress weather

February 24 1866 Montrose cargo of Lime on fire Lady Chandos, Trail

March 30 1866 Montrose sailed Lady Chandos, Trail for Sunderland - Sleepers

April 3 1866 Hartlepool put in windbound Lady Chandos, Cooper from Blyth for  
· Rosedale

April 16 1866 Hartlepool sailed Lady Chandos, Trail for West Hartlepool

May 3 1866 Elsinore arrived Lady Chandos, Trail from Hartlepool for Konigsberg

June 2 1866 Elsinore passed Lady Chandos of Hartlepool from Baltic for NorthSea

June 10 1866 Lynn arrived Lady Chandos, Froud from Konigsberg - Cake

June 29 1866 Lynn sailed Lady Chandos, Froud for Newcastle

September 3 1866 Hartlepool arrived Lady Chandos, Hagen from Yarmouth

October 11 1866 Hartlepool arrived Lady Chandos, Hagen from Yarmouth

October 23 1866 Hartlepool sailed Lady Chandos, Hagen for Yarmouth

December 5 1866 Hartlepool sailed Lady Chandos, Hagen for Yarmouth

**1867**

January 11 1867 Yarmouth sailed Lady Chandos, Hogen for Sunderland

January 16 1867 Grimsby put in schooner Lady Chandos from Yarmouth for  
· Hartlepool – Loss anchor

January 23 1867 Hartlepool arrived Lady Chandos from Yarmouth

February 7 1867 Hartlepool sailed Lady Chandos, Hagen for Yarmouth

March 16 1867 Hartlepool sailed Lady Chandos, Hagen for Yarmouth

April 12 1867 Hartlepool arrived Lady Chandos , Hogan from Yarmouth

May 1 1867 Hartlepool sailed Lady Chandos, Hagen for Yarmouth

August 19 1867 Great Yarmouth arrived Lady Chandos, Hogan from Hartlepool

October 26 1867 Hartlepool arrived Lady Chandos, Hagen from Yarmouth for  
West Hartlepool – Loss anchor

November 15 1867 Hartlepool West sailed Lady Chandos, Hogen for Yarmouth

## **1868**

April 27 1868 Great Yarmouth arrived Lady Chandos from Hartlepool

June 17 1868 Shields arrived Lady Chandos from Rouen

June 28 1868 Shields sailed Lady Chandos for Yarmouth

August 8 1868 Great Yarmouth arrived Lady Chandos, Hogan from Saundersfoot

August 29 1868 Bridlington Quay sailed Lady Chandos, Hogan from Yarmouth for  
Hartlepool

August 31 1868 Hartlepool arrived Lady Chandos from Yarmouth

September 1 1868 East Hartlepool sailed Lady Chandos for Yarmouth

September 25 1868 Yarmouth sailed Lady Chandos, Hagen for Hartlepool - Flour

September 27 1868 Hartlepool arrived Lady Chandos from Yarmouth

October 12 1868 Hartlepool sailed Lady Chandos for Yarmouth

October 14 1868 Great Yarmouth arrived Lady Chandos, Hogan from Hartlepool  
– coals

November 20 1868 Hartlepool arrived Lady Chandos, Purdy from Yarmouth

November 26 1868 Hartlepool put in Lady Chandos for Yarmouth

November 26 1868 Hartlepool sailed Lady Chandos for Yarmouth

## **1869**

March 16 1869 Great Yarmouth sailed Lady Chandos, Hagen for Hartlepool

March 31 1869 Hartlepool sailed Lady Chandos for Yarmouth

April 28 1869 Hartlepool sailed Lady Chandos

June 30 1869 Hartlepool arrived Lady Chandos , Hagan from Yarmouth  
July 27 1869 Great Yarmouth sailed Lady Chandos, Hagen for Hartlepool  
August 5 1869 Hartlepool sailed Lady Chandos for Yarmouth  
August 29 1869 Hartlepool arrived Lady Chandos , Hagan from Yarmouth  
September 13 1869 Hartlepool sailed Lady Chandos, Hagen for Yarmouth  
September 30 1869 Great Yarmouth sailed Lady Chandos, Hagen for Hartlepool  
October 13 1869 Hartlepool sailed Lady Chandos, Hagen for Yarmouth  
October 14 1869 Great Yarmouth arrived Lady Chandos, Hagan from Hartlepool  
November 16 1869 Great Yarmouth sailed Lady Chandos, Hagen for Hartlepool  
November 17 1869 Hartlepool arrived Lady Chandos from Yarmouth  
November 20 1869 Hartlepool sailed Lady Chandos for Yarmouth  
November 24 1869 Great Yarmouth arrived Lady Chandos, Hagan from Hartlepool  
December 21 1869 Yarmouth, Norfolk sailed Lady Chandos, Hagen for Hartlepool  
December 24 1869 Bridlington Quay put in Lady Chandos, Hagan from Yarmouth  
for Hartlepool

## **1870**

January 13 1870 Great Yarmouth arrived Lady Chandos, Hagan from Hartlepool  
February 4 1870 Great Yarmouth sailed Lady Chandos, Hagen for Hartlepool  
February 5 1870 Hartlepool arrived Lady Chandos from Yarmouth  
February 19 1870 Hartlepool sailed Lady Chandos for Yarmouth  
February 22 1870 Great Yarmouth arrived Lady Chandos, Hagan from Hartlepool  
March 15 1870 Great Yarmouth sailed Lady Chandos, Hagen for Hartlepool  
March 15 1870 Hartlepool arrived Lady Chandos from Yarmouth  
March 28 1870 Hartlepool sailed Lady Chandos for Yarmouth  
April 4 1870 Great Yarmouth arrived Lady Chandos, Hagan from Hull  
April 14 1870 Great Yarmouth sailed Lady Chandos, Hagen for Hartlepool

April 16 1870 Hartlepool sailed Lady Chandos, Hagen for Yarmouth

April 27 1870 Hartlepool sailed Lady Chandos for Yarmouth

April 29 1870 Great Yarmouth arrived Lady Chandos, Hagan from Hartlepool

May 12 1870 Great Yarmouth sailed Lady Chandos, Hagen for Hartlepool

May 12 1870 Hartlepool arrived Lady Chandos from Yarmouth

May 26 1870 Hartlepool sailed Lady Chandos for Yarmouth

June 19 1870 Hartlepool arrived Lady Chandos from Yarmouth

July 22 1870 Great Yarmouth sailed Lady Chandos, Hagen for Hartlepool

July 24 1870 Hartlepool arrived Lady Chandos from Yarmouth

August 6 1870 West Hartlepool sailed Lady Chandos, Hagan for Yarmouth

September 3 1870 Hartlepool arrived Lady Chandos from Yarmouth

September 17 1870 Hartlepool sailed Lady Chandos, Hagan for Yarmouth

October 8 1870 Great Yarmouth sailed Lady Chandos, Hagen for Hartlepool

October 12 1870 Hartlepool arrived Lady Chandos from Yarmouth

November 1 1870 West Hartlepool arrived Lady Chandos from Hartlepool

November 8 1870 Great Yarmouth arrived Lady Chandos, Hagan from Hartlepool

November 19 1870 Hartlepool arrived Lady Chandos, Hagan from Yarmouth

December 3 1870 West Hartlepool sailed Lady Chandos, Hagen for Yarmouth

December 5 1870 Great Yarmouth arrived Lady Chandos, Hagan from Hartlepool

## **1871**

January 26 1871 Grimsby passed south QFSH (Lady Chandos of Yarmouth)

January 30 1871 Great Yarmouth arrived Lady Chandos, Hagan from Hartlepool

February 9 1871 Great Yarmouth cleared Lady Chandos, Hagan for Hartlepool

February 15 1871 Great Yarmouth sailed Lady Chandos, Hagan for Hartlepool

March 9 1871 Great Yarmouth arrived Lady Chandos, Hagan from Hartlepool

May 23 1871 Hartlepool arrived Lady Chandos, Hagan from Yarmouth  
June 3 1871 Great Yarmouth arrived Lady Chandos, Howes from Seaham  
July 7 1871 Hartlepool arrived Lady Chandos, Hagan from Yarmouth  
September 2 1871 Great Yarmouth sailed Lady Chandos, Howes for Hartlepool  
September 5 1871 Hartlepool sailed Lady Chandos, Purdy for Yarmouth  
September 21 1871 Great Yarmouth sailed Lady Chandos, Howes for Hartlepool  
October 6 1871 Hartlepool sailed Lady Chandos, Howes for Yarmouth  
October 9 1871 Great Yarmouth arrived Lady Chandos, Howes from Hartlepool  
October 26 1871 Hartlepool arrived Lady Chandos, Purdy from Yarmouth  
November 20 1871 Great Yarmouth sailed Lady Chandos, Hawes for Hartlepool  
. - in collision under tow, Damaged  
November 21 1871 Hartlepool arrived Lady Chandos, Hawes from Yarmouth  
. - in collision under tow, Damaged  
December 11 1871 Great Yarmouth arrived Lady Chandos, Howes from Hartlepool  
December 26 1871 Hartlepool arrived Lady Chandos, Hawes from Yarmouth

## **1872**

January 27 1872 Hartlepool sailed Lady Chandos, Howes for Yarmouth  
March 28 1872 Great Yarmouth sailed Lady Chandos, Howes for Hartlepool  
March 30 1872 Newcastle arrived Lady Chandos, Hawes from Yarmouth  
April 8 1872 Sunderland arrived Lady Chandos, Howes from Banff  
May 29 1872 Sunderland arrived Lady Chandos, Howes from Shields  
June 12 1872 Great Yarmouth arrived Lady Chandos, Hawes from Sunderland  
June 26 1872 Great Yarmouth sailed Lady Chandos, Howes for Middlesbrough  
July 1 1872 Newcastle arrived Lady Chandos, Hawes from Yarmouth  
July 18 1872 Sunderland sailed Lady Chandos, Flowers for Yarmouth  
August 17 1872 Great Yarmouth sailed Lady Chandos, Hawes for Hartlepool

September 9 1872 Great Yarmouth arrived Lady Chandos, Howes from Hartlepool

October 4 1872 Newcastle arrived Lady Chandos, Howes from Yarmouth

November 14 1872 Grimsby in Roads QFSH (Lady Chandos of Yarmouth) - gale

December 5 1872 Sunderland arrived Chandos, Howes from Newcastle

## **1873**

January 15 1873 Great Yarmouth sailed Lady Chandos, Howes for Newcastle

January 16 1873 Newcastle arrived Lady Chandos, Harris from Yarmouth

January 30 1873 Shields sailed Lady Chandos for Sunderland

January 30 1873 Sunderland arrived Chandos, Howes from Shields

March 9 1873 Great Yarmouth passed south QFSH (Lady Chandos of Yarmouth)

March 10 1873 Great Yarmouth arrived Lady Chandos, Howes from Newcastle

April 14 1873 Great Yarmouth sailed Lady Chandos, Bowes for Sunderland

April 15 1873 Newcastle arrived Lady Chandos, Hawes from Yarmouth

May 17 1873 Shields arrived Lady Chandos from Yarmouth

May 26 1873 Shields sailed Lady Chandos for Sunderland

May 26 1873 Sunderland arrived Chandos, Howes from Shields

July 2 1873 Shields arrived Lady Chandos, House from Yarmouth

July 17 1873 Shields sailed Lady Chandos for Yarmouth

July 19 1873 Great Yarmouth passed south QFSH (Lady Chandos of Yarmouth)

