

Welsh Wreck Web Research Project
(North Cardigan Bay)
On-line research into the wreck of the:
Margaretta



Two views of a snow

Report compiled by:

Graeme Perks

Report Title:

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

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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 Margareta was a snow built by Thomas Forsythe of South Shields and launched September 1844. In 1846 three of the crew died of scurvy after leaving Africa for Patagonia to load guano. The Margareta usually sailed to Black sea and Danube ports in Romania via Malta, Constantinople and other ports where the Margareta delivered coals, returning with wheat, beans, maize, barley or Linseed.

The Margareta lost her mainmast in 1853, off Cape Trafalgar and was repaired at Gibraltar. The Margareta on passage from Troon to Malta in October 1853 struck St Patricks Causeway in Carnarvon Bay in fog, losing her rudder, drifting towards Pwllheli where the crew abandoned the Margareta safely, before coming ashore and wrecking.

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2.4 Contributors

Madu

2.5 Abbreviations

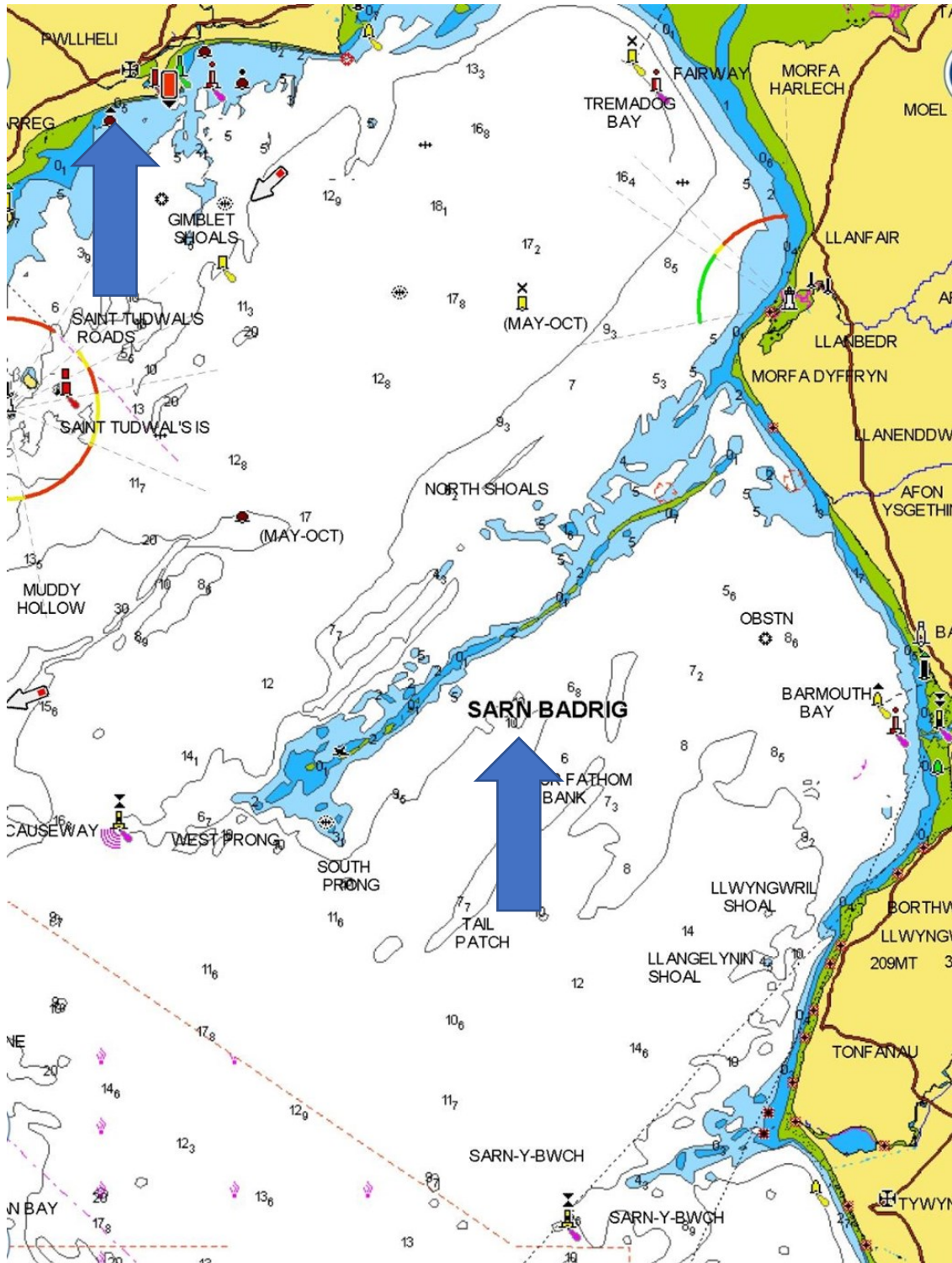
LR	Lloyds Register of shipping
BNA	British Newspaper Archives
FSM	Shipwrecked Fishermen and Mariners Benevolent Society
MADU	Malvern Archaeological Diving Unit
MNL	Mercantile Navy List
NAS	Nautical Archaeology Society
NAW	National Archives of Wales
OS	Ordnance Survey
WNL	Welsh Newspapers on Line
w/e	Week ending

