

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

**On-line research into the wreck of the:  
*Schooner Omnibus of Aberystwyth***



**A Similar Schooner**

*History of the Omnibus of Aberystwith*

Report compiled by:

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Report Title:

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*Omnibus of Aberystwyth***

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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 Omnibus was a schooner, built by Frederick Preston at Great Yarmouth in 1835 and he sold it the following year to Vigurs and Company who used it to carry metal ores to their workshops in Port Talbot from Cornwall and mainly coal as a outwards cargo. Omnibus was re-registered at the Port of Swansea when it was sold in 1847, but still mainly sailed from Port Talbot, and later registered after being sold again, at Aberystwyth. Omnibus was used carrying any available cargos which still included metal ores. Omnibus suffered the mishaps of sailing vessels being blown aground by gales and being re-floated until 1869 when she hit the Half Tide rocks at St Tudwall’s, Caernarfonshire during a gale and sank without loss of life.

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**2.5 Abbreviations**

GAT	Gwynedd Archaeology Trust
L.R.	Lloyds Register of Shipping
IJNA	International Journal of Nautical Archaeology
MADU	Malvern Archaeological Diving Unit
NAS	Nautical Archaeology Society
NPRN	National Primary Resource Number
OS	Ordnance Survey
RCAHMW	Royal Commission on the Ancient & Historical Monuments of Wales
URL	Uniform Resource Locator
*	Approximate date

### 3.0 Introduction

I came across some details of the Omnibus's loss researching another vessel and since little was known about it, thought it might be interesting to research. I wanted to discover what type of vessel it was, its history, its builder, owners and masters, the type of voyages it was involved in and details of the type of cargos it carried.

It was a wooden Schooner with two masts, 72 tons, 68 feet long, 18 feet 3 inches wide and 9 feet 2 inches in draught with one deck built in 1834 at Yarmouth from English and African oak. This was in 1868 but she was only 57 feet 3 inches long, 17 feet 1 inch breadth and 58 tons when she was built in 1835.

The Lloyds survey for 1836 and the annual survey for 1837 survive, along with numerous newspaper reports of her sailings, mishaps and final loss. The crew lists for dates in the 1860's are available on line and details of some of the masters certificates of competency. The Mercantile Navy list gives some details of the later masters and newspaper reports others.

The omnibus was lost in a storm striking the Half Tide rocks, at St Tudwall's, with the crew using the ships boat to reach safety on another vessel with the same owner, which was sheltering from the weather at anchor nearby.

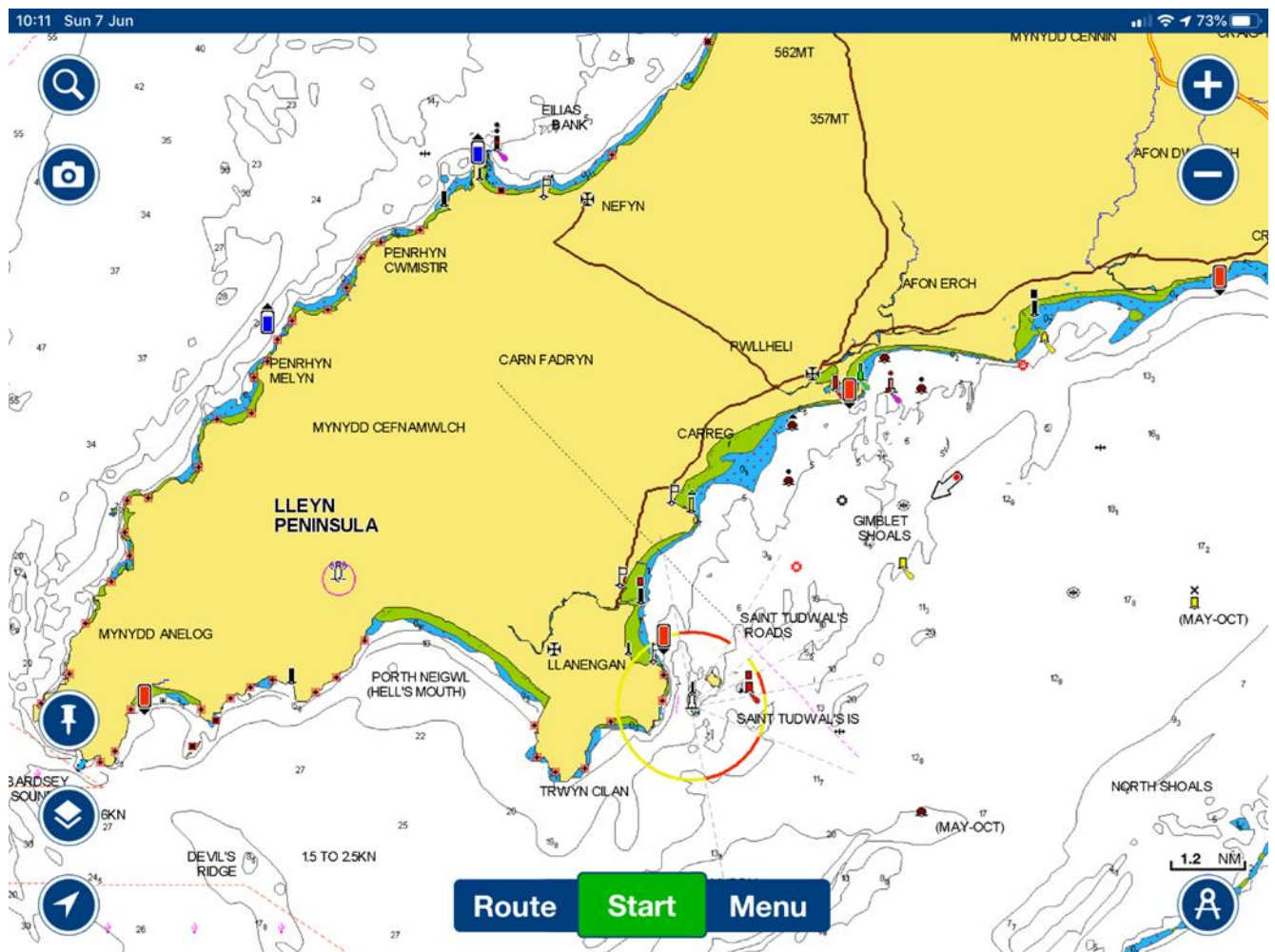
There is an entry on Coflein for the wreck site and entries on welshmariners web site but I found no other research concerning the vessel.

The wreck site has been dived mainly in relation to the S. S. Timbo which was lost on the same rocks about fifty years later but I could find no survey.