August 6 1873 Shields arrived Lady Chandos from Yarmouth

August 14 1873 Shields sailed Lady Chandos for Sunderland

August 14 1873 Sunderland arrived Chandos, Howes from Newcastle

August 19 1873 Great Yarmouth passed south QFSH (Lady Chandos of Yarmouth)

August 20 1873 Great Yarmouth arrived Lady Chandos, Hawes from Sunderland

September 10 1873 Shields arrived Lady Chandos from London

September 10 1873 Newcastle arrived Lady Chandos, Howes from Yarmouth  
September 19 1873 Great Yarmouth arrived Lady Chandos, Howes from  
. Newcastle  
October 9 1873 Shields arrived Lady Chandos from Yarmouth  
November 19 1873 Great Yarmouth arrived Lady Chandos, Howes from Shields  
December 4 1873 Shields arrived Lady Chandos from Yarmouth  
December 8 1873 Newcastle arrived Lady Chandos, Howes from Yarmouth  
December 22 1873 Great Yarmouth at anchor QFSH (Lady Chandos of Yarmouth)

## **1874**

January 23 1874 Sunderland arrived Lady Chandos, Howes from Newcastle  
February 23 1874 Great Yarmouth sailed Lady Chandos, Howes for Newcastle  
February 24 1874 Newcastle arrived Lady Chandos from Yarmouth - Flour  
March 14 1874 Great Yarmouth passed south QFSH (Lady Chandos of Yarmouth)  
March 16 1874 Great Yarmouth arrived Lady Chandos, Howes from Hartlepool  
April 6 1874 Great Yarmouth sailed Lady Chandos, Howes for Newcastle  
April 9 1874 Newcastle arrived Lady Chandos, Hawes from Yarmouth  
April 29 1874 Sunderland sailed Lady Chandos, Howe for Yarmouth  
May 1 1874 Great Yarmouth passed south QFSH (Lady Chandos of Yarmouth)  
May 26 1874 Shields sailed Lady Chandos for Sunderland  
June 27 1874 Great Yarmouth sailed Lady Chandos, Howes for Newcastle  
June 30 1874 Shields arrived Lady Chandos from Yarmouth  
August 10 1874 Great Yarmouth struck by lightning Lady Chandos  
September 3 1874 Shields sailed Lady Chandos for Leith  
September 22 1874 Great Yarmouth sailed Lady Chandos, Howes for Newcastle  
September 23 1874 Shields arrived Lady Chandos from London  
October 3 1874 Sunderland arrived Lady Chandos from Newcastle

October 16 1874 Sunderland sailed Lady Chandos, Howe for Yarmouth

October 29 1874 Great Yarmouth arrived Lady Chandos, Howes from Newcastle

November 1 1874 Shields arrived Lady Chandos from Yarmouth

November 10 1874 Shields sailed Lady Chandos for Sunderland

November 10 1874 Sunderland arrived Chandos, Howes from Shields

December 21 1874 Sunderland arrived Chandos, Howes from Shields

December 23 1874 Sunderland sailed Lady Chandos for Whitstable

## **1875**

February 4 1875 Shields sailed Lady Chandos for Sunderland

February 4 1875 Sunderland arrived Lady Chandos from Shields

February 9 1875 Sunderland cleared Lady Chandos for Yarmouth - coals

February 12 1875 Sunderland sailed Lady Chandos for Yarmouth

April 5 1875 Sunderland arrived Chandos from Newcastle

April 23 1875 Great Yarmouth arrived Lady Chandos, Howes from Sunderland

May 17 1875 Shields arrived Lady Chandos from Yarmouth

June 7 1875 Shields sailed Lady Chandos for Havre

July 10 1875 Shields sailed Lady Chandos for Yarmouth

June 10 1875 Shields sailed Lady Chandos for Yarmouth

August 26 1875 Shields sailed Lady Chandos for Sunderland

September 4 1875 Great Yarmouth passed south QFSH ( Lady Chandos of  
· Yarmouth )

October 12 1875 Shields sailed Lady Chandos for Sunderland

December 27 1875 Shields sailed Lady Chandos for Sunderland

**1876**

January 2 1876 Sunderland sailed Lady Chandos for Yarmouth

February 14 1876 Shields arrived Lady Chandos from Yarmouth

February 22 1876 Shields sailed Lady Chandos for Sunderland

February 22 1876 Sunderland arrived Chandos, Howes from Shields

February 23 1876 Sunderland cleared Lady Chandos for Yarmouth-150 tons coals

February 23 1876 Sunderland sailed Lady Chandos for Newhaven

February 28 1876 Great Yarmouth arrived Lady Chandos, Howes from Sunderland

April 4 1876 Tyne sailed Lady Chandos for Yarmouth

May 30 1876 Great Yarmouth sailed Lady Chandos, Howe for Newcastle

June 1 1876 Shields arrived Lady Chandos from Yarmouth

June 9 1876 Sunderland arrived Lady Chandos from Shields

June 9 1876 Sunderland cleared Lady Chandos for Yarmouth – coals

June 12 1876 Sunderland sailed Lady Chandos, Howe for Rouen

July 21 1876 Shields sailed Lady Chandos for Sunderland

July 22 1876 Sunderland arrived Lady Chandos from Shields

July 25 1876 Sunderland cleared Lady Chandos for Yarmouth – 140 tons coals

July 27 1876 Sunderland sailed Lady Chandos, Howe for Yarmouth

August 15 1876 Shields arrived Lady Chandos from Yarmouth

August 25 1876 Shields sailed Lady Chandos for Sunderland

August 25 1876 Sunderland arrived Lady Chandos, Howes from Shields

September 23 1876 Tyne arrived Lady Chandos from Yarmouth

October 7 1876 Shields sailed Lady Chandos for Sunderland

October 9 1876 Sunderland cleared Lady Chandos for Yarmouth – 170 tons coals

October 30 1876 Great Yarmouth arrived Lady Chandos, Howes from Sunderland

**1877**

January 12 1877 Wear arrived Lady Chandos from Shields

January 15 1877 Wear sailed Lady Chandos, Howe for Yarmouth

March 15 1877 Shields sailed Lady Chandos for Yarmouth

April 10 1877 Shields arrived Lady Chandos from Yarmouth

April 30 1877 Shields sailed Lady Chandos for Yarmouth

May 17 1877 Shields arrived Lady Chandos from London

June 9 1877 Shields sailed Lady Chandos for Yarmouth

July 14 1877 In Harbour Great Yarmouth

August 7 1877 Shields arrived Lady Chandos from Yarmouth

August 29 1877 Wear sailed Lady Chandos for Yarmouth

October 3 1877 Shields arrived Lady Chandos from Yarmouth

November 16 1877 Shields arrived Lady Chandos from Yarmouth

November 26 1877 Sunderland arrived Lady Chandos from Shields

November 26 1877 Sunderland cleared Lady Chandos for Yarmouth

. -140 tons coals

December 1 1877 Sunderland sailed Lady Chandos, Howe for Yarmouth

December 3 1877 Great Yarmouth passed south QFSH ( Lady Chandos of

. Yarmouth)

**1878**

January 7 1878 Tyne arrived Lady Chandos from Yarmouth

February 6 1878 Tyne sailed Lady Chandos for Yarmouth

March 1 1878 Shields arrived Lady Chandos from Yarmouth

March 18 1878 Sunderland arrived Lady Chandos from Shields

April 18 1878 Shields arrived Lady Chandos from Yarmouth

May 14 1878 Shields sailed Lady Chandos for Yarmouth

June 11 1878 Shields arrived Lady Chandos from Yarmouth  
June 21 1878 Shields sailed Lady Chandos for Sunderland  
June 21 1878 Sunderland arrived Lady Chandos from Shields  
June 21 1878 Sunderland sailed Lady Chandos for Yarmouth  
August 3 1878 Shields arrived Lady Chandos from Yarmouth  
August 26 1878 Shields sailed Lady Chandos for Sunderland  
August 26 1878 Sunderland arrived Lady Chandos from Shields  
August 28 1878 Sunderland cleared Lady Chandos for Yarmouth – 170 tons coals  
September 25 1878 Shields arrived Lady Chandos from Yarmouth  
October 2 1878 Sunderland arrived Lady Chandos, Howe from Shields  
October 11 1878 Sunderland sailed Lady Chandos for Yarmouth  
October 14 1878 Great Yarmouth arrived Lady Chandos, Howes from Sunderland  
November 24 1878 Shields arrived Lady Chandos from Yarmouth  
December 5 1878 Shields sailed Lady Chandos for Yarmouth

## **1879**

January 15 1879 Sunderland arrived Lady Chandos, Howe from Shields  
January 16 1879 Sunderland sailed Lady Chandos, Howe for Yarmouth  
January 22 1879 Great Yarmouth passed south QFSH (Lady Chandos of  
. Yarmouth)  
January 23 1879 Great Yarmouth arrived Lady Chandos, Howes from Sunderland  
February 15 1879 Great Yarmouth sailed Lady Chandos, Howe for Newcastle  
February 16 1879 Shields arrived Lady Chandos from Yarmouth  
March 30 1879 Shields sailed Lady Chandos for Sunderland  
March 30 1879 Sunderland arrived Lady Chandos, Howe from Shields  
April 1 1879 Sunderland cleared Lady Chandos for Yarmouth – 160 tons coals  
April 2 1879 The Wear sailed Lady Chandos for Yarmouth

May 12 1879 Tyne arrived Lady Chandos from Yarmouth  
May 20 1879 Shields sailed Lady Chandos for Sunderland  
May 21 1879 Sunderland arrived Lady Chandos, Howe from Shields  
May 30 1879 Sunderland sailed Lady Chandos for Yarmouth  
June 29 1879 Shields arrived Lady Chandos from London  
July 14 1879 Goole sailed Lady Chandos for Yarmouth  
August 2 1879 Yarmouth sailed Schooner Lady Chandos for Newcastle - flour  
August 4 1879 Tyne arrived Lady Chandos from Runcorn  
August 8 1879 Shields sailed Lady Chandos for Sunderland  
August 9 1879 The Wear arrived Lady Chandos from Shields  
August 13 1879 Sunderland cleared Lady Chandos for Yarmouth – 170 tons coals  
August 18 1879 Sunderland sailed Lady Chandos, Howe for Yarmouth  
September 14 1879 Great Yarmouth sailed Lady Chandos, Howe for Newcastle  
September 19 1879 Shields arrived Lady Chandos from Yarmouth  
September 30 1879 Shields sailed Lady Chandos for Sunderland  
September 30 1879 The Wear arrived Lady Chandos from Newcastle  
October 1 1879 Sunderland cleared Lady Chandos for Yarmouth – 150 tons coals  
October 2 1879 Sunderland sailed Lady Chandos for Yarmouth  
November 14 1879 Bridlington Quay put in Lady Chandos from Yarmouth -  
. through stress of weather  
November 15 1879 Bridlington Quay sailed Lady Chandos, Howe for Newcastle  
November 16 1879 Shields arrived Lady Chandos from Yarmouth  
November 28 1879 Sunderland arrived Lady Chandos from Shields  
December 1 1879 Sunderland cleared Lady Chandos for Yarmouth-170 tons coals  
December 3 1879 In Sunderland, South dock Lady Chandos 99, Howe  
December 7 1879 Sunderland sailed Lady Chandos, Howe for Dover  
December 31 1879 Great Yarmouth sailed Lady Chandos, Howe for Newcastle