3.0 Introduction

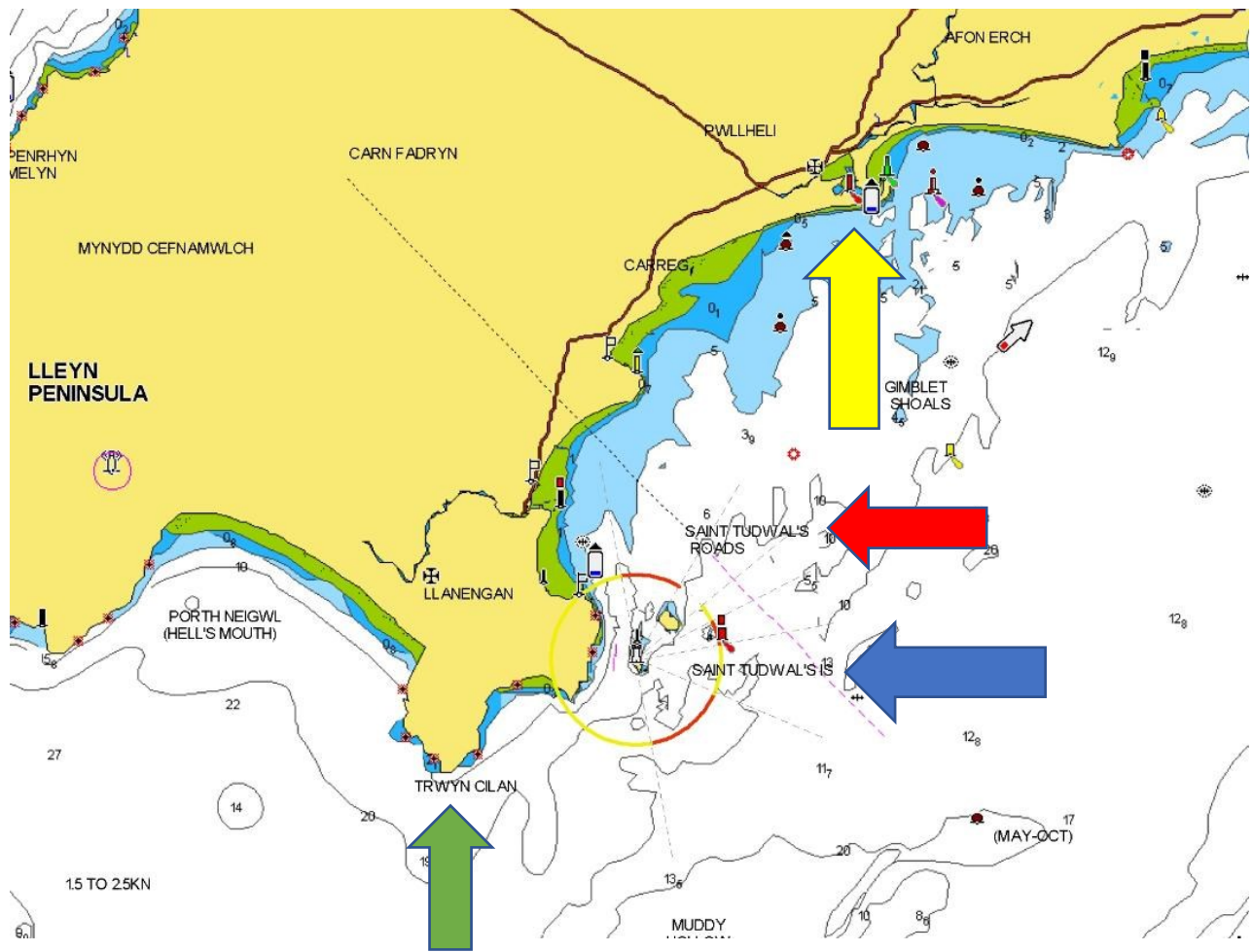
1. I selected Margareta to research because the description of her loss was interesting and I wished to see how much information I could find about her and I wanted to find out what happened and I wanted to discover:
2. The dimensions of the vessel, although for this period of time apart from the draught, they would have only been recorded in on line information if the Lloyd's survey was available or the vessel had been advertised for sale in a surviving newspaper. Who the builder was and when she was built and any other information available about her.
3. Information concerning the voyages, cargo's, any events affecting the vessel, details of its masters, crew and owners.
4. To find out the sequency of events leading up to the loss of the vessel, whenever that was and the event in 1853.
5. To discover the cause of the event in 1853 and if the vessel survived, the cause of its eventual loss.
6. The events that happened after the incident in 1853 and up to and after its loss if it survived.
7. If there were any previous research of the vessel for the 1853 incident and its story.
8. If there was a wreck site for Margareta 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 Margareta.

4.0 Background



When I started this project it was reported that Margareta was a wooden brig of 256 tons built in 1844, that struck St Patricks Causeway, drifted to Pwllheli, then wrecked on Causeway, went to pieces.



St Patricks Causeway (Sarn Badrig)



Pwllheli, St Tudwall Island, St Tudwall's Roads to Trwyn Cilian

 Pwllheli  Trwyn Cilan (Pencillan Head)

5.0 Research Methodology

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

I searched Lloyds Register of Shipping (LR) for "Margaretta " looking for details of her dimensions, master, builders and owners from 1853 with a match. I then searched backwards yearly from there until 1844. I also checked 1854.

I searched LR ships, plans and survey reports for "Margaretta" with a match.

I searched The British Newspaper Archives (BNA) for "Margaretta", "Margaretta Pippett", "Margaretta Gowland", "Margaretta Ward", and "Margaretta Shields" looking for sailings, arrivals, a launch, owners, builders, mishaps, cargo and any details of her loss and found a number of matches.

I also searched "Forsyth Shipbuilder" looking for details concerning him and his business and found a number of matches.

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

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

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

I searched Google for "Snow Margaretta of Shields" and found a record for her in Tyne ships web site.

6.0 Results

Vessel	Name/s	Margaretta	
	Type	Snow	
		Cargo	
Built	Date	1839 - 1844	
		Launched September 1844	
		Commissioned October 1844	
	Builder	Thomas Forsyth	
		South Shields	
Construction	Materials	Wood	
	Decks	One	
	Bulkheads	None	
Propulsion	Type	Sail	
	Details	Square rigged	
Engine	Details	N/A	
	Boilers		
Drive	Type		
	Number		
Dimensions	Length	90 ft	3 ins
	Beam	22 ft	8 ins
	Draught	15 ft	6 ins
Tonnage	Gross	256	
	Net		
Owner	First	Thomas Forsyth	
		South Shields	
	Last	Thomas Forsyth	
		South Shields	
	Others		
Registry	Port	South Shields	
	Flag	British	
	Number		
History	Routes	Newcastle to Black Sea ports, via Mediterranean ports, Constantinople, Havana,	
	Cargo	Coal, Barley, Wheat, Beans, Maize, Linseed, Guano, cinders, firebricks, charcoal	
Final Voyage	From	Troon	
	To	Malta	
	Captain	Ward	
	Crew	unknown	
	Passengers	None	
	Cargo	Coal	
Wrecking	Date	22 nd October 1853	
	Location	St Patricks Causeway, then west of St Tudwall's Roads	
	Cause	Poor navigation in fog	
	Loss of life	None	
	Outcome	Wrecked	

Newcastle Courant - Friday 04 October 1844

A handsome vessel, called the "Margaretta," of about 260 tons burthen, was launched on the 26th ult. from the building yard of Thos. Forsyth, Esq., Thrift-street, South Shields.