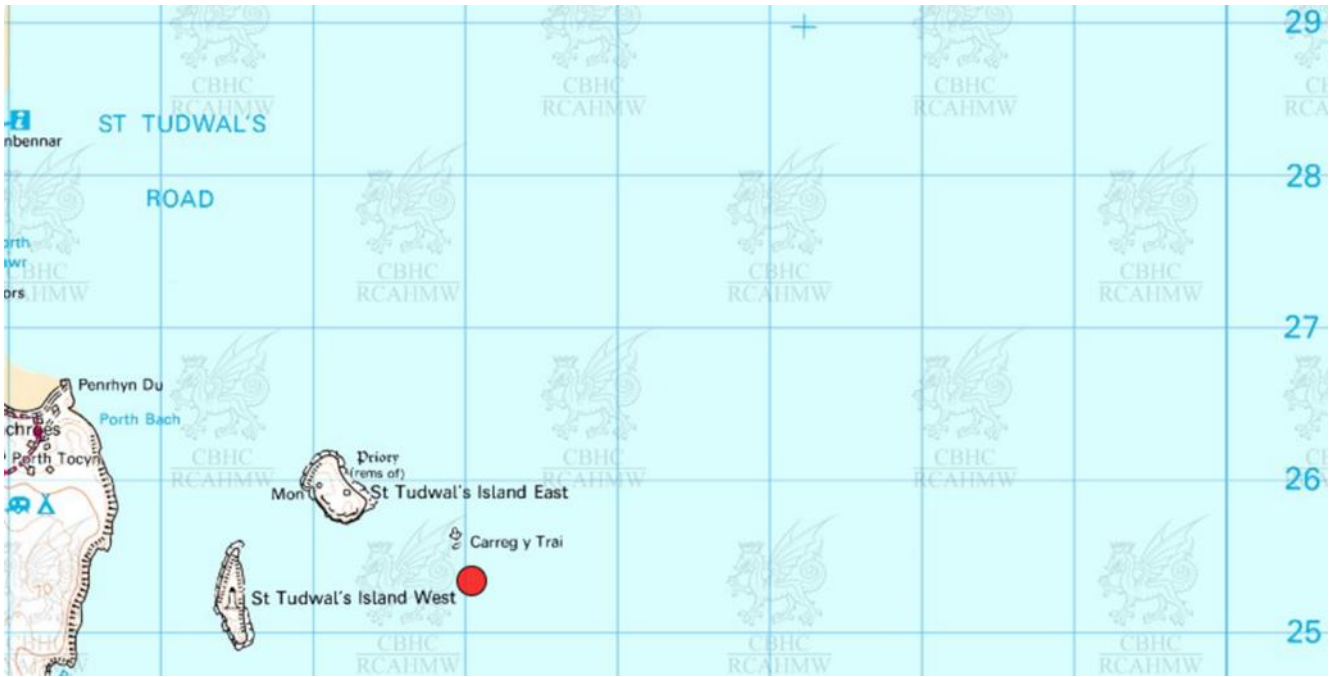
I found no details of salvage but the cargo of slate is of low value and there was little chance of recovering the vessel when it was lost. A bell recovered from the site in 2006 may be from Timbo.

## 4.0 Background

The information I possessed when starting the research was a vessel called Omnibus had been lost near St Tudwal's on the Half Tide rocks in Caernarfonshire on February 2 1869.



Location Saint Tudwal's in Caernarfonshire



Wreck Site

## 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 and to assist in transcribing reports from the British newspaper archives. My home internet is supposed to be fast but it's not, usually about 18 mb and keeps dropping out, waiting for the change in provider, happening soon with a fibre connection to the house.

I searched "Omnibus" in Lloyds Register of shipping ( L.R.) from 1835 until 1869 and in ship plans and survey reports.

I started searching in Welsh newspapers on line for "Omnibus of Aberystwyth" but the matches included every entry of "omnibus", "of", and " Aberystwyth", the search for "omnibus" alone , produced 6240 matches from 1865 to 1869, the shortest period selectable in that search. I then amended my search first on the British Newspaper archives and then again on the Welsh newspapers on line.

I searched "Omnibus" ,"Omnibus Warner" , "Omnibus Jones", "Omnibus Jenkins", "Omnibus Evans", "Omnibus Aberystwith", "Omnibus schooner", "Omnibus Rees", "Omnibus Ferris" ,"Omnibus Davies", in the British newspaper archives for various dates. I changed quickly to searching a single year at a time to keep the number of matches manageable. A search of "omnibus" would produce a number matches that would take a team of people to view.

The report of the loss of Omnibus it's stated the crew went by boat to the Volunteer owned by the same owner, since the owners address was only Aberystwyth, I searched later dates in the Mercantile Navy list for Volunteer for a full address. I also found a site "mywelshancestry" which had a list of vessels built at Aberystwyth and their owners, I searched vessels owned by Thomas Jones on the Mercantile Navy List and although many had just Thos Jones or Thomas Jones Aberystwith by following the same vessel to later years I found the same address 1 Marine Terrace, Aberystwith. A vessel had Maine Terrace, Aberystwith which does not exist, just a spelling mistake.

I searched "Omnibus" "Omnibus Warner" , "Omnibus Jones", "Omnibus Jenkins", "Omnibus Evans", "Omnibus Aberystwith", "Omnibus schooner", "Omnibus Rees" , "Omnibus Ferris" ,"Omnibus Davies", in the Welsh newspapers on line for various dates a year at a time.

I searched "Omnibus" in the Crew list index and found transcribed crew lists. The owner was not listed. It also showed the Mercantile Navy list for the vessel which

I searched from 1850 until 1872. I searched the masters for who I had details of and found some matches and the mates.

I searched "F. Preston shipbuilder Yarmouth" in google and found Yarmouth Notes and google books relating to bankruptcy proceedings.

I searched "Frederick Preston, Southtown" in google and found the Examiner, record relating to bankruptcy proceedings.

I searched "Frederick Preston" in the British newspaper archives and found a number of matches.

I searched Coflein for "Omnibus" and found a match.

I searched the ports and their history on google or bing that were obscure and others to find likely cargo's.

I searched Swansea mariners and found Omnibus with two entries and from there found the owners and their shares for two periods of the vessel's history and details of its port of registry, this is held at the Glamorgan Archives.

I searched "John Vigurs" and "Vigurs & Co." the second owners of Omnibus in the British newspaper archives and The Welsh Newspapers on line and found a number of matches.

I searched "Sutton" and "Somerset Arms " in the British newspaper archives and found a match.

I searched the National archives and found the Will's of John Vigurs and Thomas Sutton in copper plate writing but it needs transcribing and is very difficult to read.