December 31 1879 West Hartlepool arrived Lady Chandos, Howe from Yarmouth

## **1880**

January 9 1880 Sunderland cleared Lady Chandos for Yarmouth - 140 tons coals

January 10 1880 Sunderland sailed Lady Chandos, Howe for Yarmouth

January 16 1880 Yarmouth arrived Lady Chandos, Howes from Sunderland

January 31 1880 Yarmouth sailed Lady Chandos for Newcastle

February 7 1880 Hartlepool arrived Lady Chandos, Press from Shields for  
Yarmouth

February 10 1880 Shields arrived Lady Chandos from Berwick

February 25 1880 Tyne Dock arrived Lady Chandos - Light

February 27 1880 Tyne Dock sailed Lady Chandos - coals

March 11 1880 Yarmouth, Nor. sailed Lady Chandos for Newcastle

March 24 1880 Shields arrived Lady Chandos from Yarmouth

April 5 1880 Shields sailed Lady Chandos for Sunderland

April 5 1880 Sunderland arrived Lady Chandos from Shields

April 7 1880 Sunderland cleared Lady Chandos for Yarmouth - 144 tons coals

April 8 1880 Sunderland sailed Lady Chandos, Howe for Yarmouth

April 13 1880 Newcastle sailed Lady Chandos for Yarmouth

May 11 1880 Grimsby in the Roads Lady Chandos of Yarmouth - Wind E strong

May 19 1880 Grimsby left the Roads Lady Chandos of Yarmouth

May 20 1880 Shields arrived Lady Chandos from Yarmouth

May 22 1880 Shields sailed Lady Chandos, Howe for Sunderland

June 7 1880 Shields sailed Lady Chandos, Howe for Sunderland

June 7 1880 Sunderland arrived Lady Chandos, Howe from Shields

June 15 1880 Yarmouth arrived Lady Chandos, Howes from Sunderland

July 5 1880 Seaham sailed Lady Chandos, Howe for Yarmouth

July 10 1880 Shields arrived Lady Chandos from Yarmouth  
July 26 1880 Shields arrived Lady Chandos from London  
August 6 1880 Shields sailed Lady Chandos for Sunderland  
August 6 1880 Sunderland arrived Lady Chandos, Howe from Shields  
August 7 1880 Sunderland sailed Lady Chandos for Yarmouth  
August 10 1880 Great Yarmouth passed south QFSH (Lady Chandos of Yarmouth)  
September 17 1880 Flamborough Head passed QFSH (Lady Chandos of  
. Yarmouth)  
September 19 1880 Shields arrived Lady Chandos from London  
September 27 1880 The Wear arrived Lady Chandos from Shields  
October 1 1880 Sunderland sailed Lady Chandos for Yarmouth  
October 4 1880 Great Yarmouth arrived Lady Chandos, Howes from Sunderland  
November 3 1880 Yarmouth arrived Chandos, Howes from Sunderland  
November 7 1880 Shields arrived Lady Chandos from London  
November 28 1880 Shields sailed Lady Chandos for Yarmouth  
December 3 1880 Tyne Dock, Shields sailed Lady Chandos for Yarmouth – coals  
December 5 1880 Tyne sailed Lady Chandos for Yarmouth

## **1881**

January 7 1881 until 23 February 1881 windbound at Shields  
February 23 1881 Shields sailed Lady Chandos, Hawes for Yarmouth  
February 25 1881 Yarmouth arrived Lady Chandos, Hawes from Shields  
March 23 1881 Great Yarmouth sailed Lady Chandos, Hawes for Newcastle  
March 28 1881 Tyne arrived Lady Chandos, Hawes from Yarmouth  
April 14 1881 Shields sailed Lady Chandos for Yarmouth  
May 11 1881 Great Yarmouth sailed Lady Chandos, Hawes for Newcastle  
May 14 1881 Shields arrived Lady Chandos, Hawes from Yarmouth

May 18 1881 Yarmouth arrived Lady Chandos, Hawes from Shields  
May 24 1881 Shields sailed Lady Chandos, Hawes for Sunderland  
May 25 1881 Sunderland arrived Lady Chandos, Hawes from Shields  
May 30 1881 Sunderland cleared Lady Chandos for Yarmouth - 150 tons coals  
May 31 1881 Sunderland sailed Lady Chandos for Yarmouth  
June 4 1881 Yarmouth arrived Lady Chandos, Hawes from Sunderland  
June 27 1881 Great Yarmouth sailed Lady Chandos, Hawes for Shields  
June 30 1881 Shields arrived Lady Chandos, Hawes from Yarmouth  
July 14 1881 Shields sailed Lady Chandos for Yarmouth  
July 18 1881 Yarmouth arrived Lady Chandos from Shields  
July 25 1881 Yarmouth sailed Lady Chandos, Hawes for Shields  
July 29 1881 Shields arrived Lady Chandos, Hawes from Yarmouth  
August 1 1881 Shields sailed Lady Chandos for Yarmouth  
August 4 1881 Yarmouth arrived Lady Chandos from Shields  
August 18 1881 Yarmouth sailed Lady Chandos, Hawes for Shields  
August 26 1881 Shields arrived Lady Chandos, Hawes from Yarmouth  
September 1 1881 Shields sailed Lady Chandos for Yarmouth  
September 5 1881 Yarmouth arrived Lady Chandos from Shields  
September 22 1881 Yarmouth sailed Lady Chandos, Howe for Newcastle  
September 27 1881 Shields arrived Lady Chandos from Yarmouth – Flour - Wheat  
October 9 1881 Shields sailed Lady Chandos for Yarmouth  
October 12 1881 Great Yarmouth arrived Lady Chandos from Shields  
November 1 1881 Yarmouth sailed Lady Chandos, Howe for Newcastle  
November 3 1881 Shields arrived Lady Chandos from Yarmouth  
November 29 1881 Shields sailed Lady Chandos for Yarmouth  
December 1 1881 Hartlepool arrived Lady Chandos from Seaham for Yarmouth  
· - windbound

December 6 1881 Hartlepool sailed Lady Chandos, Howell for Yarmouth - Coals  
December 9 1881 Yarmouth arrived Lady Chandos from Newcastle  
December 29 1881 Great Yarmouth sailed Lady Chandos, Howe for Hartlepool  
December 30 1881 West Hartlepool arrived Lady Chandos, Howes from Yarmouth

**1882**

January 5 1882 West Hartlepool sailed Lady Chandos, Howes for Sunderland  
. - Flour  
January 5 1882 Sunderland arrived Lady Chandos from Hartlepool  
January 14 1882 In Sunderland, south Dock Lady Chandos  
January 17 1882 Sunderland sailed Lady Chandos, Howe for Great Yarmouth  
March 4 1882 Middlesbrough sailed Lady Chandos for Hull  
March 4 1882 Sunderland arrived Lady Chandos, Howe from Middlesbrough  
March 9 1882 In Sunderland, south Dock Lady Chandos 99  
March 11 1882 The Wear sailed Lady Chandos for Yarmouth  
April 1 1882 Shields arrived Lady Chandos from Yarmouth  
April 24 1882 Tyne sailed Lady Chandos - Coke  
April 24 1882 Shields sailed Lady Chandos for Yarmouth  
April 24 1882 Flamborough Head passed south QFSH (Lady Chandos of  
. Yarmouth)  
May 19 1882 Yarmouth sailed Lady Chandos schooner of Yarmouth for Hartlepool  
. - Flour  
May 21 1882 West Hartlepool arrived Lady Chandos - Flour  
May 24 1882 West Hartlepool sailed Lady Chandos for Sunderland  
May 24 1882 Sunderland arrived Lady Chandos from Hartlepool  
May 29 1882 In Sunderland, south Dock Lady Chandos 99, Howe  
May 31 1882 In Sunderland, south Dock Lady Chandos 99, Howe  
June 6 1882 The Wear sailed Lady Chandos for Yarmouth

June 8 1882 Yarmouth arrived Lady Chandos schooner of Yarmouth from Shields  
· - Coal

June 26 1882 Yarmouth sailed Lady Chandos, Howe for Hartlepool

June 28 1882 West Hartlepool arrived Lady Chandos,Howes from Yarmouth-Flour

July 2 1882 West Hartlepool sailed Lady Chandos for Seaham - ballast

July 2 1882 Seaham arrived Lady Chandos, Howes from Hartlepool

July 5 1882 Seaham sailed Lady Chandos, Howe for Yarmouth

July 22 1882 Yarmouth sailed Lady Chandos for Shields

July 22 1882 Seaham arrived Lady Chandos, Howes from Yarmouth

July 28 1882 Seaham sailed Lady Chandos for Yarmouth

July 30 1882 Flamborough Head passed south QFSH (Lady Chandos of Yarmouth)

August 1 1882 Yarmouth arrived Chandos, Howes from Seaham

August 17 1882 Yarmouth sailed Lady Chandos, Howes for Hartlepool

August 20 1882 Sunderland arrived Lady Chandos, Howe from Yarmouth

August 22 1882 The Wear sailed Lady Chandos for Seaham

August 22 1882 Seaham arrived Lady Chandos, Howes from Sunderland

September 3 1882 Seaham sailed Lady Chandos, Howes for Yarmouth

September 5 1882 Yarmouth arrived Lady Chandos schooner of Yarmouth from  
· Seaham - Coal

October 3 1882 West Hartlepool arrived Lady Chandos from Yarmouth - Flour

October 5 1882 The Wear arrived Lady Chandos from Hartlepool

October 18 1882 Sunderland cleared Lady Chandos for Yarmouth - 180 tons coals

October 25 1882 The Wear sailed Lady Chandos for Gorleston

October 29 1882 Grimsby in the Roads Lady Chandos of Yarmouth

November 1 1882 Grimsby left the Roads Lady Chandos of Yarmouth

November 3 1882 Yarmouth arrived Chandos, Howes from Sunderland

November 27 1882 Bridlington Bay windbound QFSH (Lady Chandos of Yarmouth)

December 2 1882 Hartlepool sailed Lady Chandos, Howes for Sunderland – wheat

December 2 1882 Shields arrived Lady Chandos from Yarmouth

December 5 1882 Newcastle Lady Chandos landed 1070 sacks flour

December 15 1882 Tyne Dock arrived Lady Chandos - Light

December 21 1882 Tyne sailed Lady Chandos for Yarmouth

### **1883**

January 12 1883 Tyne arrived Lady Chandos from Yarmouth

February 4 1883 Tyne Dock, Shields sailed Lady Chandos for Gravesend - Coals

February 6 1883 Hartlepool arrived Lady Chandos, Press from Shields for  
Yarmouth – Windbound

February 19 1883 Hartlepool sailed Lady Chandos for Yarmouth

March 20 1883 Shields arrived Lady Chandos from Yarmouth

April 14 1883 Tyne Dock, Shields sailed Lady Chandos for Yarmouth – coals

April 16 1883 Yarmouth arrived Lady Chandos schooner of Yarmouth from Shields  
- Coal

May 13 1883 Shields arrived Lady Chandos from Yarmouth

May 22 1883 Shields arrived Lady Chandos from Yarmouth

May 22 1883 Shields sailed Lady Chandos for Sunderland

May 23 1883 Sunderland arrived Lady Chandos, Howe from Shields

May 28 1883 The Wear sailed Lady Chandos for Yarmouth

June 1 1883 Yarmouth, Nor. passed south QFSH (Lady Chandos of Yarmouth)