Newcastle Journal - Saturday 01 March 1845

EXPORTS FROM NEWCASTLE

Margaretta, Pippet, Malta, 142 chs Stewart's W E steam, J. Anderson

Newcastle Courant - Friday 01 August 1845

The barque Washington, of Scarborough, from Malta for the coast of Africa, off Gibraltar, on the 12th instant; by the brig Margaretta, of Newcastle. arrived at Falmouth.

Shipping and Mercantile Gazette - Saturday 04 July 1846

NORTH SHIELDS—July 2 . 6 p.m.—Wind N.W. Three of the crew of the Margaretta, Pippet, which ship arrived here from Patagonia yesterday, after passage of 90 days, died, after leaving the Coast of Africa, with scurvy.

Newcastle Guardian and Tyne Mercury - Saturday 20 March 1847

SHIPPING. NORTH SHIELDS, (Yesterday) Friday. Wind S to SE.—

The United, Taylor, arrived here from Kertch. left the Margaretta of this port, loaded, ready for sea.

Newcastle Guardian and Tyne Mercury - Saturday 22 January 1848

NEWCASTLE EXPORTS

Margaretta, Pippet for Malta with 183 chs West Hartley main, Lamb

The Ipswich Journal - Saturday 26 August 1848

THE OIL MILLS, IPSWICH;

S. WEBBER J H HEDCE & Co

BEG to inform their Friends that they can now offer the great choice in

LINSEED OIL

from the following Cargoes imported within the last month,
to IPSWICH, viz.:-

The PRINCESS ROYAL, JOHNSON.

FORTITUDE, LEGGETT } Petersburg

ALABAMA, RIORDIN,

MARGARETTA, PIPPET, ... 1900 qrs. @Kertch

OTTOWA,SPENCER, 2,500 qrs. @ Odessa

ARROW,YOULDEN, 1200 qrs. @ Riga.

The first Four Cargoes are in Granary-the last two vessels are now discharging:
and all or any of the above be found worthy of the attention of those who require
Good Seed. And those who will avail themselves of purchasing; at the present
reasonable rates, can let their seed lie in the Granary at 3d per last week

Newcastle Guardian and Tyne Mercury - Saturday 09 September 1848

NEWCASTLE EXPORTS

Margaretta, Pippet for Malta with 129 chs West Hartley Main, Lamb

Newcastle Journal - Saturday 03 March 1849

NORTH SHIELDS, Feb. 28 - The arrivals have been trifling, amongst which was
the Margaretta, recently discharged Hull from the Black Sea.

Lloyd's List - Tuesday 25 June 1850

Vessels spoken with, &c.

York (barque,) Odessa to Dublin, 4th June, 37. N. 9. W.

Guisachan (barque,) Liverpool to Calcutta, 15th, 45. N. 10. W.
by the Margaretta, Pippet, arrived at Falmouth.

Gore's Liverpool General Advertiser - Thursday 25 July 1850

LINE of PACKETS for HAVANA.

To sail in ten days
For HAVANA.

The British-built Brig MARGARETTA.

Captain Gowland;

256 tons register, A1 and coppered lying in Prince's dock

apply to J T NICKELS

The SARAH BOTSFORD. lying in the Union Dock,

Will follow

**North & South Shields Gazette and Northumberland and Durham
Advertiser - Friday 21 May 1852**

VESSELS THIS HARBOUR HAVE RECEIVED THEIR STORES ON BOARD.

Darlington, Chicken, for Gothenburg. Exchange, Morgan, for Riga.. Barbara,
Johnson, for Almeida and Odessa, Margaretta, Gowland, for Almeida and Odessa.

Newcastle Journal - Saturday 22 May 1852

EXPORTS FROM NEWCASTLE.

TUESDAY, May 18. - Margaretta Gowland, Carthage. 32 chs coals, 188 tons
cinders, C. F. Hamond

Newcastle Guardian and Tyne Mercury - Saturday 29 January 1853

NEWCASTLE EXPORTS

WEDNESDAY 22nd January - Margareta. Gowland. Lisbon, 103 chs coals, 31 tins 16 cwt cinders, 25,000 fire bricks, 10 cwt charcoal, 20 cwt coal dust, Harrison and Co

Shipping and Mercantile Gazette - Monday 27 June 1853

CADIZ —June 18: The Margareta, Ward, of Newcastle, from Constantinople for Queenstown or Falmouth, lost her mainmast, off Cape Trafalgar, June 16, and is now at anchor few miles off the harbour, and will proceed to Gibraltar or Lisbon to repair, she cannot be admitted to pratique this port.

Newcastle Courant - Friday 08 July 1853

Gibraltar, June 23-The brig Margareta, Ward, of South Shields, from Constantinople for Cork, put into this port on the 20th inst., with mainmast gone, which she lost during a gale, off Cape Trafalgar.

Liverpool Standard and General Commercial Advertiser - Tuesday 25 October 1853

PWLLHELI, Oct 23.—The Margareta, of South Shields, from Troon for Malta, was totally wrecked, last night, near Studwell Roads: crew saved.

London Evening Standard - Tuesday 25 October 1853

Wrecks at Sea.

The brig Margareta, of South Shields, Captain Ward, from Troon to Malta, was totally wrecked on the rocks between Studwell-roads and Pencillan-head. She struck on St. Patrick's Causeway on the 22nd, and carried away her rudder. Becoming, of course, unmanageable, and leaking badly, the crew took to the boats, and landed safely at Studwell ; and shortly afterwards the vessel drifted ashore and went to pieces.

Newcastle Courant - Friday 28 October 1853

Pwllheli, Oct. 23.-The brig Margareta, Ward, of South Shields, from Troon for Malta, with coals, struck at 1 p.m. yesterday, on St. Patrick's Causeway; the weather was very thick at the time; her rudder was lost, and she became very leaky and unmanageable; the crew took to the boats, and were all saved and landed at St. Tudwalls. The vessel came on shore on the rocks to the westward of the roads last night, and has since broke up; the beach for miles is strewed with the wreck.

Newcastle Guardian and Tyne Mercury - Saturday 29 October 1853

The shipwrecked crew of the Margareta, of this port, have been forwarded from Pwllheli to their respective homes by the Shipwrecked Fishermen and Mariners' Royal Benevolent Society.