I searched "Thomas Jones " in the British newspaper archives and found a match.

I searched "Thomas Jones " in The Welsh Newspapers on line without a match

I searched "Sutton" in L. R. 1860 and found a match for a master of the snow Adelia Ann. I then searched the Swanseamariners site for "Adelia Ann" and confirmed it was the John Sutton who had part owned Omnibus.

## 6.0 Results

Vessel	Name/s	Omnibus	
	Type	Schooner	
Built	Date	1834	
		Launched 12/1834	
	Builder	Frederick Preston	
		Yarmouth	
Construction	Materials	Wood	
	Decks	one	
	Bulkheads	None	
Propulsion	Type	Sail	
	Details	Fore and aft rigged	
Engine	Details	N/A	
	Boilers		
Drive	Type		
	Number		
Dimensions	Length	68 ft	0 ins
	Beam	18 ft	3 ins
	Draught	9 ft	2 ins
Tonnage	Gross	71	
	Net		
Owner	First	J. Williams	
		Swansea	
	Last	Thomas Jones	
		1 Marine Terrace, Aberystwyth	
	Others	David Jenkins, Vigurs and Co., John Evans, Thomas & John Sutton	
Registry	Port	Swansea	
	Flag	British	
	Number	9438	
History	Routes	Swansea to London, Coaster	
		Bangor to Hamburg	
	Cargo	Slates, copper & iron ore, coal, china clay, gunpowder, timber, sugar, oil cake, grain, oats, stone	
Final Voyage	From	Portmadoc February 2 1869	
	To	London	
	Captain	Thomas Rees	
	Crew	Probably two	
	Passengers	None	
	Cargo	Slates	
Wrecking	Date	February 6 1869	
	Location	Half tide rock, St Tudwalls	
	Cause	In a gale struck half submerged rock	
	Loss of life	None	
	Outcome	Total Loss	

**Lloyds List October 28 1836**

FALMOUTH, Oct.26.- The "Omnibus", Warner from London to Aberavon, in going to sea this morning, got on the Black Rock, but came off with the flood tide, and proceeded.

**The Public Ledger December 23 1837**

DOVER; December 21.- Put in here wind-bound and for shelter the following vessel ; The Omnibus, Warner from Port Talbot

**The Public Ledger December 26 1837**

DOVER; December 26.- The following vessel which put into this port some time back for shelter sailed this day Omnibus, Warner for London

**Glamorgan Monmouth and Brecon gazette November 14 1840**

PORT TALBOT. Nov. 7.—The Omnibus, Jones, from Barrow, is on shore in the Aberavon river, but is expected to be got off after being lightened.

**Shipping and Mercantile Gazette November 11 1840**

PORT TALBOT. Nov. 9: 10pm —The Omnibus, Jones (previously reported), got off the sands this morning, after discharging part of her cargo of iron ore, and got into the harbour with trifling damage.

**Vigurs & Co.**, of Port Talbot the new owners of Omnibus are involved in the re-development of the docks at Port Talbot and their quay as a result is deeper, avoiding delays waiting for higher tides. This is before the new sluice gates to clear the channel of silt are in operation. The bar is also a hazard to shipping entering or leaving the port and a system of flags was introduced to aid safe navigation.

### **Bristol Times and Mirror January 14 1843**

Bristol imports

Omnibus, Jones from Galway, Wait and James 21 sacks oatmeal, Holmes and Co., 40 tons marble.

### **Shipping and Mercantile Gazette May 2 1844**

Porthcawl May 1 :- Wind E. by S. strong breeze

Put in, 30 - The Omnibus, Jones from Port Talbot for Bristol having sprung a leak, which has been stopped, she will proceed on the next tide.

### **Lloyds Weekly Newspaper December 7 1845**

WEEKLY SUMMARY OF MARITIME CASUALTIES

The Omnibus, Jones put into Holyhead November 28<sup>th</sup> , very leaky.

### **Shipping and Mercantile Gazette October 27 1848**

PORT TALBOT- Oct.26th : Wind S. E. fresh, fine, cloudy

-The Omnibus, Rees hence from Cork, put into New Ross on the 22<sup>nd</sup>, having experienced, very dirty weather on the night of the 21<sup>st</sup> , blowing a heavy gale from the westward.

### **Gloucester Journal April 20 1850**

PORT OF GLOUCESTER Imports April 13 – 19 April

From Bangor – the Omnibus, Jenkins, 54, with 79 tons slates for Price and Co.

**Shipping and Mercantile Gazette December 19 1850**

ABERYSTWYTH- Dec,18 : The weather for the past few days has been exceedingly boisterous, blowing a whole gale from the W. N. W., with heavy showers of rain.

Put back during the gale on the 16<sup>th</sup> inst.- The Omnibus, Jenkins having sailed a few days previously for Llanelly, and owing to contrary winds, &c. was obliged to return. There are many vessels in the harbour windbound viz Fume, Water Lily, Omnibus- all ready to sail.

**Gloucester Journal July 26 1851**

PORT OF GLOUCESTER Imports July 19 to July 25

From Bangor – the Omnibus, Jenkins, 54, with 75 tons slates

**Shipping and Mercantile Gazette September 28 1853**

PORTINLLAEN – Sept.26 : Last night we experienced a terrific gale from N.W. to N.N.W. Omnibus Jenkins from Dublin for Aberystwyth, broke her moorings, no apparent damage

**Shipping and Mercantile Gazette October 3 1853**

PORTINLLAEN Oct. 1: W.N.W, fresh with heavy showers of rain and hail. Sailed last night Omnibus Jenkins from Dublin for Aberystwyth; supposed it went to St Tudwalls Roads for shelter

**Scottish Guardian, Glasgow March 16 1855**

Carnarvon, March 11<sup>th</sup>.- The Omnibus, Jenkins, of Aberystwyth from Pentewan and Fowey to this port and Runcorn, in making the Straits yesterday, grounded near the Perch, and filled with the flood, when she was abandoned.

**Caernarvon and Denbigh Herald March 17 1855**

Local Petty Sessions

Salvage. – On Tuesday last, before Hugh Jones Esq., mayor, and Thomas Turner Esq.,

Thomas Davies and Mark Jones, two boatmen, appeared in support of a claim of £195 for salvage on the schooner Omnibus of Aberystwyth, (David Jenkins, master) and cargo.

Mr Powell was for the claimants, and Mr J. Rees, receiver of droits, for the owners of the property.