June 2 1883 Yarmouth arrived Lady Chandos from Sunderland

June 20 1883 Tyne arrived Lady Chandos from Yarmouth

July 5 1883 Shields sailed Lady Chandos for Yarmouth

July 26 1883 Shields arrived Lady Chandos from London

August 4 1883 Shields sailed Lady Chandos for Seaham

August 4 1883 Seaham arrived Lady Chandos, Howes from Shields

August 16 1883 Seaham sailed Lady Chandos for Yarmouth

September 15 1883 Shields arrived Lady Chandos from Yarmouth - Flour

October 14 1883 West Hartlepool arrived Lady Chandos, Howes from Yarmouth

October 19 1883 West Hartlepool sailed Lady Chandos, Howes for Hartlepool  
· - Ballast

October 24 1883 Hartlepool sailed Lady Chandos for Yarmouth - 144 tons of coals

November 17 1883 West Hartlepool arrived Lady Chandos, Howes from Yarmouth  
· - Flour

November 23 1883 West Hartlepool sailed Lady Chandos for Hartlepool

November 24 1883 Hartlepool sailed Lady Chandos for Yarmouth – Coals

November 30 1883 Yarmouth arrived Lady Chandos, Howes schooner of  
· Yarmouth from Seaham – Coal

## **1884**

January 1 1884 Shields arrived Lady Chandos from Yarmouth

January 12 1884 Tyne sailed Lady Chandos for Yarmouth

January 14 1884 Yarmouth arrived Lady Chandos schooner of Yarmouth from  
· Sunderland - Coal

January 31 1884 Yarmouth sailed Lady Chandos for Newcastle

January 31 1884 Shields arrived Lady Chandos from London - chalk

February 23 1884 Shields sailed Lady Chandos for Yarmouth - coal

March 11 1884 Yarmouth, Nor. sailed Lady Chandos for Newcastle

March 20 1884 West Hartlepool sailed Lady Chandos, Hawes for Yarmouth

April 14 1884 Tyne arrived Lady Chandos from Yarmouth - Flour

April 30 1884 Tyne sailed Lady Chandos for Dover

May 2 1884 Yarmouth, Nor. passed south QFSH (Lady Chandos of Yarmouth)

May 3 1884 Yarmouth arrived Lady Chandos schooner of Yarmouth from  
. Newcastle - Coal

May 19 1884 Yarmouth, Nor. sailed Lady Chandos for Newcastle

May 21 1884 Tyne arrived Lady Chandos from Yarmouth - Flour

May 30 1884 Shields sailed Lady Chandos for Sunderland

May 30 1884 Sunderland arrived Lady Chandos, Howe from Shields

June 1 1884 Sunderland cleared Lady Chandos for Yarmouth - 180 tons coals

June 1 1884 Sunderland sailed Lady Chandos, Howe for Yarmouth

June 25 1884 Yarmouth, Nor. sailed Lady Chandos, Howes for Newcastle

June 27 1884 West Hartlepool arrived Lady Chandos, Hawes from Yarmouth-Flour

July 3 1884 West Hartlepool sailed Lady Chandos for Yarmouth  
. - 146 tons large coals, Lennard & Danby

August 12 1884 Tyne arrived Lady Chandos from Yarmouth - Flour

August 26 1884 Northumberland Dock &c., arrived Lady Chandos - light

August 28 1884 Tyne sailed Lady Chandos for Yarmouth

September 3 1884 Yarmouth arrived Lady Chandos schooner of Yarmouth from  
. Sunderland - Coal

September 25 1884 West Hartlepool sailed Lady Chandos for Yarmouth

October 21 1884 Yarmouth sailed Lady Chandos schooner of Yarmouth for  
. Newcastle - Flour

October 24 1884 Tyne arrived Lady Chandos from Yarmouth

December 2 1884 Tyne arrived Lady Chandos from Yarmouth

December 16 1884 Tyne sailed Lady Chandos for Yarmouth

## **1885**

January 29 1885 Hartlepool arrived Lady Chandos, Howell Seaham for Yarmouth  
. - Coals

w/e February 5 1885 Hartlepool sailed Lady Chandos, Howes for Yarmouth- Coals

February 18 1885 West Hartlepool arrived Lady Chandos, Howes from Yarmouth  
· - Flour

w/e February 21 1885 West Hartlepool cleared outwards Lady Chandos, Howes  
· for Yarmouth - 142 tons Coals

February 28 1885 West Hartlepool sailed Lady Chandos, Howes for Yarmouth  
· -Coals

April 25 1885 Yarmouth arrived Lady Chandos schooner of Yarmouth from  
· Sunderland - Coal

w/e May 2 1885 Hartlepool arrived Lady Chandos from Yarmouth - Flour

w/e May 8 1885 West Hartlepool sailed Lady Chandos for Hartlepool - ballast

w/e May 8 1885 Hartlepool arrived Lady Chandos from West Hartlepool

May 8 1885 Hartlepool sailed Lady Chandos, Howes for Yarmouth - Coals

w/e June 26 1885 Tyne sailed Lady Chandos for Yarmouth

July 8 1885 West Hartlepool arrived Lady Chandos, Howes from Yarmouth - Flour

July 10 1885 West Hartlepool sailed Lady Chandos, Howes for Tyne - light

July 10 1885 NDCS Shields arrived Lady Chandos from Hartlepool - light

July 11 1885 Tyne sailed Lady Chandos for Yarmouth

August 8 1885 Tyne arrived Lady Chandos from Yarmouth

August 25 1885 Shields sailed Lady Chandos for Yarmouth

September 16 1885 Tyne arrived Lady Chandos from London

September 26 1885 Tyne NDCS sailed Lady Chandos for Yarmouth - Coals

November 12 1885 Tyne sailed Lady Chandos for Shoreham

November 26 1885 Shields arrived Lady Chandos from Yarmouth

December 2 1885 Shields sailed Lady Chandos for Yarmouth

December 19 1885 Tyne arrived Lady Chandos from Yarmouth

**1886**

January 28 1886 The Tyne arrived Lady Chandos from Yarmouth

February 4 1886 Shields sailed Lady Chandos for Sunderland  
February 4 1886 Sunderland arrived Lady Chandos from Shields  
February 5 1886 Sunderland in South Dock Lady Chandos 99, Maude  
February 6 1886 Sunderland cleared lady Chandos 99, for Yarmouth – Patent fuel  
February 8 1886 The Wear sailed Lady Chandos for Yarmouth  
February 25 1886 Lynn arrived Lady Chandos, Maude from Yarmouth - ballast  
March 6 1886 Lynn sailed Lady Chandos, Maude for Stockton - Grain  
March 10 1886 Stockton arrived Lady Chandos, Maude from Lynn - wheat  
March 13 1886 Middlesborough arrived Lady Chandos, Mante from Stockton  
March 16 1886 Middlesborough sailed Lady Chandos, Maude for London –  
. 145 tons Coals  
March 25 1886 Middlesborough sailed Lady Chandos, Maude for Yarmouth  
May 9 1886 Leith arrived Lady Chandos from London - Guano  
May 19 1886 Leith sailed Lady Chandos 99, Maude for Newcastle – Burnt Ore  
May 22 1886 The Tyne arrived Lady Chandos from Lynn  
June 15 1886 The Tyne sailed Lady Chandos for London  
July 6 1886 Tyne arrived Lady Chandos from London  
July 12 1886 The Tyne sailed Lady Chandos for Sunderland  
w/e July 13 1886 The Wear arrived Lady Chandos from Shields  
August 6 1886 The Tyne arrived Lady Chandos from Yarmouth  
September 10 1886 Tyne sailed Lady Chandos for London  
November 5 1886 Peterhead arrived Lady Chandos, Maud from London - Bones  
November 12 1886 Peterhead sailed Lady Chandos, Maude for Alloa  
November 21 1886 Shields sailed Lady Chandos for London

**1887**

January 3 1887 Lowestoft sailed Lady Chandos, Maude for Frazerburgh  
· – Wood Turnings

January 6 1887 Frazerburgh arrived Lady Chandos, Maude from Lowestoft  
· – Fish curing stock

February 19 1887 Leith sailed Lady Chandos for Yarmouth - Pollards

March 11 1887 Hartlepool arrived Lady Chandos, Maude from Yarmouth  
· – ballast

March 15 1887 Hartlepool sailed Lady Chandos for Poole – 150 tons Coals

May 11 1887 Glasgow arrived Lady Chandos, Howes from Poole - Clay

May 21 1887 Glasgow sailed Lady Chandos for Renfrew

June 4 1887 Pill arrived Lady Chandos from Glasgow – Naphtha

July 3 1887 Deal passed Lady Chandos west for North

July 10 1887 Shields arrived Lady Chandos from Bristol - Limestone

July 26 1887 Shields sailed Lady Chandos for Wear

July 26 1887 Sunderland arrived Lady Chandos from Shields

w/e July 30 1887 Sunderland cleared lady Chandos 99, for Maldon 150 tons Coals

August 1 1887 Sunderland sailed Lady Chandos for Maldon

August 9 1887 Maldon arrived Lady Chandos, Howes from Sunderland - Coals

August 24 1887 Sunderland arrived Lady Chandos from Maldon

August 30 1887 Sunderland sailed Lady Chandos for Seaham

August 30 1887 Seaham arrived Lady Chandos from Sunderland

September 11 1887 Seaham sailed Lady Chandos for Brightlingsea

October 7 1887 Brightlingsea sailed Lady Chandos, Howes for Hull

November 4 1887 Hull sailed Lady Chandos, Howes for Berwick

November 14 1887 Berwick arrived Lady Chandos, Howes from Hull

November 24 1887 Berwick sailed Lady Chandos for Newcastle – Burnt Ore

November 24 1887 Shields arrived Lady Chandos from Berwick

December 7 1887 Shields sailed Lady Chandos for Exeter

December 22 1887 Ipswich arrived Lady Chandos, Hawes from Harwich - light

## **1888**

January 2 1888 Ipswich sailed Lady Chandos, Howes for Milford – Manure

February 5 1888 Porthcawl arrived Lady Chandos, Evans from Milford - ballast

February 13 1888 Truro, Malpas arrived Lady Chandos, Evans from Porthcawl

February 17 1888 Truro, Malpas sailed Lady Chandos, Evans for Porthcawl

February 17 1888 The Lizard passed west Lady Chandos, brigantine of Yarmouth

March 4 1888 Porthcawl arrived Lady Chandos from Truro - ballast

March 16 1888 Porthcawl sailed Lady Chandos, Evans for Fowey – 190 tons Coal

March 17 1888 The Lizard passed east Lady Chandos, brigantine of Yarmouth

March 19 1888 Par arrived Lady Chandos, Evans from Porthcawl

March 22 1888 Fowey arrived Lady Chandos, Evans from Porthcawl

April 4 1888 The Lizard passed west Lady Chandos, brigantine of Yarmouth

April 9 1888 Porthcawl arrived Lady Chandos, Evans from Falmouth – ballast

April 23 1888 Porthcawl sailed Lady Chandos for Youghal – 155 tons coal

June 2 1888 Porthcawl arrived Lady Chandos, Evans from Appledore – ballast

June 9 1888 Fowey arrived Lady Chandos, George from Cardiff

July 27 1888 Porthcawl arrived Lady Chandos from Padstow – ballast

July 30 1888 Porthcawl sailed Lady Chandos for Fowey – 170 tons coal

August 29 1888 Fowey sailed Lady Chandos, George for Runcorn

September 8 1888 Runcorn arrived Lady Chandos, George from Charlestown

September 24 1888 Swansea arrived Lady Chandos 99, George from Runcorn  
 . – 155 tons Salt Vivian and Sons