Shipping and Mercantile Gazette - Monday 31 October 1853

PWLLHELI—Oct, 30: S.W., cloudy, clear, and fine..... If weather keeps fine, the wreckers will able save most part of sails and rigging, also anchors and chains, of the brig Margareta, Ward, before reported on the rocks. Captain Ward, for self and crew, of the brig Margareta, of Newcastle, wrecked upon this coast, desires, through medium of the Shipping and Mercantile Gazette, to tender thanks to the agent (.Mrs, Ellon Mathias) of Shipwrecked Fishermen and Mariners' Royal Benevolent Society here, for kind attention shown them, and also for forwarding them without delay to their respective homes.

Coflein

The MARGARETTA was a 256gt wooden brig built at South Shields in 1844. Technical specifications include hull sheathed in felt and yellow metal. The brig was carrying a cargo of coal from Troon to Malta. The brig struck on Sarn Badrig where it lost its rudder and became very leaky. The crew abandoned the vessel and came ashore in their own boat at St Tudwal's. The MARGARETTA drifted to come onshore on rocks between Pencillan head (Trwyn Cilan) and St Tudwal's Road and broke up. At time of loss, the vessel was owned by T Forsyth and registered at South Shields.

Sources include:

Admiralty Wreck Return 1853 p60-1 (708-9)

Larn and Larn Shipwreck Database 2002

Lloyds List 24 October 1853, issue number 12350

Lloyds Register of British and Foreign Shipping 1 July 1852 - 30 June 1853, number 197 in S

Maritime Officer, RCAHMW, September 2008.

TYNE BUILT SHIPS

Name: MARGARETTA

Type: Sailing Vessel

Launched: 26/09/1844

Completed: 10/1844

Builder: Thomas Forsyth

Yard: South Shields

Yard Number:

Dimensions: 256nrt, 90.3 x 22.8 x 15.6ft

Engines: None

Propulsion: Sail, rigged as a Snow

Construction: Wood

History:

14/10/1844 Thomas Forsyth, South Shields

24/10/1853 Wrecked

Comments: 24/10/1853: Wrecked near Pencilan Head, Aberdaron, Wales

On a voyage from Troon towards Malta

Snow: the largest of all old two-masted vessels. The sails and rigging on the main mast of a snow are exactly similar to those on the same masts in a full-rigged ship; only that there is a small mast behind the mainmast of the former, which carries a sail nearly resembling the mizzen of a ship

TYNE BUILT SHIPS

Shipbuilder: James & Thomas Forsyth, South Shields (1811 - 1859)

21 ships

Date

26/04/1806: Thomas Forsyth & Co of Thrift Street, announce purchase of Mr Temple's dry double dock at South Shields.

26/03/1816: Thomas Forsyth, acting partner in Forsyth & Co, shipbuilder & dock owner at South Shields, died aged 51 years.

04/07/1818: Nicholas Forsyth, aged 19, third son of the late Thomas Forsyth, died as a result of a fall into a ship's hold.

17/08/1858: Thomas Forsyth died

Year	Ship Name	Builder
1809	Ceres	Forsyth & Co, South Shields
1811	Amity	Forsyth & Co, South Shields
1812	Vittoria	Forsyth & Co, South Shields

1813 Ann	Forsyth & Co, South Shields
1814 Endeavour	Forsyth & Co, South Shields
1815 Mary	James Forsyth & Co, South Shields
1816 Richard	Thomas Forsyth & Co, South Shields
1817 Richard Plasket	Thomas Forsyth, South Shields
1817 Sylvanus	Thomas Forsyth, South Shields
1819 Marshall	Thomas Forsyth & Co, South Shields
1820 Charles William	Thomas Forsyth, South Shields
1821 Thompsons	Forsyth & Co, South Shields
1824 Tyne	Forsyth & Co, South Shields
1825 John Salmon	Forsyth & Co, South Shields
1826 Ord	Forsyth & Co, South Shields
1829 Bdellium	Forsyth & Co, South Shields
1830 Dorothy	Forsyth & Co, South Shields
1831 Marsden	Forsyth & Co, South Shields
1832 Richard Bell	Forsyth & Co, South Shields
1834 Giraffe	Thomas Forsyth, South Shields
1834 William Barras	Thomas Forsyth, South Shields
1838 Malay	Thomas Forsyth, South Shields
1839 Forsyth	Thomas Forsyth, South Shields
1844 Margaretta	Thomas Forsyth, South Shields
1847 Dawn	Thomas Forsyth, South Shields
1849 Thomas Forrest	Thomas Forsyth, South Shields
1853 Ann Roxby	Thomas Forsyth, South Shields
1859 Eglantine	Thomas Forsyth (late), South Shields