It appeared that on Saturday, the Omnibus, in making the entrance of the straits, through the ebb tide, grounded near the Perch; and on the flow of the nights tide she began to fill with water. The master and crew, apprehensive of the worst results in the darkness, left the vessel and landed at Carnarvon. On the following morning the master duly reported the circumstances to the receiver of droits, who engaged a boat and crew to proceed to the Omnibus. Meanwhile, Thomas Davies and Mark Jones and two others, being on the look-out, went with a boat to the spot, and finding that the Omnibus still floated, they slipped her anchor and brought her into harbour. For this service they claimed the salvage above named on the property, as being a derelict. The anchor referred to was stated to be a stream anchor.

Evidence was called to prove the value of the vessel and cargo ; also to show that, had it come on to blow fresh in the afternoon of Sunday, the vessel would, when the tide began to make, have drifted onto the south bank, and might have become a wreck.

The receiver of droits submitted that, as the vessel was held by her anchor, as she was inside the bar, with no signal of distress flying, and as the master was proceeding to her with a competent crew, the claimants had no right to board her, and she had not become derelict. He, therefore, objected to the claim as exorbitant; but was perfectly willing the men should have fair remuneration for their services.

Mr Powell contended that the value of those services ought not to be computed by the time, or trouble expended, but by the amount of property saved.

Their worships took time to consider the award, which was afterwards made for £35. The costs of arbitration to be defrayed by the salvors. This amount to be divided between the owners of the vessel and cargo.

The Omnibus was loaded with China Clay and gunpowder.

### **Gloucester Journal October 27 1855**

PORT OF GLOUCESTER Imports October 20 – 26 1855

From Portmadoc Omnibus Jenkins, 54, with 83 tons slates for B.N. Tripp

### **Lloyds List April 28 1860**

RAMSGATE, 27<sup>th</sup> Apl.

The OMNIBUS, Jenkins, from Antwerp for Gibraltar was assisted in here this morning leaky, &c., from off the Goodwin, is much shaken and started, and must discharge. Part of her chain has been recovered.

**Lifeboat Magazine Archive 1861 Volume 4 Issue 39**

On the 26th March, 1860, a schooner was reported to be on shore on the Goodwin Sands. The Harbour Commissioners' lifeboat Northumberland was quickly towed out to her assistance by the Harbour tug Aid, there being a fresh wind from N.E., and a heavy sea. On arriving near her the life-boat was slipped, and sailed across the sand through a high surf, anchoring to windward of the schooner, and, veering down, a portion of the boat's crew jumped on board her. Finding there was a probability of saving the vessel as well as the crew, they remained by her until the tide had left her " high and dry;" then, laying out her anchor to windward and heaving taut on her cable, they awaited her again floating with the next tide. On her doing so she struck so heavily that the boatmen had great difficulty in standing on her decks, and risk was incurred by those in the life- boat ; but they stuck to her, and at 2 A.M. on the 27th, their efforts were crowned with success; and, the tug taking her in tow, they got the vessel and crew safely into Ramsgate Harbour. She proved to be the schooner Omnibus, of Aberystwith, from Antwerp, bound to Marseilles, with a general cargo.

The harbour commissioners at Ramsgate kept a steam tug in the harbour to tow the lifeboat out to rescues and assist, this was continued by the Board of Trade when it took over the harbour and carried on until 1920's.

**Glasgow Morning Journal February 25 1863**

CLYDE IMPORTS

GREENOCK

February 21 – Omnibus of Aberystwith, Evans, from Antwerp (71) – Kenneth and Macdonald – 1180 bags sugar – Bell, Duncan and Scott.

**Gloucestershire Chronicle October 22 1864**

PORT OF GLOUCESTER

Imports for the week ending Oct.21 1864

From Dublin – The Omnibus, Evans with 650 qrs. Oats for J. & T. Robinson

### **The Brecon Reporter & South Wales General Advertiser October 12 1865**

A NOBLE LIFEBOAT. The following is an account of the important services rendered during gales of wind by the Eamegata lifeboat, in conjunction with the harbour steam-tugs, in saving life and property on the Goodwin and neighbouring sands during the past eleven years:—The brig *Wilhelmina*, and her crew saved; barque *Queen of the Teign*, do.; six lives rescued from the schooner *Marie*; the schooner *Pauline* and her crew saved; six lives rescued from the schooner *Jessie Annie*; the brig *Bartly* and her crew saved; the schooner *Sophie* and her crew saved; eight lives rescued from the barque *George Forster*; sixteen lives rescued from the barque *Kilby*; the brigs *Hedwig Amalie* and *Ida* and their crews saved; eighteen lives rescued from a Portuguese brig; the schooner *Wisch* and her crew saved; schooner *Sultana*, do.; barque *Martha*, do.; brig *Quickstep*, do.; four lives rescued from a schooner in *Pegwell Bay*; seventeen lives rescued from the Spanish brig *Samaritano*; **schooner *Omnibus* and her crew saved**; The *Ramsgate* lifeboat is a self-righting one, like the boats of the National Lifeboat Institution, and was invented and built by the late Mr. James Beeching of Great Yarmouth. She was bought of him by the then harbour commissioners of *Ramsgate*, and was transferred by them along with the harbour to the control of the Board of Trade

### **Lloyds List April 30 1860**

Reports from the Receivers under the Merchant Shipping Act of 1854

OMNIBUS (schr), of *Aberystwyth* from *Antwerp* to *Gibraltar* ; deposition of D. Jenkins, master [18594]

### **Shipping and Mercantile Gazette October 9 1861**

KALLOFJORD – Sept. 27 : Put in through contrary winds 13 October *Omnibus*, Jones from *Port Talbot* for *Gothenburg*

### **Lloyds List March 21 1862**

HOLYHEAD arrived *Omnibus*, Jones from *Barrow* for *Newport* to stop a leak, sailed 19<sup>th</sup> after stopping the same

**Lloyds List December 23 1862**

MILFORD 19<sup>th</sup> arrived Omnibus, Jones from Dublin for Antwerp – with loss of jib boom

**Shipping and Mercantile Gazette February 16 1864**

RYDE – I.W.- Feb 15: WSW, strong, with rain

Put in – The Omnibus, Evans, from Whitehaven, short of provisions, &c.

**Newcastle Guardian an Tyne Mercury October 13 1866**

SHIELDS, Sunday. – The yellow flag hoisted in our Narrows again was an unwelcome sight this morning. The Welsh schooner Omnibus Ferris, from Hamburg, arrived here last night, and on the Customs officers going alongside they found the master was ill of cholera, and the vessel had to be sent down to the quarantine ground in the Narrows.

SHIELDS, Monday. – Another of the crew, ill of cholera, on board the schooner, in the narrows, has been sent on shore at South Shields.