October 10 1888 Swansea sailed Lady Chandos, George for Plymouth  
 . – 150 tons coal T R Robinson

Beginning November 1888 Fowey sailed Lady Chandos for Runcorn- China clay  
November 13 1888 Milford Put in Lady Chanos leaking Fowey for Runcorn  
November 29 1888 Fishguard put in for shelter Lady Chandos, brigantine -leaky  
December 20 1888 Fishguard sailed Lady Chandos for Runcorn from Fowey

## **1889**

January 2 1889 Runcorn docked Lady Chandos 99, George  
January 11 1889 Runcorn docked Lady Chandos 99, George  
January 21 1889 Runcorn sailed Lady Chandos, George for Swansea  
January 24 1889 Swansea arrived Lady Chandos, George from Runcorn – Pitch  
w/e February 11 1889 Swansea sailed Lady Chandos for Clare Castle - Coal  
March 1 1889 Tarbert, Limerick arrived Lady Chandos, George from Swansea  
March 12 1889 Cardiff arrived Lady Chandos, George from Clare Castle  
. – Hay M J Begg & Co  
March 23 1889 Cardiff arrived Lady Chandos, George from Limerick  
March 29 1889 Cardiff sailed Lady Chandos, George for Fowey  
May 1 1889 Runcorn docked Lady Chandos 99, George from Fowey  
May 27 1889 Looe arrived Lady Chandos, George from Runcorn  
June 1 1889 Fowey arrived Lady Chandos, George from Looe  
June 21 1889 Runcorn docked Lady Chandos 99, George - Thomas Brothers  
June 29 1889 Liverpool cleared Lady Chandos for Fowey  
July 3 1889 Runcorn docked Lady Chandos 99, George  
To July 4 1889 Liverpool sailed Lady Chandos for Fowey  
July 28 1889 Fowey sailed Lady Chandos, George for Runcorn  
August 3-4 1889 Runcorn docked Lady Chandos 99, George from Fowey  
August 19 1889 Runcorn docked Lady Chandos 99, George  
September 7 1889 Cardiff arrived Lady Chandos 99 from Runcorn – Soda Ash

September 23 1889 Cardiff sailed Lady Chandos for Southampton

October 1 1889 The Lizard passed east Garrison (s) of Cardiff towing  
 . Lady Chandos, schooner of Yarmouth

October 2 1889 Falmouth arrived Lady Chandos from Cardiff

October 12 1889 Falmouth sailed Lady Chandos for Southampton

November 9 1889 St Ann's Head passed out Lady Chandos, schooner of Yarmouth

November 29 1889 Runcorn docked Lady Chandos 99, George

## 1890

February 16 1890 Llanelly arrived Lady Chandos, Brenton from Porthgain

March 3 1890 Llanelly cleared Lady Chandos for Cowes – 150 tons coal

March 19 1890 St Ann's Head passed out Lady Chandos of Yarmouth

March 22 1890 Cowes arrived Lady Chandos, Jones from Llanelly

April 12 1890 Cowes sailed Lady Chandos, Leigh for Preston

April 15 1890 Portland Bill passed west Lady Chandos, brigantine of Yarmouth  
 . – lost fore topgallant mast

May 9 1890 Preston sailed Lady Chandos for Liverpool – light

May 14 1890 Liverpool cleared Lady Chandos for Plymouth

July 10 1890 Runcorn docked Lady Chandos 79 from Plymouth

July 29 1890 Runcorn docked Lady Chandos 79

July 30 1890 Runcorn sailed Lady Chandos 79 for Swansea

August 11 1890 Swansea arrived Lady Chandos, Jones from Runcorn  
 . – 150 tons Pitch Crigola Co.

September 6 1890 Swansea sailed Lady Chandos, Jones for Dublin

September 23 1890 Portmadoc arrived Lady Chandos, Jones from Dublin

w/e December 11 1890 Milford arrived Lady Chandos from Portmadoc for Poole  
 . - Leaking

**1891**

- March 2 1891 Ellesmere Port docked Lady Chandos 79, Evans –  
· Roberts from Poole
- March 12 1891 Ellesmere Port docked Lady Chandos 79, Evans – Roberts
- March 17 1891 Garston old dock Lady Chandos 79, Evans – Marwood & Co
- March 19 1891 Garston sailed Lady Chandos 79, Evans for Milford
- w/e May 8 1891 Portmadoc sailed Lady Chandos for London
- w/e May 16 1891 Milford put in Lady Chandos from Portmadoc for Woolwich  
· Leaking
- June 12 1891 Swansea arrived Lady Chandos 79 from London – 150 tons Loam
- June 26 1891 Swansea exports Lady Chandos for Cork 155 tons Coal, Norton & Co
- July 3 1891 Swansea sailed Lady Chandos, Croker for Cork
- July 30 1891 Newport exports Lady Chandos for Ballycotton – 150 tons coal
- August 4 1891 Newport sailed Lady Chandos, Croker for Ballycotton
- August 24 1891 Youghal put in Lady Chandos from Newport for Ballycotton  
· – Leaking
- September 7 1891 Stranded at St Tudwall's Lady Chandos from Ballycotton  
· for Caernarvon

## Appendix B Ports and Other Locations

**Amble** is a town on the North Sea coast of Northumberland, England, at the mouth of the River Coquet

**Banff** is a town in the Banff and Buchan area of Aberdeenshire, Scotland. It is situated on Banff Bay and faces the town of Macduff across the estuary of the River Deveron.

**Berwick-upon-Tweed**, sometimes known as Berwick-on-Tweed or simply Berwick, is a town and civil parish in Northumberland, England. Located 2½ miles south of the Anglo-Scottish border, it is the northernmost town in England.

**Ballycotton** is a coastal village in County Cork, Ireland, situated about 25 miles east of Cork city.

**Clarecastle** -The town is named after the Clare Castle which stands on an island in the narrowest navigable part of the River Fergus in County Clare, Ireland.

The name was often written **Christianssand** until 1877. The name was changed to its present form, Kristiansand (single "s"), in 1889. Kristiansand is a seaside resort city and municipality in Agder county, Norway.

Gdańsk German: **Danzig** ['dantsɪç] is a city on the Baltic coast of northern Poland.

**Fécamp** is a commune in the Seine-Maritime department in the Normandy region in north-western France.

**Gorleston-on-Sea**, known colloquially as Gorleston, is a town in the Borough of Great Yarmouth, in Norfolk, England, to the south of Great Yarmouth. Situated at the mouth of the River Yare it was a port town at the time of the Domesday Book.

**Hartlepool** is a large port town in, North East England. The town is located 32 miles south-east of Newcastle upon Tyne, 17 miles south-east of Durham, 20 miles south-east of Sunderland, and 12 miles north-east of Stockton-on-Tees. Since 1960's includes West Hartlepool.

**Königsberg** was the name for the historic Prussian city that is now Kaliningrad, Russia. It is now the capital of Russia's Kaliningrad Oblast, an exclave bordered in the north by Lithuania and in the south by Poland.

**Macduff** is a town in the Banff and Buchan area of Aberdeenshire, Scotland. It is situated on Banff Bay and faces the town of Banff across the estuary of the River Deveron.

Baltiysk prior to 1946 known by its German name **Pillau** is a seaport town and the administrative center of Baltiysky District in Kaliningrad Oblast, Russia, located on the northern part of the Vistula Spit, on the shore of the Strait of Baltiysk separating the Vistula Lagoon from Gdańsk Bay.

**Porthgain** is a village in the Pembrokeshire Coast National Park in Wales, located between St David's and Goodwick, and just north of Llanrhian. At one time, the harbour exported slate from quarries a few miles south at Aberiddi, Trwynllwyd and Porthgain quarry works itself. Aberiddi and the quarries to the South were linked by a tramway, the Porthgain Railway. Water-powered mills at Porthgain sawed the quarried slate slabs before shipment.

**Saint-Valery-en-Caux** is a commune in the Seine-Maritime department in the Normandy region in northern France.

**Seaham** is a town in County Durham, England. Located on the Durham Coast, Seaham is situated 6 miles south of Sunderland and 13 miles east of Durham. The town grew from the late 19th century onwards as a result of investments in its harbour and coal mines.

**Southwold** is a town on the English North Sea coast in the East Suffolk district of Suffolk. It lies at the mouth of the River Blyth.

**Stralsund** officially the Hanseatic City of Stralsund is a city in the Pomeranian part of Mecklenburg-Vorpommern, Germany. It is located at the southern coast of the Strelasund, a sound of the Baltic Sea separating the island of Rügen from the mainland

Port of **Tyne** with its proximity to surrounding coalfields, the Tyne was a major route for the export of coal from the 13th century until the decline of the coal mining industry in North East England in the second half of the 20th century. The largest coal staithes (a structure for loading coal onto ships) were located at Dunston in Gateshead, Hebburn and Tyne Dock, South Shields. The wooden staithes at Dunston, built in 1890, have been preserved, although they were partially destroyed by fire in 2006 and then a further fire in May 2020 means that the Staithes is becoming more vulnerable to vandalism and would need extensive financing to preserve it and make it secure

**Uddevalla** is a town in Västra Götaland County, Sweden. It is located at a bay of the south-eastern part of Skagerrak.

**Warkworth** is a Northumbrian Village almost completely surrounded by a loop in the River Coquet, about a mile from the coast. The River Coquet did not originally follow its present course. In 1765 heavy rain and sleet caused it to change course to enter the sea further south at Amble. Originally a small fishing port, Amble (or Warkworth) Harbour grew in the nineteenth century due to its nearness to the Northumberland coalfields. A railway linked the harbour to the collieries which made it ideal for the transportation and export of coal. Therefore Amble owes its existence to the construction of its harbour from 1838 to 1849. Officially called Warkworth Harbour, Amble then became Northumberland's most northern coal port in 1835 when the first staithes were built and the need for a harbour became evident. Radcliffe, Broomhill, Shilbottle, Widdrington, Whittle, Togston and Hauxley collieries were the main suppliers of coal which the railways brought to the staithes at the Broomhill and Radcliffe quays. Amble thrived and coal shipments for domestic and for export, peaked in about 1930. After the Second World War the war pits began to close and coal shipments gradually dwindled. Added to the fact that larger ships were unable to use the harbour eventually the coal shipments ceased. The end came for the staithes in 1969 and they were demolished in 1971, however it is still possible to trace the path the railway used to take.



Fig. Amble Quay and Staithes

The River **Wear** in North East England rises in the Pennines and flows eastwards, mostly through County Durham to the North Sea in the City of Sunderland.

The town of **West Hartlepool** was founded by Ralph Ward Jackson who went on to become managing director of the Stockton and Hartlepool Railway in 1848. The area, having just one farm house in 1845, steadily grew into a centre for shipping and railway transportation. The West Hartlepool Harbour and Dock (8 acres) opened on 1 June 1847. Five years later, also on 1 June, the Jackson dock (14 acres) opened as well as a railway connecting West Hartlepool to Leeds, Manchester and Liverpool. This allowed the shipping of coal and wool products east, and the shipping of fresh fish and raw fleeces west, and the area's population grew as a result.