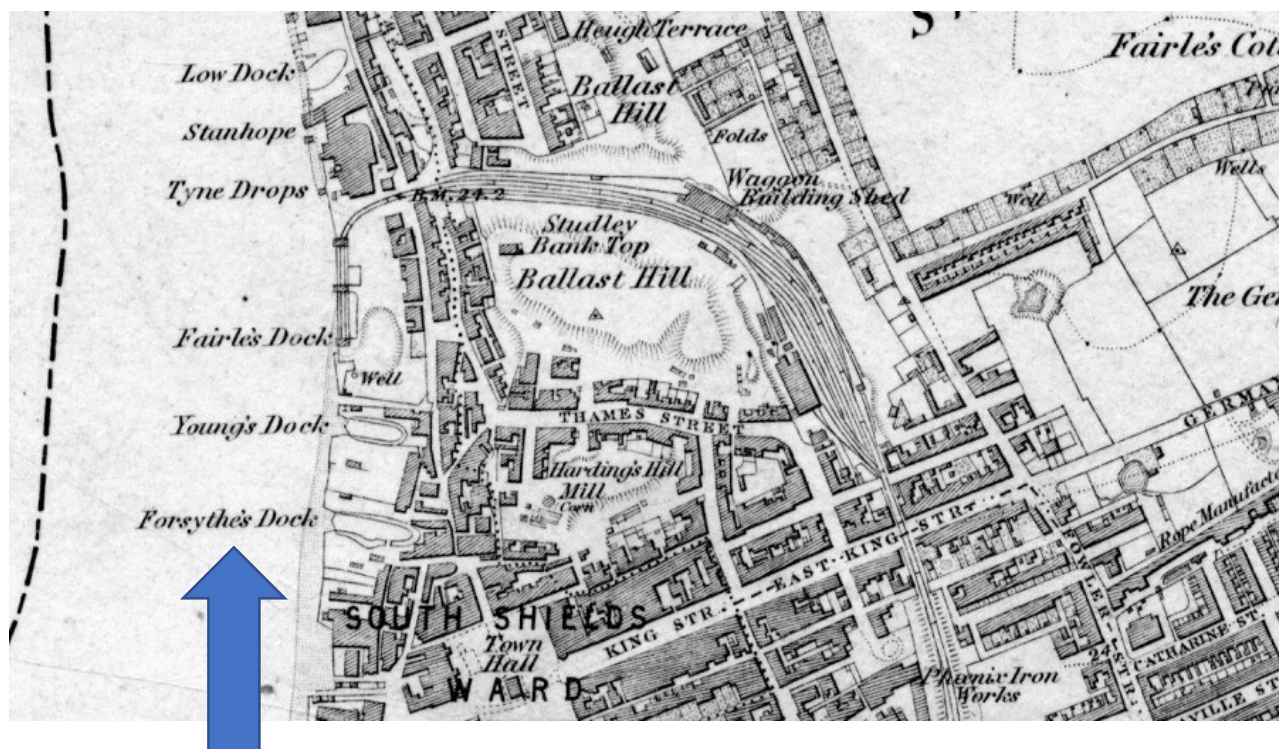


Fig. 1

Location of Forsythe's Dock

Newcastle Guardian and Tyne Mercury - Saturday 29 June 1850

Thomas Forsyth, Esq., of South Shields, has been placed on the commission of the peace for the county of Durham.

Newcastle Courant - Friday 30 March 1855

The brig Ord, wrecked near Wingo, in the Baltic, was built in the Tyne in 1826, was registered 227 tons, and the property of Mr Thos. Forsyth, of South Shields.

North & South Shields Gazette and Northumberland and Durham Advertiser - Friday 06 July 1855

The brig Zephyr, belonging to Mr Matthew Robson, which was on shore at Gibraltar, is now undergoing repairs in Mr T. Forsyth's dock.

The Norwegian brig Vekergen, came out of Mr Forsyth's dock on the 4th, after being sheathed with patent zinc.

The Norwegian brig Dorothea, was put into Mr Forsyth's dock on the 4th inst., to get re-coppered.

Shields Daily Gazette - Tuesday 24 February 1857

Great rejoicings took place at South Shields to-day in celebration of the marriage of T. Forsyth Forrest, Esq., son of T. Forsyth, Esq., shipbuilder, that town, to Miss Sarah Wright, of Lovaine Place, Newcastle. The bells of St Hilda's Church rang forth merry peals during the day. The dock belonging to Mr Forsyth, with the shipping in the immediate vicinity, were gaily decorated with flags. The apprentices employed in the dock yard, will be entertained supper in the evening, at the Rose and Crown, and the sea apprentices at the house of Mrs Warren. The agent (Mr Blair), with the shipmasters, foreman, and other friends, will take supper at the Crown and Anchor, Thrift Street,

North & South Shields Gazette and Northumberland and Durham Advertiser - Thursday 19 August 1858

DEATHS.

SOUTH SHIELDS.

At Marsden Cottage, near South Shields, the residence of his sister, Mrs Roxby, the 17th inst., after a lingering and painful illness, aged 62 years, Thomas Forsyth, Esq., shipbuilder, South Shields, and Justice of the Peace of the County of Durham.

Shields Daily Gazette - Thursday 21 October 1858

FOR SALE BY PRIVATE CONTRACT, The following SHIPS and VESSELS, late the Property of Thomas Forsyth. Esq . , deceased.

THE Brig BRITISH TAR, 383 Tons Register, O.M.; length, 106 ft. 10in. Breadth, 28ft.9in.; Depth, 19ft. 9in.; built at Sunderland in 1824; classed AE1. at Lloyd's; doubled in 1864, and had Repairs to the extent of £1068. Is now Zinced on Patent Felt; was Overhauled and Caulked this Year; carries about 40 Keels of

Coke, or 650 Loads of Timber. Now lying in the South Dock, Sunderland, discharging Timber.

THE Barque THOMAS FORREST. 324 Tons Register, N.M., 297 N.N.M. Length, 96ft. 4in.; Breadth, 24ft. 2-10ths; Depth, 16ft. 8-10ths.; built in 1849, at South Shield; classed A 1 at Lloyd's; is Yellow Metalled up to the Bends; had Repairs at Ramsgate, in 1856, to the extent of £1,400; carries 22 Keels of Coals at 15ft. Water. Lying off Mr Forsyth's Dock, River Tyne.

THE Barque ANN ROXBY, Burthen 364 Tons Register, N.M.; length, 105 5-10ths feet; breadth, 23 ft. 7 10ths ; Depth, 17 feet 5-10ths.; built at South Shields in 1853, classed 9 years A 1 at Lloyds, yellow Metalled in 1857, has just been inspected a dry dock, metal in good order. This vessel has been mostly employed the India and China Trade, and has delivered 513 tons of coals in China, and brought home about 500 tons tea—is noted for her quick passages. Now lying Stanley Dock, Liverpool.

THE Brig AUSPICIOUS, 245 Tons register, NNM, Classed AE, at Lloyd's. Length, 89 feet; Breadth, 25 feet 4-10; Depth, 16 feet 3 inches. Built in Sunderland in 1823, and recently had very extensive repairs, is well known in the Baltic and Coal Trades, carries 400 Tons Coals, and draws fifteen feet water.

THE Brig TYNE, Burthen per Register, 316 Tons, 0,M.; Length, 97 Feet: Breadth, 27 Feet 7 Inches; Depth, 18 Feet. Built at Shields in 1824; classed at Lloyd's AE1 and Zinced over Patent Felt; has recently had Repairs to the extent of £1,632, including New Topsides, part Waterways and Decks, and is in first rate Order; has just delivered 3050 Quarters of Oats from Odessa, in good Order, and Carries 25 Keels of Coals. Now Lying off Forsyth's Dock.

All those Vessels shift without ballast, have been well kept up in both hull and materials by the late Owner, and are ready for immediate work.