**Shipping and Mercantile Gazette October 10 1866**

SHIELDS – Oct 9 : 7 pm

The master of the schooner Omnibus, as well as the man (one of his crew), who were sent ill to the cholera hospital at South Shields, are stated be recovering.

**Lloyds List November 19 1867**

OFF HARWICH ..... arrived Omnibus, Jones from Hamburg for Rye, with oil cake - leaky, having shipped several heavy seas.

Oil cake, the residue obtained after the expression of vegetable oil from various seeds, beans and nuts. When ground is known as meal. Shipped in bags or in bulk, danger of combustion.

**Shipping and Mercantile Gazette November 30 1867**

HARWICH – Nov.29: The Omnibus, Evans from Hamburg for Rye, which was assisted in here 18<sup>th</sup> inst. Leaky, was discharging her cargo 26<sup>th</sup> , and will proceed after being caulked.

**Lloyds List December 21 1867**

Harwich December 20 sailed Omnibus, Jenkins for Rye after repairing

**Lloyds List 23 May 1868**

SCARBOROUGH arrived Omnibus of Aberystwith from Middlesborough for Newport – making water.

**The Morning Advertiser November 5 1868**

MILFORD, Nov. 3 – Arrived the Omnibus schooner, of Aberystwith, from Bridgewater for Liverpool, leaky ; was hauled on the hard.

**Aberystwyth Times January 23 1869**

POLICE BUSINESS, THURSDAY. Before Owen Griffith, Esq., and Major Mathew. Claim for Wages.-Charles Peterson, late a sailor in the Omnibus schooner, summoned Captain Rees, for the payment of £3 6s., the balance of wages due to him.-The captain denied that there was any balance at all due to the complainant, as he had settled up with him on the 24th of November last.—A number of details were entered into, when, after a careful examination, the magistrates ordered the defendant to pay £3 Os. 9d., with 6s. dd. costs.

## **The North Wales Chronicle and Advertiser for the Principality February 6 1869**

PORTMADOC. WRECK OF THE SCHOONER OMNIBUS.—On Tuesday night the 2nd, the schooner Omnibus, of Aberystwyth, Captain Rees, sailed from Portmadoc for London, with a cargo of slates. The night was dark, and the sea was very rough. When the vessel was near to St. Tudwel's Isles, it suddenly struck upon one of the rocks there which are known to sailors as the half-tide rocks, a short distance east of the Isles. The crew managed to get their boat lowered, and made at once for St. Tudwel's Roads, where a great number of vessels are sheltering, many of which are in a very shattered state. When the boat arrived at the roads they recognised a vessel, the Volunteer, which belonged to the owner of the Omnibus, and we are happy to say the crew all got on board safely, but their clothes, &c., were all left behind. Since then, the ill-fated vessel has become a total wreck. On Wednesday the crew arrived in the port, on their way to Aberystwyth.

### **Crewlist 1/1/1869 – 3/2/1869 Omnibus**

Notes 3/2/1869 vessel lost

St. Tudwal's Lighthouse was built by Trinity House in 1877 on the small island of St. Tudwal, marking the north end of Cardigan Bay

### **Walter Rye's Comments about the Preston Pedigree**

#### **Preston of Yarmouth**

Isaac Preston, who was admitted to the freedom here by purchase in 1642, bailiff of Yarmouth in 1653,

Isaac Preston, a ship-builder of Yarmouth, b. about 1744, d. 1819, aged 75, who built 153 vessels in 40 years. He married twice - first Elizabeth Crow, by whom he had female issue only, and secondly Elizabeth Lillystone by whom he had (besides Isaac, who d. at Liverpool in 1871) a son,

Frederick Preston, a ship-builder, who built 102 ships between 1823 to 1842. He married twice, his first wife, Susannah Stevenson Cann,

### Great Yarmouth History

**1804** May 26th. The sloop "Helena," 20 guns, and on Sept. 4th the brig - "Musquito," 18 guns, launched from Mr. J. Preston's yard.

**1805** April 27th. Two gun-brigs, 14 guns each, built in Mr. J. Preston's yard, launched.

**1806** The gun-brig "F'ancy" built in Mr. J. Preston's yard.

**1818** Nearly 100 vessels building in our shipyards.

History	
	UK
Name:	HMS <i>Pandora</i>
Ordered:	12 November 1805
Builder:	John Preston, Great Yarmouth
Launched:	14 January 1806
Acquired:	11 October 1806
Fate:	February 1811

HMS Pandora (1806) (3rd) Brig-sloop 18-gun This the third ship to carry the name HMS Pandora was a Cruizer Class, 18-gun, brig-sloop. Built by Preston of Yarmouth, launched 11-Oct-1806, and of 383 tons builders measurement. Wrecked 13-feb-1811 in the Kattegat.

### Rapid

*The Rapid* was built in 1826 by Frederick Preston at Southtown, Great Yarmouth. It was rigged as a brig, with two masts and was 23.3 metres long.

**1828 Norfolk Chronicle**

April 5<sup>th</sup> 1828 A vessel named Lord William Bentinck was launched from the shipyard of Mr Frederick Preston, at Yarmouth. She was nearly 500 tons burthen, and largest ship, with one exception, ever built at this port

**Yarmouth notes, 1830-1872. Collated from the file of the Norwich Mercury"**

1832

May 24<sup>th</sup>.— The Rattlesnake (180 tons) had been launched from Mr. F. Preston's yard.

July 12.- The brig Ida (188 tons) had been launched from Mr. F. Preston's yard.

1833

Feb. 7<sup>th</sup>. — A fine vessel of 216 tons had been launched from Mr. Preston's yard, and it was stated that " It is now allowed by merchants from all parts of the world that the finest and handsomest vessels are now built in this port."

1834

Aug. 28<sup>th</sup>. — The Stratheden, 400 tons register, had been launched from Mr. F. Preston's yard.

1835

April 16<sup>th</sup>. —Mr. F. Preston had launched a very fine vessel of 464 tons called the Mary Anne.

1836

March 24.- Mr. F. Preston had launched a fine ship of 370 tons from his yard.

Dec. 22<sup>nd</sup>. — Mr. F. Preston had launched a beautiful brig called the " Catherine," of 212 tons register.

1837

Oct. 5th. — The "Parroch Hall," a fine ship of 450 tons, had been launched from Mr. F. Preston's yard.

T Nov. 23rd. —The " Harlequin," 350 tons burthen, had boon launched from Mr. F. Preston's yard.

1838

Nov. 25th. — Mr. F. Preston had launched a brig of 250 tons named the " Undaunted."