## Appendix C Measures and Cargo explanations

The **chaldron** was used as the measure for coal from the 13th century, measuring by volume being much more practical than weighing low-value, high-bulk commodities like coal. It was not standardized, and there were many different regional chaldrons, the two most important being the Newcastle and London chaldrons.



Fig. Chaldron waggon

Chaldron waggon at Beamish. The long brake lever is for control when running down to the staith by gravity. Note that the perspective of this photo makes the chaldron seem much larger than it is. The railways had standard "chaldron waggons" which were about 10 ft (3.05 m) and around 6 ft 3 in (1.91 m) high.

The value of a chaldron of coal depended on the size of the lumps of coal and also their water content. Unscrupulous merchants would purchase their coal in lumps as large as possible then sell them in smaller sizes. This was abolished by the Weights and Measures Act of 1835, which legislated that from January 1836 coal was only to be sold by weight.

**Keel** was a unit used to measure coal in the northeast of England, being the quantity of coal carried by a keelboat on the Tyne and Wear rivers. In 1750 it was said to be equal to 8 Newcastle chaldrons (waggons), a measure of volume, or a weight of 21.2 long tons or 424 cwt (21.54 metric tons)

**Cake** – probably linseed oil cake, used for cattle feed after the oil had been extracted.

In older usage, "**naphtha**" simply meant crude oil, but this usage is now obsolete in English.

**Patent Fuel** is Fuel in the form of briquettes or blocks made by compressing and shaping crushed coal, with added binder if necessary.

# Appendix D Crew List Agreement for Lady Chandos 1881

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

6 JUL 81  
403/1881. Newcastle

Date of Termination of Half Year: **June 30th 1881**  
No. 109863  
EXHIBITED IN TEN PAGES.

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

NOTICE.—As this Agreement is made for Voyages in the Home Trade only, the Crew need not be engaged before a Superintendent of Mercantile Marine, on whichever date the Agreement is made it expires on the next following 30th day of June or 31st day of December, as the case may be, and is then, or within 21 days afterwards, to be delivered to the Superintendent of a Mercantile Marine Office. If, however, the Ship is absent from the United Kingdom on the 30th day of June or 31st day of December, then this Agreement remains in force until the first arrival of the Ship at her final port of destination in the United Kingdom after such date, or the discharge of cargo consequent on such arrival, when it is to be delivered up to a Superintendent.

On this Agreement and Account of Crew being duly completed and deposited at a Mercantile Marine Office, the Superintendent will issue the Certificate C.C., to enable the Ship to be cleared at the Customs House.

Neglect to deposit the returns within the time prescribed by the Merchant Shipping Act subjects the Owner or Master to a penalty, and will lead to delay in the issue of the Clearance Certificate and consequent detention of the Ship.

N.B.—The Master's attention is specially directed to the "Instructions to Masters of Home Trade Vessels," contained on page 10.

| Name of Ship.       | Official No. | Port of Registry.   | Port No. and Date of Register.    | Registered Tonnage. | Nominal Horse-power of Engines (if any). | No. of Decks for whom accommodation is provided, 56 & 51 Vict. c. 124. |
|---------------------|--------------|---------------------|-----------------------------------|---------------------|--|--|
| <i>Lady Chandos</i> | <i>29465</i> | <i>St. Germouth</i> | <i>Port No. 57<br/>Regd 31/66</i> | <i>99</i>           | <i>Null</i>                              | <i>Null</i>  |

| REGISTERED (MANAGING) OWNER. |   | MASTER.             |                        | DISTANCE IN FEET AND INCHES BETWEEN CENTRE OF MAXIMUM BREADTH AND UPPER EDGE OF DECK INDICATING THE POSITION OF THE |   |
|------------------------------|---|---------------------|------------------------|---|---|
| Name.                        | Address (State No. of House, Street, and Town.) | Name.               | No. of Cert. (if any). | Address (State No. of House, Street, and Town.)   | 1st Deck above l. ft. in. 2nd Deck above l. ft. in. |
| <i>Prop Brn</i>              | <i>Southtown<br/>Garmouth</i>                   | <i>Robert Howes</i> | <i>Null</i>            | <i>2 North Market Rd<br/>Garmouth</i>   | <i>2 " "</i>  |

Scale of Provisions to be allowed and served out to the Crew during the Voyage.

|           | Bread | Meat | Pork | Beef | Peanut | Oil | Wine | Beer | Tea | Coffee | Sugar | Starch | Soap | Wax |
|-----------|-------|------|------|------|--------|-----|------|------|-----|--------|-------|--------|------|-----|
| Sunday    |       |      |      |      |        |     |      |      |     |        |       |        |      |     |
| Monday    |       |      |      |      |        |     |      |      |     |        |       |        |      |     |
| Tuesday   |       |      |      |      |        |     |      |      |     |        |       |        |      |     |
| Wednesday |       |      |      |      |        |     |      |      |     |        |       |        |      |     |
| Thursday  |       |      |      |      |        |     |      |      |     |        |       |        |      |     |
| Friday    |       |      |      |      |        |     |      |      |     |        |       |        |      |     |
| Saturday  |       |      |      |      |        |     |      |      |     |        |       |        |      |     |

*Sufficient without waste*

The general Persons whose names are hereon subscribed, and whose descriptions are contained on the other side or sides, and of whom *all* are engaged as Sailors, hereby agree to serve, in the several capacities expressed by their respective Names, on board the said Ship, which is to be employed *in the Boasting Trade*.

And the Crew agree to conduct themselves in an orderly, faithful, honest, and sober manner, and to be as 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, whether on board, in boats, or on shore; in consideration of which Services to be duly performed, the said Master hereby agrees to pay to the said Crew as Wages the Sums against their Names respectively expressed, and to supply them with Provisions according to the above Scale: And it is hereby agreed, That any Embezzlement or wilful or negligent Destruction of any part of the Ship's Cargo or Stores shall be made good to the Owner out of the Wages of the Person guilty of the same: And if any Person enters himself as qualified for a duty which he proves incompetent to perform, his Wages shall be reduced in proportion to his incompetency; and it is also agreed that the Regulations for maintaining discipline sanctioned by the Board of Trade, which are printed herein and numbered, are adopted by the parties hereto, and shall be considered to be embodied in this Agreement.

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 work Cargo or Ballast as may be required by the Master & that the voyage shall always terminate at the Port of Garmouth*

Date and Place of first Signature of Agreement.

| Date.           | Place.           |
|-----------------|------------------|
| <i>Jan 7/81</i> | <i>Newcastle</i> |

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.

*Robert Howes* Master's Signature.

| These Columns to be filled in by the Master at the end of the last Voyage or the half year. |   | To be filled in by the Superintendent.  |  |
|---|---|---|--|
| Date of Termination of the last Voyage.   | Port at which the last Voyage terminated. | I hereby declare to the truth of the Entries in this Agreement and Account of Crew, &c. | Received at  |
| <i>June 30/81</i>   | <i>Newcastle</i>                          | <i>Robert Howes</i> Master.   | <i>Newcastle</i> the <i>5</i> day of <i>July</i> 1881          |
|   |   |   | <i>W. Gray Whitehead</i> [Superintendent of Mercantile Marine] |

\* Here the probable nature of the Ship's employment for the ensuing six months is to be described, thus, "In the Coasting Trade of the United Kingdom"; "In the Home Trade" The particulars of each Voyage made under this Agreement are to be inserted in the Form provided on page 10.

† Here are to be inserted the Numbers of any of the Regulations for maintaining discipline issued by the Board of Trade, and printed on page 9 hereof, which the parties agree to adopt.

‡ Here any stipulations may be inserted to which the parties agree, and which are not contrary to Law.

N.B.—This Form must not be unaltered. 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 No. 6 should be obtained and used.

[Ten Pages]

2

Name of

| Reference No. | PARTICULARS OF ENGAGEMENT.                           |                |                            |  |   |       |   |           |
|---------------|--|----------------|----------------------------|--|---|-------|---|-----------|
|               | SIGNATURES OF CREW.                                  | Date of Birth. | Town or County where born. | If in the Reserve, No. of Commission or E.V.S. | Ship in which he last served.                         |       | Date and Place of signing this Agreement. |           |
|               |  |                |                            |  | Ship Name, and Official No. or Port also belonged to. | Year. | Date.                                     | Place.    |
| 1             | Robert Howes<br><small>Master to sign first.</small> | 1840           | Yarmouth                   | Null   | Lady Rhandos  | 1868  | Jan 7                                     | Newcastle |
| 2             | Robert Lamb<br><small>his mark</small>               | 1836           | Aldborough                 | Null   | Do  | Do    | Do  | Do        |
| 3             | Benjamin Cook<br><small>his mark</small>             | 1861           | Lowestoft                  | Null   | Do  | Do    | Do  | Do        |
| 4             | Henry Cooper   | 1833           | Yarmouth                   | Null   | Do  | Do    | Do  | Do        |
| 5             |  |                |                            |  |   |       |   |           |
| 6             |  |                |                            |  |   |       |   |           |
| 7             |  |                |                            |  |   |       |   |           |
| 8             |  |                |                            |  |   |       |   |           |
| 9             |  |                |                            |  |   |       |   |           |
| 10            |  |                |                            |  |   |       |   |           |
| 11            |  |                |                            |  |   |       |   |           |
| 12            |  |                |                            |  |   |       |   |           |
| 13            |  |                |                            |  |   |       |   |           |
| 14            |  |                |                            |  |   |       |   |           |
| 15            |  |                |                            |  |   |       |   |           |
| 16            |  |                |                            |  |   |       |   |           |
| 17            |  |                |                            |  |   |       |   |           |
| 18            |  |                |                            |  |   |       |   |           |
| 19            |  |                |                            |  |   |       |   |           |
| 20            |  |                |                            |  |   |       |   |           |

Robert Howes

\* Should the Rate of Wages in any case be altered during the continuance of this Agreement, the Rate of Wages to be stated under the head of "Rate of Wages."  
 † 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 "Name of Ship."  
 ‡ V.G. for "Very Good," G. "Good."