For Inventories and Particulars apply Board, at the Dock Office in Thrift Street, or Mr POTTS, King Street, South Shields. South Shields, Sept. 29, 1858,

Sarn Badrig, also spelled Sarn Padrig (Welsh for 'St. Patrick's causeway'), is one of several more or less parallel shingle reefs extending under the sea in Cardigan Bay on the west coast of Wales. The causeway is made of glacial deposits left by receding ice sheets at the end of the last ice age.

Sarn Badrig is the longest and most northerly of these, and extends south-westwards under the sea from Mochras Point, near Harlech, parallel to the Llŷn Peninsula for a length of about 12nm, and can be seen at low tide. It is a hazard to shipping.



Fig. 2 St Patricks Causeway, Wales by Ian Warburton

This shot looking SW. There are five or six sections of reef extending another 8 miles SW from here! This section (Some 2 miles) consists mainly of large pebbles sand and seaweed.

7.0 Analysis

The Margareta was one of hundreds of vessels that are recorded to have struck the St Patricks Causeway, (Sarn Badrig), over the years.

The Margareta was rigged as a snow, a similar rig to a brig, which seems to have survived in the North East of England when most other areas were building brigs.

The death of three crewmen on the Margareta of scurvy after leaving Africa for Patagonia in 1846 was preventable but it was not until after The Merchant Shipping Act of 1867 that required that merchant seamen were given lime juice to prevent scurvy that the problem was solved. The cure was discovered in 1747 by James Linde and adopted by the Royal Navy but not the merchant navy, who used useless alternatives until alcohol was used to preserve the lime juice and it was taken regularly and effective. It seems similar to the opposition to vaccination in the 21st century.

There is no information on line of the voyage to Africa or the later voyage to Havana, Cuba.

The cargo's of coal carried by the Margareta seem to have been described by the colliery that supplied it, West Hartley Main. The measure keels of coal or coke is a Newcastle measure related to the amount a keel boat on the Tyne and Wear rivers could carry, see Appendix C.

The Margareta was one of many vessels trading from Britain with ports in the Black Sea and on the River Danube. She seems to have sailed in ballast after delivering her cargo of coal in the Mediterranean, returning with a cargo of grain, wheat, beans, maize, barley or Linseed to either Cork or Falmouth for orders. She then delivered the cargo to where it had been sold in her absence.

The builder Thomas Forsyth followed his father, also Thomas Forsyth, into the business which seems to have closed on his death. The brig Ord wrecked in 1855 was built in 1826 by and still owned by Thomas Forsyth. The five ships advertised for Sale after his death consisted of three built by him which with the Margareta suggests most vessels he built were for his own ship owning business. The business also carried out repairs on damaged vessels, caulked and replaced zinc and yellow metal anti fouling sheets.

The majority of reports concerning the Margareta were supplied by the BNA. A Google search provided the details from Tyne Built Ships. I used the on line site

findlatitudeandlongitude.com to check the Lat. & Long. given in sightings for the Margareta to check they were consistent with her sailings.

8.0 Conclusions & Recommendations

I have spent about 25 hours on this project with 95% of the time spent on line. There were a surprising number of vessels called Margareta, another one registered in Newcastle and a number of foreign vessels.

There is not a wreck site for the Margareta as she was driven ashore and went to pieces although it appears parts of her were salvaged from the shore.

The Margareta sailed before crew lists were required by the Merchant Shipping Acts so few details are known of the masters and crew. The remainder of my questions were answered, with no previous research on line concerning the Margareta except the record of her loss on the Coflein web site and Tyne ships of her dimensions and details.

The Margareta had a short life with few events apart from the ordinary sailings and arrivals, so little to need any further publication.

9.0 References

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

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

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

<https://www.findlatitudeandlongitude.com/>

<https://www.google.com/>

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

<https://www.navionics.com/>

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

<http://ontheworldmap.com/>

<http://www.tynebuiltships.co.uk/>

<https://en.wikipedia.org/>

Appendices:

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

Mary	Pol. pt I.B.	Williams	99	Bidefrd ptND.42	1832	Brooks&c	Bidefrd	Npt. Coastr	11	Æ 1 1.45
—	Sr	Grandin	81 59	Jersey	1845	G Grandin	Jersey	Jer. Coaster	7	A 1 1, 45
Macedon	Bk YM.45	Redknap	429 328	Sndrid	1845	Brass&C.	London	Lon. China	10	A 1 2, 45
Minerva	Bg I.B.		141 133	Abryst ND.&lrp.45	1812	R. Hardy	Whitvn	Whn.	—	Æ 1 1, 45
Mercutio	Bk C.45	W Sewell	234 244	Mrypt	1845	J. Matthie	Liverpl	Mpt.	12	A 1 1, 45
Mary	Sp	D. Davies	22	NQuy lrp.44	1829	JDavies&	Cardign	Cff. Liverpl	—	Æ 1 2, 45
Margaretta	Sw f.&YM.45	Pippett	256	S Shlds	1844	T Forsyth	S. Shlds	Shl. Constpl	8	A 1 2, 45
Maria	Sr	R Pounds	152 126	Limrik	1845	JN. Russell	Limri	nm. Coastr	12	A 1 1, 45
Mary	Bn	Mitchell	112	Halfax B.J.&F. Drp. 45	1844	D. Murry	Halifa	ly. London	4	A 2, 45
Mary	Bk f.&C 45	G. Hall	280 290	Hull	1843	Hubersty	Hull	ul. Valprs	8	A 1 2, 45
Minerva	Sr I.B.	J. Baker	146 126	PEIsl Srprs39, Drp. 45	1836	Williams	Exeter	Pad. Coastr S.S.45—4yrs	4	Æ 1 2, 45
—	Bg	H. Halls	125	PEIsl lrp.42	1837	Clibbett&	Bidefrd	Bid. Coaster S.S.45—3yrs	4	E 1 2, 45
Margaret	Sr I.B.	Miller	72	Sndrid O.&E. NK145	1841	Miller&C	Sndrlnd	Sld. London	4	A 1 2, 45

1844 amendments, Margaretta a snow, master Pippett, 256 tons, built in South Shields in 1844, owner T Forsyth, registered at South Shields, sailing Shields to Constantinople, classified A1 for 8 years, surveyed in February 1845, fitted with felt and yellow metal in 1845