1839

Jan. 3rd. — A very handsome vessel named the ' ' Jenny Jones ' ' had been launched from Mr. F. Preston's yard.

Sept. 5th. — Mr. Preston had launched the " George Lord," of 205 tons register.

1840

The \*' Maid of Athens" had been launched from Mr. F. Preston's yard.

August 4 1840 commission of **bankruptcy** Frederick Preston of Southtown

1841

April 22nd. — Mr. F. Preston's shipyard was likely to be given up, thus throwing many men out of employment.

May 6th. —The "Indiaman," 821 tons, had been launched from Mr. Preston's yard for Mr. Somes. She was estimated to cost £18,000.

Sept. 9th,— The " Oriental " (schooner), had been launched from Mr. Preston's yard.

1843

July 13th, — The "Hudson" had been lengthened and launched from Mr. F. Preston's yard. L.R. shows increased from 188 tons to 210 tons and deck repaired in 1843.

1844

July 6th. — The " Byzantium," 290 tons, had been launched from Mr. F, Preston's yard.

1861

Feb. 8th. — The New Mercantile Marine Act had excited much dissatisfaction, and several handbills had appeared urging the sailors to take action, and on Tuesday morning having "struck," they mustered in groups on the Hall- quay.

Subsequently they formed in procession to the number of 1,000 and paraded the town for several hours ; they had a band and flags with them, and a board on which was written ' Do not sign the laws " and " Wages £2 15s. Summer and Winter." A Seaman's Union had been formed having 450 members, and Mr. J. Teasdel having given notice that he did not intend to reduce the wages paid to his men to 50s. a month, several hundred of the men on strike, went over the Bridge and manned the yards of a vessel belonging to that gentleman, for whom they gave some loud and hearty cheers.

No further reports of ships launched from the yard of F. Preston

### **A Guide to Yarmouth 1835**

Mr Frederick Preston is listed as one of the principle shipbuilders in Great Yarmouth and a builder of vessels for the East India trade. The river is sufficiently deep and wide to receive a vessel from the stocks of 600 tons burthen

### **National Archives**

Insolvent debtors and bankrupts are different. To qualify for bankruptcy you were supposed to be a trader, making your living by buying and selling. By the late 18th century this was extended to include most skilled craftsmen. People sometimes gave false or misleadingly general descriptions of their occupations so they could qualify as a trader. The term 'dealer or chapman' (DC) was often used.

In 1832 the court of bankruptcy was established and creditors could petition the Lord Chancellor for a commission of bankruptcy or a fiat. Commissioners decided if a debtor was eligible to be declared bankrupt and would oversee the distribution of assets.

Official assignees were appointed and were responsible for depositing the proceeds from the sale of a bankrupt's estates into the Bank of England. When sufficient creditors were satisfied and had signed a request for a Certificate of Conformity (a statement that the bankrupt had satisfied all the legal

requirements), the Commissioners could issue the certificate which effectively discharged him, although dividends might continue to be paid.

Prior to 1869 an insolvent debtor could be sent to a debtors prison or separate quarters in a local prison until the debts were cleared or a petition for release was accepted. An insolvent debtor could remain in prison indefinitely based on the creditor having the final decision or if the debts remained uncleared, whilst bankrupt debtors, mainly traders or artisans, could pay the creditors and therefore avoid the courts. Once the Commission had established that the debtor was bankrupt a notice would be published in the *London Gazette*.

### **The London Gazette**

The Commissioners in a Fiat in the bankruptcy hearing date the 4<sup>th</sup> day of August 1840 awarded and issued against Frederick Preston of Southtown, otherwise Little Yarmouth in the county of Suffolk, shipbuilder, dealer and chapman, intend to meet on 16<sup>th</sup> day of February next at 12 o'clock, noon at the Dukes Head Inn Great Yarmouth in the county of Norfolk, in order to audit the Accounts of the Assignees of the estate and effects of the said bankrupt under the said Fiat pursuant to an Act of Parliament, made and passed in the sixth year of the reign of His late Majesty King George fourth, intituled " An Act to amend the laws related to Bankruptcy.

### **Hull Packet August 14 1840**

#### **BANKRUPTS**

Frederick Preston, South Town, otherwise Little Yarmouth, Suffolk, shipbuilder

### **The London Gazette – Part 4 – Page 3522**

John Herman Merivale, Esq. one of her Majesties Commissioners authorised to act under a Fiat of Bankruptcy bearing the date 4<sup>th</sup> day of August 1840 awarded and issued forth against Frederick Preston of Southtown, otherwise Little Yarmouth in the county of Suffolk, shipbuilder, dealer and chapman, will sit on the 22<sup>nd</sup> day of December next, at half past twelve of the clock in the afternoon precisely, at the Court of Bankruptcy in Basinghall Street in the City of London, in

order to make a dividend of the estate and effects of the said bankrupt; when and where the creditors, who have not already proved their debts are to come prepared to prove the same, or they will be excluded the benefit of the said dividend. And all claims proved will be disallowed.

**Examiner October 1840 Page 637**

Certificates – October 23

F. Preston, Southtown, Suffolk, shipbuilder

**Shipping and Mercantile Gazette April 5 1845**

LLOYDS REGISTER OF BRITISH and Foreign Shipping – Established 1834

LLOYDS SURVEYORS

NOTICE is hereby given, that the undermentioned persons have been appointed SHIPWRIGHT SURVEYORS to this Society.

Hull (with Gainsborough, Goole, Selby, Thorn, and Grimsby),

- Mr. FREDERICK PRESTON, vice Mr James Martin

ABERDEEN (Including Peterhead), Mr HENRY ADAMS, vice Mr Richard Robertson

- By order of the committee,

- CHARLES GRAHAM, Secretary.

1 White-Lion Court, Cornhill, April 1 1845

**Hull Advertiser and Exchange Gazette July 7 1848**

FOR SALE BY PRIVATE CONTRACT.

Now building at Hull, and nearly ready for launching, an IRON VESSEL, of about the following dimensions, viz.:-

Length of keel .....	107ft.	6in.
Ditto for tonnage .....	116	0
Breadth extreme .....	24	6
Depth from deck to skin .....	17	0
Register tonnage (OM.) .....	324	63.94 <sup>th</sup> tons.

This Vessel is Building under the particular inspection of FREDERICK PRESTON, Esq., Lloyds Surveyor, is considered a handsome model, and expected to carry a large cargo at a small draft of water, and sail very fast.

For Price and further Particulars, apply to the Builders,

GIBSONS, CLIFFORD, & BROWN.