**Ship "Lady Charles"** **AGREEMENT No. 109863** **3**

|  |  |  |  |  | PARTICULARS OF DISCHARGE, As<br>To be filled in by the Master upon the Discharge, Death, or Desertion of any<br>Member of his Crew. |           |   |        |        | Reference No. |                            |                                  |
|--|--|--|--|--|---|-----------|---|--------|--------|---------------|----------------------------|----------------------------------|
| In what<br>Capacity engaged,<br>and if Master,<br>Mate, or<br>Engineer, No. of<br>his Certificate<br>(if any). | Time<br>at which he<br>is to<br>be on board. | Amount of<br>Wages per<br>Month,<br>or Voyage,<br>(Please specify<br>which do not<br>apply.) | Amount of<br>Wages advanced<br>in any. | Signature of Superintendent<br>or Mercantile Marine,<br>H. M. Coast,<br>or other Witness to the<br>Engagement. | Date and Place of Commencement<br>of Service on board.  |           | Date, Place, and Cause of leaving this Ship, or of Death. |        |        |               | Report of Character.       |                                  |
|  |  |  |  |  | Date.   | Place.    | Date.   | Place. | Cause. |               | For<br>General<br>Conduct. | For<br>Ability in<br>Seamanship. |
| Master   | when required                                |  |  | Wm. R. Parry   | 1881  | Newcastle |   |        |        |               |                            | 1                                |
| Mate   | at board                                     | 10   | "                                      | H.P.   | "   | "         |   |        |        |               |                            | 2                                |
| AB   | at board                                     | 5  | "                                      | H.P.   | "   | "         |   |        |        |               |                            | 3                                |
| AB   | at board                                     | 5  | "                                      | H.P.   | "   | "         |   |        |        |               |                            | 4                                |
|  |  |  |  |  |   |           |   |        |        |               |                            | 5                                |
|  |  |  |  |  |   |           |   |        |        |               |                            | 6                                |
|  |  |  |  |  |   |           |   |        |        |               |                            | 7                                |
|  |  |  |  |  |   |           |   |        |        |               |                            | 8                                |
|  |  |  |  |  |   |           |   |        |        |               |                            | 9                                |
|  |  |  |  |  |   |           |   |        |        |               |                            | 10                               |
|  |  |  |  |  |   |           |   |        |        |               |                            | 11                               |
|  |  |  |  |  |   |           |   |        |        |               |                            | 12                               |
|  |  |  |  |  |   |           |   |        |        |               |                            | 13                               |
|  |  |  |  |  |   |           |   |        |        |               |                            | 14                               |
|  |  |  |  |  |   |           |   |        |        |               |                            | 15                               |
|  |  |  |  |  |   |           |   |        |        |               |                            | 16                               |
|  |  |  |  |  |   |           |   |        |        |               |                            | 17                               |
|  |  |  |  |  |   |           |   |        |        |               |                            | 18                               |
|  |  |  |  |  |   |           |   |        |        |               |                            | 19                               |
|  |  |  |  |  |   |           |   |        |        |               |                            | 20                               |

A provision, a fresh entry should be made, which the Seaman should sign.  
The Seaman, thus, "H.M.S. Revenge," and the other Causes of leaving the Ship should be briefly stated thus, "Discharged," "Deserted," "Left Ship," "Disch." or "Declines to report."

[Two Pages.]

Voyage Year: 1881 Vessel Name: Lady Chandos Official No.: 29465

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                   |           |
|---------------------------|-----------|-----------------------|------------|------------------------|------------|----------------------|-----------|
| Date of Departure         | Port      | Date of Arrival       | Port       | Date of Departure      | Port       | Date of Arrival      | Port      |
| Feb 23 <sup>rd</sup> 1881 | Shields   | Feb 25 <sup>th</sup>  | Garnmouth  | March 23 <sup>rd</sup> | Garnmouth  | March 28             | Newcastle |
| April 14 <sup>th</sup>    | Shields   | April 18              | Garnmouth  | May 11 <sup>th</sup>   | Garnmouth  | May 15 <sup>th</sup> | Newcastle |
| May 24                    | Newcastle | May 24                | Sunderland | May 31 <sup>st</sup>   | Sunderland | June 4 <sup>th</sup> | Garnmouth |
| June 27 <sup>th</sup>     | Garnmouth | June 30 <sup>th</sup> | Newcastle  |                        |            |                      |           |

*Robert Howes*

**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 eighty tons exclusively 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 person, except Masters, Pilots, and Apprentices (any indentured and registered) employed or engaged in any capacity on board any Ship.)
2. Neglect to comply with this regulation subjects the Master or Owner to a penalty not exceeding 5l. 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 in 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 5l., to have a legible copy of the Agreement (omitting the signatures) placed in an accessible part of the Ship.
5. All alterations in any Agreement (except additions in shipping substitutes) are imperatively unless proved to have been made with the consent of all persons interested, by the written attestation of a Superintendent of a Mercantile Marine Office, Justice, Officer of Customs, Consul, or Vice-Consul, or where there is no such Officer, of two respectable British Merchants.
6. Fraudulently altering or making any false 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 100l., 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 Twenty Pounds to deliver within forty-eight hours of the Ship's arrival (if the Ship exceeds forty-eight tons at the Port, and is not a Passenger Ship), to the Consular Officer, the Agreement, and all Indentures and Assignments of Apprenticeships. These the Consul will keep 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 stating when they were delivered and returned.
8. The engagement or discharge of any Seaman abroad need not be made before the British Consul, who will enforce upon the Agreement a Certificate accordingly. If this Certificate be not made the Master of the Ship is liable to a Penalty. (See also para. 14 and 15 below.)

*Official Log Books.*

9. Every Ship, of whatever Tonnage, which touches 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 50s., to enter in the Official Log Book the Ship's draught of water.

*Termination of Voyage or Half-Year.*

12. This Agreement may not extend beyond the date of the first arrival of the Ship at her final 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 previously 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 a Return in this Form, together with accounts of the wages and effects of any Seaman or Apprentices, whether he formed part of the Crew or not, who has died or been discharged during the period of the Home-Trade Agreement, and any effects remaining aboard and the balance 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 Stewards, &c.) of any who have died or been discharged during the voyage. The Superintendent will then give a Certificate for the purpose of clearance.
14. The Master is to give to every Seaman (or leave with the Superintendent on his behalf) an account, on a form sanctioned by the Board of Trade, of his wages, and of all deductions to be made therefrom, at least twenty-four hours before the time of payment or discharge, under a Penalty of 5l. for non-compliance. Deductions for fines, forfeitures, &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 10l. to give the Seaman a Certificate of Discharge, and the Master is also bound under a Penalty of 20l. 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 qualifications of each member of the Crew, or a statement that he declines to give an opinion on each particular, 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. *Treasurer*

Date of Termination of Half Year: *31st Decr 1881*

EXHIBITED IN TEN PAGES.

### EARLY AGREEMENT AND ACCOUNT OF VOYAGES AND CREW OF A SHIP ENGAGED IN THE HOME TRADE ONLY.

On whatever date the Agreement is made for Voyages in the Home Trade only, the Crew need not be engaged before a Superintendent of Mercantile Marine. If, however, the 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 the 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. If, however, the Ship is absent from the United Kingdom on the 30th day of June or 31st day of December, then this Agreement remains in force until the first arrival of the Ship at her final port of destination in the United Kingdom after such date, or the discharge of cargo consequent on such arrival, when it is to be delivered up to a Superintendent.

On this Agreement and Account of Crew being duly completed and deposited at a Mercantile Marine Office, the Superintendent will issue the Certificate C.C., to enable the Ship to be cleared at the Customs House.

N.B.—The Master's attention is specially directed to the "Instructions to Masters of Home Trade Vessels," contained on page 10.

| Name of Ship.         | Official No. | Port of Registry. | Port No. and Date of Register. | Registered Tonnage. | Stowage Horse-power of Engines (if any). | No. of Seamen for whom accommodation is provided. |
|-----------------------|--------------|-------------------|--------------------------------|---------------------|--|---|
| <i>"Lady Chandos"</i> | <i>29465</i> | <i>Garmouth</i>   | <i>1870</i>                    | <i>99</i>           |  |   |

REGISTERED MANAGING OWNER, or PERSON appointed under the 28 & 29 Vict., c. 89.

| Name.               | Address. (State No. of House, Street and Town.) | Name.               | No. of Certificates (if any). | Address. (State No. of House, Street, and Town.) | 1st Deck above B. ft. in. | 2nd Deck above B. ft. in. |
|---------------------|---|---------------------|-------------------------------|--|---------------------------|---------------------------|
| <i>Robert Howes</i> | <i>Southtown Garmouth</i>                       | <i>Robert Howes</i> |                               | <i>North Quay No. 2 Garmouth</i>                 |                           |                           |

Distance in feet and inches between the centre of the line, above of the machinery, and the centre of the propeller, and the upper edge of the hull, above the position of the ship's deck above this centre.

Sea of Provisions to be allowed and served out to the Crew during the Voyage, in addition to the daily issue of Flour, Tinned Meat and Sugar, or other antiseptics in any case required by 30th & 31st Vict., c. 124, s. 4.

| Day       | Meal | Tea | Sugar | Butter | Starch | Soap | Wine | Beer | Port | Whisky | Other |
|-----------|------|-----|-------|--------|--------|------|------|------|------|--------|-------|
| Sunday    |      |     |       |        |        |      |      |      |      |        |       |
| Monday    |      |     |       |        |        |      |      |      |      |        |       |
| Tuesday   |      |     |       |        |        |      |      |      |      |        |       |
| Wednesday |      |     |       |        |        |      |      |      |      |        |       |
| Thursday  |      |     |       |        |        |      |      |      |      |        |       |
| Friday    |      |     |       |        |        |      |      |      |      |        |       |
| Saturday  |      |     |       |        |        |      |      |      |      |        |       |

Substitutes.

The several Persons whose names are hereto subscribed, and whose descriptions are contained on the other side or sides, and of whom *all* 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 Coasting Trade for a period of not exceeding six Months ending December 31st 1881 or on a subsequent arrival at a final Port of discharge in 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 Stowage and Cargo thereof, whether on board, in boats, or on shore; in consideration of which Services to be duly performed, the said Master hereby agrees to pay to the said Crew as Wages the Sums agreed their Names respectively expressed, and to supply them with provisions according to the above Scale; And it is hereby agreed, That any Embellishment or wilful or negligent Destruction of any part of the Ship's Cargo or Stowage shall be made good to the Owner out of the Wages of the Person guilty of the same; And if any Person enters himself as a candidate for a duty which he proves incompetent to perform, his Wages shall be reduced in proportion to his incompetency; and it is also agreed that the regulations for maintaining discipline sanctioned by the Board of Trade, which are printed herein and hereinafter adopted by the parties hereto, and shall be considered to be embodied in this Agreement.

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 hereupon take such steps as the case may require; and it is also agreed, That

*The Crew shall have Coals and Biscuits when required. The Voyage in all cases to terminate at Garmouth.*

Date and Place of first Signature of Agreement.

| Date.           | Place.           |
|-----------------|------------------|
| <i>1881</i>     | <i>Newcastle</i> |
| <i>5th July</i> |                  |

In Witness whereof the said Parties have subscribed their Names on the other Side or Sides hereof on the days and at the places respectively mentioned.

*Robert Howes* Master's Signature.

This Column to be filled in by the Master at the end of the last Voyage or the 1st July.

I hereby declare to the truth of the Entries in this Agreement and Account of Crew, &c.

*Robert Howes* Master.

To be filled in by the Superintendent.

Received at *Sunderland* the *7th* day of *January* 188*1*.

*John Dredger* Superintendent of Mercantile Marine.

Have the reasonable rates of the Ship's employment for the coasting or trading to be described thus: "In the Coasting Trade of the United Kingdom, &c." The particulars of each Voyage made under this Agreement are to be inserted in the Form provided on page 10.

There are to be inserted the Number of any of the regulations for maintaining discipline issued by the Board of Trade, and printed on page 9 hereto, which the parties agree to adopt.

Here any stipulations may be inserted to which the parties agree, and which are not contrary to Law.

N.B.—This Form must not be mutilated. 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.

[Two Pages.]