1845 no changes, new survey at Shields in February

1846 new survey in August, sailing amended to Shields to Mediterranean

1847 No changes

1848 Survey in 1847, no changes

1849 No changes

1850 new felt and yellow metal 1849, new survey 1849

1851 No changes

1852 New survey 1850 still A1

1853 master now J Gowland, some repairs in 1853, cont. 52 – 3

1854 new survey 1853

1855 No entry

Appendix B – The Timeline for the *Margaretta*

1844

November 20 1844 Southampton arrived Margaretta, Tippet from Newcastle

1845

February 24 1845 Newcastle cleared Margaretta, Pippet for Malta

March 28 1845 Malta arrived Margaretta, Tippet from Newcastle

April 7 1845 Malta sailed Margaretta, Pippet for Constantinople

June 10 1845 Constantinople arrived Margaretta, Puffet from Kertch

July 12 1845 Off Gibraltar Margaretta of Newcastle from Kertch to Falmouth

July 27 1845 Falmouth arrived Margaretta, Pipped from Kertch

August 1 1845 Falmouth sailed Margaretta, Pippet for London

August 4 1845 Gravesend arrived Margaretta, Pippet from Kertch

September 22 1845 Deal arrived Margaretta, Pippet from Newcastle for
Cape Good Hope

November 7 1845 Off Cape Good Hope Spoken to Margaretta

1846

February 28 1846 Patagonia arrived Margaretta

June 20 1846 Cove of Cork arrived Margaretta, Pippet from Patagonia – Guano

June 25 1846 Cork sailed Margaretta, Pippet for Newcastle

July 1 1846 Shields arrived Margaretta, Peppet from Patagonia

August 21 1846 North Shields sailed Margaretta, Pippet for Naples & Odessa

November 29 1846 Constantinople arrived Margaretta, Pippet from Naples

December 1846 Constantinople sailed Margaretta, Pippet for Odessa

1847

January 12 1847 Constantinople arrived Margaretta, Pippet from Kertch

March 5 1847 Spoken to Margaretta from Constantinople for Falmouth at
 . Lat.49 45 N Long.11 14 W

March 12 1847 Falmouth arrived Margaretta, Pipped from Kertch

March 12 1847 Falmouth sailed Margaretta, Pipped for Hull

March 16 1847 Hull arrived Margaretta, Pippet from Kertch

April 6 1847 Hull sailed Margaretta, Puppitt for Newcastle

May 3 1847 Newcastle cleared Margaretta, Pippett for Barcelona

May 4 1847 Deal arrived & proceeded Margaretta, Pippett from Newcastle for
 . Barcelona

July 17 1847 Malta sailed Margaretta, Pippet for Constantinople

August 7 1847 Constantinople arrived Margaretta, Pippett from Malta

August 12 1847 Constantinople cleared Margaretta, Peppet for Odessa

October 7 1847 Odessa sailed Margaretta, Pippet for Cork or Falmouth

November 17 1847 Deal arrived Margaretta, Pippett from Mediterranean &
 . anchored

November 17 1847 Deal arrived Margaretta, Pippett from Odessa

November 20 1847 Gravesend arrived Margaretta, Pippett from Odessa

November 22 1847 London customs hose entered in Margaretta, Pippett from
 . Odessa

1848

January 18 1848 Newcastle cleared Margaretta, Pippet for Malta

March 21 1848 Malta arrived Margaretta, Pippet from Shields

March 23 1848 Constantinople arrived Margaretta, Pippett from Malta

March 27 1848 Constantinople cleared Margaretta, Pippet for Odessa

May 27 1848 Constantinople arrived Margaretta, Pippet from Kertch

July 23 1848 Falmouth arrived Margaretta, Pippet from Kertch

July 27 1848 Falmouth sailed Margaretta, Pippet for Ipswich

August 1 1848 Harwich arrived Margaretta, Pippet from Kertch & proceeded to
Ipswich

August 20 1848 Harwich sailed Margaretta, Pippet for Newcastle

September 5 1848 Newcastle cleared Margaretta, Pippet for Malta

October 3 1848 Malta arrived Margaretta, Pippet from Newcastle

October 13 1848 Malta sailed Margaretta, Pippet for Alexandria

1849

January 21 1849 Falmouth arrived Margaretta, Pippet from Alexandria

February 1 1849 Falmouth sailed Margaretta, Pippet for Hull

February 8 1849 Hull arrived Margaretta, Pippet from Alexandria

February 28 1849 North Shields arrived Margaretta, Pippet from Hull

March 20 1849 Shield sailed Margaretta, Pippet for Marseille

May 16 1849 Malta arrived Margaretta, Pippet from Shields

May 21 1849 Malta sailed Margaretta, Pippet for Constantinople

June 14 1849 Constantinople cleared Margaretta, Pippet for Cork or Falmouth

July 24 1849 Spoken to Margaretta from Constantinople at lat. 36N long. 3W
(off Morocco)

September 12 1849 Kingstown arrived from Constantinople - barley

September 17 1849 Kingstown sailed Margaretta, Pippet for Galway

December 15 1849 Shields sailed Margaretta for Constantinople

December 19 1849 Deal arrived Margaretta from Northwards for the Westward

December 21 1849 Dover arrived Margaretta for Malta

1850

January 6 1850 Malta arrived Margaretta,

January 13 1850 Malta sailed Margaretta, Pippett for Constantanople

January 26 1850 Constantinople arrived Margaretta, Pippett from Newcastle

February 19 1850 Constantinople cleared Margaretta, Pippett for Odessa

February 22 1850 Odessa arrived Margaretta, Pippett

April 20 1850 Odessa cleared Margaretta, Pippett for Queenstown or Falmouth

April 26 1850 Constantinople arrived Margaretta, Pippett from Odessa

June 23 1850 Falmouth arrived Margaretta, Pippett from Odessa

June 29 1850 Falmouth sailed Margaretta, Pippett for Liverpool

July 2 1850 Liverpool arrived Margaretta, Pippett from Odessa

July 22 1850 Liverpool entered loading Margaretta, Gowland for Havana

August 15 1850 Liverpool sailed Margaretta, Gowland for Havana

October 18 1850 Gravesend arrived Margaretta from Odessa

1851

February 22 1851 Malta arrived Margaretta, Gowland from Havana

June 17 1851 Queenstown arrived Margaretta, Gowland from Trieste

July 1 1851 Cork sailed Margaretta, Gowland – Maize

July 10 1851 Londonderry arrived Margaretta, Gowland from Trieste- Indian Corn

August 9 1851 Londonderry sailed Margaretta, Gowland for Constantinople

August 18 1851 Liverpool arrived Margaretta from Trieste

September 5 1851 Off Gibraltar Brig Margaretta from west sailed to East

1852

February 7 1852 Passed Margaretta from Constantinople at lat. 50 54N

.