Groves, Hull, 13<sup>th</sup> June 1848

**The Ipswich Journal January 28 1885**

## DEATHS

Preston,- 20<sup>th</sup> inst., at Ivy Green Villa, Wymondham, Norfolk, Frederick Preston, formerly of Southtown, Great Yarmouth, aged 82

**Vigurs and Co** supported C. R. M. Talbot M.P. in his efforts to improve the harbour at Aberavon which after the two acts of Parliament and the building works became Port Talbot.

## Town Dock Port Talbot

The Town Dock, which opened in 1842 and continued in use until it was filled in 1930, was the first floating dock facility in Newport. The construction of the dock played an important part in the town's growth in the mid Nineteenth Century. A rapid expansion of trade caused by the development of the canal system in South East Wales had led to the need to improve the port's berthing facilities. Particularly for large American export vessels which risked damage when beached at the wharves for unloading. If the town was to continue to prosper and compete with the growing port of Cardiff a dock needed to be constructed.

At a public meeting held at the King's Head Inn in March 1835 the plans of the floating dock were agreed. A committee, made up of some of the leading gentlemen of Newport, was appointed to examine the provisions of the Bill that was to be put before Parliament.



Fig. 1 The Town Dock, a sketch by J F Mullock, circa 1842

The Newport Dock Act was given Royal Assent in July 1835 allowing the Newport Dock Company to begin construction work. The estimated cost of the dock was to be £35,000 which was raised by selling 350 shares of £100. The first sod was cut by John Owen, Mayor of Newport, on 1st December 1835 to the sound of the bells of St Woolos, the firing of guns and the celebrations of the Navvies, who had been supplied with several barrels of Castle Brewery beer for the occasion.

However, the construction of the dock did not run smoothly. A number of contractors had to be used at various stages and as early as 1836 there were labour disputes. Consequently, even by the end of 1837 little work had been completed. In 1838 another £15,000 needed to be raised but progress continued to be slow. More funds needed to be raised in October 1840 and by then the estimated cost of the project had risen to £120,000. Work was halted in

December 1840 following the failure of another contractor and was to halt again in 1841. After more funds were raised work resumed for a fifth time in April, but by then the total estimate had grown to £131,000. Financial problems and industrial unrest continued to plague the construction to the very end. In September 1842 a further £10,000 had to be borrowed and workers walked out to demand higher wages, an event which led to a body of well armed police being sent to quell the disturbance.

The official opening of the Dock on 10th October 1842 was marked by a programme of festivities that attracted tens of thousands of visitors to the town.

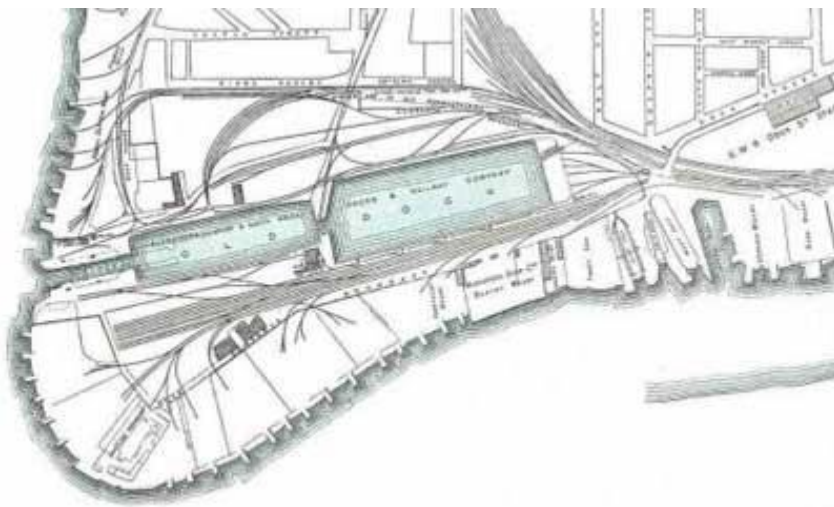


Fig. 2 Map of the Town Dock and Surrounding area, circa 1905

However, shortly after its opening it was apparent the existing dock was not sufficient to deal with the increasing trade. In July 1854 a second act was passed giving the Newport Dock Company permission to extend the dock to the North. Work commenced in June 1856 and was completed in less than two years. The official opening on 2nd March 1858.

The dock expansion was not initially the success that the Newport Dock company hoped for and the company faced severe criticism, especially after they increased their charges. It was now obvious that the Town Dock alone was no longer sufficient to meet the volume of trade passing through Newport. In 1865 an act was passed to allow the construction of a second dock and in 1868 work began on the Alexandra Dock, which opened in 1875.

Unsurprisingly, the opening of the rival dock had a detrimental effect on the trade of the Town Dock, although it was the accident involving the *Constancia* and the *Primus* which ultimately led to the demise of the Newport Dock Company.



Fig.3 Unloading timber for pit props at the Town Dock, circa 1905

On 10th January 1882 the two vessels attempted to pass through the lock at the same time but the *Primus* became stuck on the sill of the outer gates and the ships collided. The *Monmouthshire Merlin* describes how the situation became critical as the tide began to recede because "the bottom of the lock being concave in form, as the water ebbed the steamers heeled over one on the other, the *Primus* carrying away her masts, breaking in two amidships and, of course, subsiding to the bottom, whither she was followed by her companion in misfortune." The lock was completely blocked and the vessels already in the dock trapped for nearly two weeks. The accident incurred substantial expense for the Newport Dock Company and further eroded customer confidence in the company.

A year later the Newport Dock Company was sold to the Alexandra Dock Company for £150,000. From this moment the Town Dock was used for dealing with the smaller vessels whilst larger cargoes were concentrated at the Alexandra Dock. By 1900 the Town Dock was used primarily for the general import trade, particularly in timber. However, its relatively small size and position further up the river estuary than the Alexandra Dock made the Town Dock particularly vulnerable. Unable to survive the downturn in trade in the 1920's the Town Dock was finally closed in October 1930.

These web pages were written using material held in the Local Studies Collection at Newport Central Library.