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                    |                 |
|-----------------------|-----------|-----------------------|----------|-----------------------|----------|-----------------------|-----------------|
| Date of Departure     | Port      | Date of Arrival       | Port     | Date of Departure     | Port     | Date of Arrival       | Port            |
| <u>1881</u>           |           | <u>1881</u>           |          | <u>1881</u>           |          | <u>1881</u>           |                 |
| July 14 <sup>th</sup> | Newcastle | July 18 <sup>th</sup> | Yarmouth | July 25 <sup>th</sup> | Yarmouth | July 29 <sup>th</sup> | Shields         |
| Sept 1 <sup>st</sup>  | Shields   | Aug 14 <sup>th</sup>  | Yarmouth | Aug 18 <sup>th</sup>  | Yarmouth | Sept 26 <sup>th</sup> | Shields         |
| Sept 2 <sup>nd</sup>  | Shields   | Sept 5 <sup>th</sup>  | Yarmouth | Sept 21 <sup>st</sup> | Yarmouth | Sept 27 <sup>th</sup> | Newcastle       |
| Oct 9 <sup>th</sup>   | Newcastle | Oct 11 <sup>th</sup>  | Yarmouth | Nov 1 <sup>st</sup>   | Yarmouth | Nov 3 <sup>rd</sup>   | Newcastle       |
| Nov 29                | Newcastle | Dec 9                 | Yarmouth | Dec 29                | Yarmouth | Dec 30 <sup>th</sup>  | West Hartlepool |

Instructions to Masters of Vessels engaged in the Home Trade.

Home-Trade Agreements.

- The Merchant Shipping Act requires the Master of every Ship, except Ships of less than eighty tons exclusively employed in trading upon coasts of United Kingdom, to enter in an Agreement with every person whom he carries to sea in respect of his crew. (The term "Seaman" includes every person, except Masters, Pilots, and Apprentices (only indentured and registered) employed or engaged in any capacity on board any Ship.)
- Shipped to comply with this regulation subjects the Master or Owner to a penalty not exceeding £4 for every offence.
- 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.
- The Master is bound, under a penalty of £5, to have a legible copy of the Agreement (containing the signature) placed in an accessible part of the Ship.
- All alterations in any Agreement, (except alterations in shipping substitutes) are invalid unless approved of a Superintendent of a Mercantile Marine Office, Justice, Officer of Customs, Consul, or Vice-Consul, or where there is no such Officer, of two respectable British Merchants.
- Fraudulently altering, or making any false 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, or by imprisonment with or without hard labour for any period not exceeding six months.

Ports abroad.

- 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 Twenty Pounds to deliver within forty-eight hours of the Ship's arrival (if the Ship remains forty-eight hours at the Port, and is not a Passenger Ship), to the Consular Officer the Agreement, and all Indentures and Assignments of Apprenticeships. These the Consul will keep 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 stating when they were delivered and returned.
- 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 para. 14 and 15 above.)

Official Log Books.

- 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 Voyage or Home Trade voyage, with the Agreement and Account of Crew, to the Superintendent of a Mercantile Marine Office.
- 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.
- On every occasion of the Vessel proceeding to sea, the Master is required, under a penalty of 20s., to enter in the Official Log Book the Ship's draught of water.

Termination of Voyages on Shelf Years.

- This Agreement may not exceed beyond the date of the first arrival of the Ship at her final port of destination in the United Kingdom after the 30th June or 31st December next following.
- Within twenty-one days after the 30th June or the 31st December, or previously if by change of Employment the Vessel leaves the Home for the Foreign Trade, the Master or Owner is in default to the Superintendent of Mercantile Marine a Return in this Form, together with accounts of the wages and effects of any Seaman or Apprentice who has died on board during the period of the Home Trade Agreement, and any effects remaining uncollected and the names of any Seaman or Apprentice who has died or deserted during the voyage. The Superintendent will then give a Certificate for the purpose of recovery.
- 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 deductions to be made therefrom, at least twenty-four hours before the time of payment or discharge, under a Penalty of 5s. for non-compliance. Deductions for fines, forfeitures, &c., which are sought to be made in this account, must be proved by proper entries made in the Official Log Book.
- Upon paying off or discharging any Seaman, the Master is bound under a Penalty of £10, to give the Seaman a Certificate of Discharge, and the Master is also bound under a Penalty of 20s. to return to any certified Mate or Engineer upon his discharge his Certificate of Clearance or Service.
- A statement of the number, the name, and qualification of each member of the Crew, an statement that he declines to give an opinion on such particulars, is to be entered in this List and signed by the Master.

### Appendix E Appropriation Book Entry

Appropriation Books, Official Numbers 29451 - 29500 (29465)

Image source [clip](#) CLIP image

| Official Number | Ship Name      | Value | Notes   | Date               | Registry                              |
|-----------------|----------------|-------|---------|--------------------|---------------------------------------|
| 29460           | Louisa         | 21    |         | 24 March           |                                       |
| 29461           | Malay          | 528   |         | 19 April           |                                       |
| 29462           | Delta          | 258   |         | 8 July             |                                       |
| 29463           | Carl Dalhousie | 1047  |         | 26 Sept/62         |                                       |
| 29464           | Amey           | 299   |         | 10 Oct             |                                       |
| 29465           | Lady Chandos   | 99    | Sailing | Hartlepool 11-1861 | 1 <sup>st</sup> Registry 10 June 1861 |
| 29466           | Agline         | 1003  |         | 15-                | " 16 Aug "                            |
| 29467           | Galvanza       | 384   |         | 6 1862             | 3 <sup>rd</sup> March 1862            |
| 29468           | Agina          | 22    |         | 9 "                | 22 <sup>nd</sup> June "               |
| 29469           | Harbourn       | 410   |         | 16 "               | 27 Nov "                              |
| 29470           | Mary           | 82    |         | 5 1863             | 13 <sup>th</sup> Apr 1863             |
| 29471           | Blanche        | 293   |         | " "                | 8 May "                               |
| 29472           | ...            | ...   |         |                    |                                       |



## Appendix F Mercantile Navy List

 Mercantile Navy List, 1865, page 207

Ship: LADY CHANDOS

Image source: [clip](#) Crew List Index Project

| Year  | GO                             | Page     | GO  | Notes | Search again   |
|-------|--------------------------------|----------|-----|-------|--|
| 1865  |                                | 207      |     |       |  |
| 35882 | Lady Augusta, Newfoundland     | L.S.L.O. | 26  | ..    | David Lloyd, Llanudno, Carnarvonshire.                                       |
| 39428 | Lady Bannerman, Nassau         | S.P.G.L. | 71  | ..    | Thomas Maddigan, Lamaline, Newfoundland.                                     |
| 25914 | Lady Bassett, Brixham          | P.H.W.M  | 103 | ..    | Edward Roberts, Abaco, Bahamas.  |
| 28772 | Lady Beatrice, Sunderland      | Q.B.V.D. | 250 | ..    | John Tyrer, Brixham.   |
| 47643 | Lady Beatrix, Sunderland       |          | 489 | 80    | George Wilson, Hutton Rudly, Yorkshire.                                      |
| 78    | Lady Berriedale, London        | H.B.K.F  | 262 | 70    | Earl of Durham, Lambton Castle, Durham.                                      |
| 36731 | Lady Bird, Auckland            | S.B.C.Q  | 19  | ..    | E. and A. Staff Prior, Laurence Pountney Lane, Hamana Taipa, Waikoa, Almini. |
| 16947 | Lady Bird, Sunderland          | M.D.P.S  | 73  | ..    | John Candlish, Sunderland.   |
| 20980 | Lady Bird, Teignmouth          | N.B.K.Q  | 18  | ..    | John B. Mamsfield, Teignmouth, Devon.  |
| 32212 | Lady Bird, Wellington, N.Z.    | Q.V.F.K  | 175 | 70    | Stephen G. Henty, Melbourne.   |
| 49257 | Lady Bowen, Sydney             | W.C.G.R  | 892 | ..    | Robert Towns, Sydney, N.S.W.   |
| 30092 | Lady Briggs, Malta             | Q.J.K.O  | 86  | ..    | Francesco Desira, Senglea, Malta.  |
| 3178  | Lady Brisbane, Glasgow         | H.S.F.T  | 50  | 75    | Duncan McKellar, Glasgow.  |
| 10624 | Lady Bulkley, Beaumaris        | K.P.G.F  | 45  | ..    | Richare Jones, Llandiscilio, Anglesea.                                       |
| 4536  | Lady Buller, Whitby            | J.O.V.K  | 51  | ..    | William Sanderson, Whitby.   |
| 42729 | Lady Burton, Quebec            | T.L.B.N  | 27  | ..    | Athanase Langlois, St. Luce, county Rimouski.                                |
| 19374 | Lady Bute, Cardiff             | M.R.Q.L  | 15  | 50    | Richard H. Michell, Cardiff.   |
| 10744 | Lady Bute, London              | K.P.S.F  | 349 | ..    | (b) George A. Robinson, 20, Mark Lane, E.C.                                  |
| 6838  | Lady Campbell, Perth           | J.Q.L.T  | 94  | ..    | Richard Wilkinson, Seaham, Durham.   |
| 30741 | Lady Canning, Calcutta         | Q.M.C.J  | 652 | ..    | Marcar Gregory, Calcutta.  |
| 37575 | Lady Caroline, Lumenburg, N.S. | S.F.M.W  | 36  | ..    | John Broom, Mahone Bay, Nova Scotia.   |
| 26864 | Lady Cecilia, Newcastle        | P.M.V.T  | 460 | ..    | John Crawford, Blyth, Newcastle.   |
| 13393 | Lady Cecilia, South Shields    | L.G.S.T  | 219 | ..    | T. Rippon, 43, Adelaide Street, South Shields.                               |
| 17232 | Lady Champneys, Liverpool      | M.F.S.R  | 55  | ..    | Archibald Rennie, Inverness.   |
| 29465 | Lady Chandos, Hartlepool       | Q.F.S.H  | 100 | ..    | Thomas Taylor, Monkhesledon, Durham.   |



1866 No Change

1867 Owner now H J Hagen West Hartlepool Durham, port of registration changed to Yarmouth- no other changes

1868, 1869, 1870, 1871 No Change

1872 now shown as a schooner built in France in 1861, Foreign name "Chalonge" added - no other changes

1873 Owner now Edward Press Worstead, Norfolk - no other changes

1875, 1876 No Change

1877 Owner now George Press Worstead, Norfolk - no other changes

1878 Owners address now Yarmouth - no other changes

1879, 1880, 1881, 1882, 1883, 1884, 1885, No Change

1886 not available on line

1887 Owner now Edward Press Worstead on Tyne - no other changes

1888 Owner now Jackson Powley, Bute Docks, Cardiff - no other changes

1889, 1890 No Change

1891 Managing owner now Francis Jones, Milford Haven, Pembrokeshire, tonnage now 80 tons - no other changes

1892 No record.

## Crew Lists

National Maritime Museum

1861, 1862, 1865, 1875 ?, 1885 ?

National Archives

1878 BT 99/1182

1888 BT 99/1555

### Crew List Index Search Results

*Search results for Crew Lists in the Maritime History Archive*

*Types of Agreements and Accounts page provides an explanation for the codes referring to the crew agreements held at the Maritime History Archive.*

| Official_No: | 29465 |
|--------------|-------|
| 1863:        | I2    |
| 1864:        | U2    |
| 1866:        | I2    |
| 1867:        | Q2    |
| 1868:        | Q1    |
| 1869:        | Q2    |
| 1870:        | Q2    |
| 1871:        | Q2    |
| 1872:        | Q2    |
| 1873:        | Q2    |
| 1874:        | G2    |
| 1876:        | G2    |
| 1877:        | G2    |
| 1879:        | G2    |
| 1880:        | G2    |
| 1881:        | G2    |
| 1882:        | G2    |
| 1883:        | G2    |
| 1884:        | G2    |
| 1886:        | G2    |
| 1887:        | G2    |
| 1889:        | G2    |
| 1890:        | U2    |
| 1891:        | U2    |