long.15 42W

February 25 1852 Queenstown arrived Margareta, Gowland from Odessa for
 . orders - Beans, Maize, Barley

February 27 1852 Queenstown sailed Margareta, Gowland for Antwerp

May 21 1852 Shields stores loaded Margareta, Gowland for Almeria & Odessa

May 22 1852 Shileds sailed Margareta, Gowland for Carthagena -Coals & Cinders

June 23 1852 Carthagena sailed Margareta, Gowland for Malta

July 9 1852 Malta arrived Margareta, Gowland from Carthagena

July 29 1852 Constantinople arrived Margareta, Gowland from Malta

August 14 1852 Odessa arrived Margareta, Gowland from Malta

September 11 1852 Odessa sailed Margareta, Gowland for Falmouth or
 . Queenstown

Previous September 23 1852 Constantinople arrived from Odessa and cleared
 . Margareta, Gowland for Falmouth or Queenstown

November 11 1852 Falmouth arrived Margareta, Gowland from Odessa

November 16 1852 Falmouth sailed Margareta, Gowland for London

November 20 1852 Gravesend arrived Margareta from Odessa

December 15 1852 London customs house cleared out in ballast Margareta,
 . Gowland for Newcastle & Naples

1853

January 29 1853 Newcastle cleared Margareta, Gowland for Lisbon – Coal & c.

February 2 1853 Shields sailed Margareta of Shields, Ward

February 12 1853 Lisbon arrived Margareta, Gowland from Newcastle

March 17 1853 Lisbon sailed Margareta, Ward for Malta

May 19 1853 Constantinople cleared Margareta, Gowland for Falmouth or
 . Queenstown

June 18 1853 Off Cadiz arrived Margareta, Gowland from Constantinople –
 . main mast lost

June 20 1853 Gibraltar arrived Margaretta, Gowland from Constantinople -
· damaged

August 21 1853 Queenstown arrived Margaretta from Constantinople

August 24 1853 Queenstown sailed Margaretta for Antwerp

Appendix C Port & Other Locations

Alexandria is the capital city of the Teleorman County, Muntenia, Romania. It is located south-west of Bucharest, towards the Bulgarian border, it is situated on the Vedea River.

Almería is a city in southeast Spain in south eastern Iberia on the Mediterranean Sea.

Brăila is a city in Muntenia, eastern Romania, a port on the Danube and the capital of Brăila County.

Cadiz is located on the south coast of Spain, close to Gibraltar.

The Cape Colony also known as the **Cape of Good Hope**, was a British colony in present-day South Africa named after the Cape of Good Hope.

Cartagena is a port city and naval base in the Murcia region of southeast Spain.

Kerch is a city of regional significance on the Kerch Peninsula in the east of the Crimea, Russia. Because of its location, from 1821 Kerch developed into an important trade and fishing port.

Odessa is a port city on the Black Sea in southern Ukraine.

Patagonia refers to a geographical region that encompasses the southern end of South America, governed by Argentina and Chile.

Queenstown from 1849 until 1920 now known as Cobh is a town in Ireland, on an island in Cork city's harbour.

Shields, North and South are part of Newcastle

Trieste is the capital city of the Friuli Venezia Giulia region in northeast Italy. A port city, it occupies a thin strip of land between the Adriatic coast and Slovenia's border.

West **Hartley** in South East Northumberland, England. A number of pits were created and exhausted at Hartley, before a new pit called Hester was sunk in 1845 at a site in between Seaton Sluice and Seaton Delaval. Soon after, families settled around the new mine, and the village of New Hartley was created.

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 (waggon), a measure of volume, or a weight of 21.2 long tons or 424 cwt (21.54 metric tons)

Her Masts, Yards, &c. are in good condition, and sufficient in size and length.

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N ^o .		fathoms.		N ^o .	
2	Fore Sails,	300	Chain	3	Rowse, 12 lb
2	Fore Top Sails,	9	Hempen Stream Cable	1	Stream, 3-0-6
2	Fore Topmast Stay Sails,	70	Hawser	1	Kedge, 1-0-7
1	Main Sails,	80	Towlines	7	Sufficient in weight.
1	Main Top Sails,	2	Warp	5.50	
and <u>well found</u>		All of <u>good</u> quality.			

Her Standing and Running Rigging well sufficient in size and good in quality.

She has one Long Boat and one Keel one Jolly

The present state of the Windlass is in Capstan good and Rudder sound & one Binnacle in operation

General Remarks—Statement and Date of Repairs.

This Vessel's Hull is in two lengths of long one of the Elm, has good head
 Stems, the Spars, with sheers of sap, the stem frame beams good square, sufficient
 proved by the R. and. Iron Stems with splices, the frame was built by ash in the
 plank being, which are, per. W. d. well to char. of beams and, mostly of sap, has the
 proportion of timbers put. to the ribbing which, are, wedged, the Keel, the
 Shell's Stems are all, in with, plates, and, are, well, secured, in, bolting, has good
 rooming, and, to, die, the, ribs, per, by, char, of, sap, this, Vessel, is, well, put, of, hand,
 and, is, fitted, to, the, biggest, grade, the, cables, will, admit, fit, in, my, opinion,
 to, carry, any, fair, shales, or, goods, and, for, all, parts, of, the, world.

Feb^y. 1845. This Vessel docks at this date and the Hull
 Caulked, and the bottom sheathed within one stroke
 of the water, with the yellow metal one felt.

If Sheathed, Doubled, Felted, or Coppered yellow metal When last done Feb^y. 1845

I am of opinion this Vessel should be Classed B. A. 1.

The Amount of the Fee.....£ 3 is received by me, M^r. Poppelwell.
 Certificate Special£ 10

Committee's Minute 11th Feb^y 1845

Character assigned A 1 per 1 day

[Signature]

Please forward certificate of Classification

NWC 773/364


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Fig. 3

Map of Europe

→ Trieste → Constantinople → Alexandria → Queenstown → Cadiz

→ Cape Trafalgar → Almería → Cartagena → Falmouth → Ipswich
→ Troon → St Patricks Causeway → Newcastle → Hull



Fig. 4 Map of Black Sea

→ Alexandria → Constantinople → Brăila