## **Port Talbot Guardian November 23 1934**

In the 1830's the copper ore was chiefly obtained from Cornwall, the increased importations being primarily responsible for the opening of a floating harbour, which was named Port talbot dock, and which was constructed simultaneously with the copper works. The dock costing £100,000, was mainly financed by Vigurs, being constructed by H. K. Palmer. The old shipping place was situated on the riverside, but the approach was circuitous and shallow. Work was commenced in 1836, and by cutting a trench through the marshy land and sand hills, a more direct channel was made to the sea. The course of the river was thus diverted and by blocking up the old river mouth, the first dock was formed where the river had previously flowed. Large quantities of copper slag etc from the works were used in the erection of the dock and river embankments. John Vigurs retired from the active management of the works soon after the completion of the copper works and settled down at Rosehill, Madron, near Penzance where died in poor circumstances in 1848. (edited)

The Industrial Revolution brought factories such as the Albion Steel Works, the English Crown Spelter Works and the Baglan Bay Tinsplate Works. These were built on land close to the River Neath and the new South Wales Railway, built by Isambard Kingdom Brunel. In 1840 an area of about 750 acres (3.04 km<sup>2</sup>) of land in Cwmafan was leased for 99 years to John Vigurs and subsequently passed to Wright, Butler & Co. Ltd, then to Baldwins Ltd. The terraces of houses built on this land were sublet in 1897 and 1898 for the remainder of the term of this lease, but many were declared unfit for habitation in the 1930s, and demolished.

### **Cwm Avon Works**

Cwm Avon (Cwmavon, Cwmafan), Taibach, Glamorgan

This covers the works in Cwmavon which produced copper, iron, tinsplate, coal, firebricks, chemicals and related products. Some or all may at some point have been owned by the same company.

1825 John Vigurs and Co built tinworks at Cwm Avon

1831 Bar mills and tinplate mills were erected at Cwm Avon; blackplate was produced

John Reynolds erected the extensive ironworks at Cwm Avon.

1835 Erection of Cwm Avon copper works

### **Swansea Shipping register**

Omnibus, official No. 44/1836, port registry Swansea, Reg. Tons 58.17, one deck, schooner rig, square stern, carvel build, no figure head. Previously registered Yarmouth No.12.1834 ~ old tonnage 72.40 ~ reregistered London No. 97/1838~ reregistered at Swansea No. 09/1847 ~ reregistered at Aberystwyth where given official number 9348

### **Owners of Omnibus**

Frederick Preston, merchant, Southtown, Suffolk, 24.11.1836, 64 shares

John Vigurs, merchant, Aberavon, Glamorgan, 24.11.1836, 64 shares transferred by bill of sale by Fred. Preston

The Vigurs and co comprised the following partners in 1839;

Lewis	Vigurs	Merchant/Copartner of Vigurs & Co.	Cwmavon County of Glamorgan Wales
John	Vigurs	Merchant/Copartner of Vigurs & Co.	Rose Hill near Penzance County of Cornwall England
John	Batten	Merchant/Copartner of Vigurs & Co.	Penzance County of Cornwall England
Pedwell	Batten	Merchant/Copartner of Vigurs & Co.	Penzance County of Cornwall England
Thomas	Flight	Merchant/Copartner of Vigurs & Co.	City of London England

John	Brown	Merchant/Copartner of Vigurs & Co.	City of London England
Trevenen	James	Merchant/Copartner of Vigurs & Co.	City of London England

In 1841 Thomas Flight and John Brown left the partnership.

The full partnership at that time was Vigurs and Co., Cwm Avon, Glamorganshire, Vigurs, Batten, James and Co., London : J. Batten and son, Tereife near Penzance, Cornwall. The same year the company became part of the "English Copper Co" and John Vigurs retired from Cwmavon to live at Rosehill, Madron near Penzance.

### **Saint James Chronicle June 20 1848**

#### DEATHS

June 11, at Rosehill, near Penzance, Cornwall, John Vigurs Esq., aged 69

John Vigurs was the son of John Vigurs of the Seven Stars Inn, Penzance, and previous to coming to South Wales, had been connected with the tin and copper mining industries in Cornwall. He managed the Cwnavon works for John Miers and Co., and took over the plant with Robert Smith as Vigurs and Smith in 1825 when the previous owner the nephew of John Miers had financial difficulties. He erected copper-smelting furnaces and copper rolling mills.

Vigurs and Co., were metal smelters dealing in iron, copper and tin, producers of tinsplate, rail, bar and sheet iron mills, coal mining, coke ovens and various articles made of copper. At Cwmavon the production of iron started in 1820, tinsplate from 1825 and the copper works had been erected by 1838. In 1838 the production of pig iron at Vigurs works amounted to about 4,000 tons. They were in 1839 the fifth largest purchaser of copper in Cornwall and Swansea. They purchased 9,336 tons for £51,291 in Cornwall and 1,369 tons for £13,789 in Swansea. The sales of copper ore seemed to take place at Falmouth, Truro and Redruth. They also owned their own floating dock at Port Talbot. This does not take into account the copper ore the company was buying in South America and transporting to Swansea in their own vessels.

John Vigurs was listed as owner or joint owner of about 11 different vessels at Swansea, although Omnibus was registered in London for a time.

Omnibus 30.04.1847 reregistered at Swansea

### **Owners**

Thomas Sutton, Inn Keeper, Taibach, Glamorgan 30.04.1847, 48 shares

John Sutton, Master Mariner, Taibach, Glamorgan 30.04.1847, 16 shares

Thomas and John Sutton along with others (often living in Taibach) owned shares in a number of different Swansea registered ships. Thomas Sutton was the landlord of "Somerset House or Arms", Taibach known locally as the Sker which is still open in 2020. John Sutton was the master and owner equally with Thomas Sutton of the Adelia Ann a snow of 128 tons, registered at Swansea, he died 18/11/84 at Aberayron (see master certification record Appendix I ).

John Evans details shown in masters.

Thomas Jones (1803-1880), 1 Marine Terrace, Aberystwyth, Shipbuilder, owner and ropemaker. Recorded as building 10 vessels up to 162 tons at Aberystwyth and owning or owning shares in at least 15.

### **The Cambrian News January 16 1880**

#### **DEATH OF MR. THOMAS JONES**

Mr Jones died at his residence, Mount Pleasant, on Thursday night, January 8, at the age of seventy seven years .For over fifty years Mr Thomas Jones took an active part in the commercial prospects of the town, and in its public affairs. Looking back over that period there can be no doubt that his influence was very great.

Mr Jones the son of a tradesman of the same name, who carried on the business of a ropemaker at the north end of the town. After his school days were over he went to Liverpool, where no doubt his natural tact for business was developed. He made a voyage to Archangel, whence he brought to Aberystwyth a cargo of hemp, probably the only cargo of hemp ever brought direct to the town. He then joined his father in business, and in 1832 married Miss Ana Jenkins, the only daughter of Mr David Jenkins, builder, of Aberystwyth, by whom he had twelve children. Mrs Jones died in the year 1846. In conjunction with Mr Lewis Jones the

deceased embarked on the timber trade, and the mines at that time being in full swing, and there being very little opposition in the timber trade in the district, the undertaking was successful. Mr Jones subsequently bought and built vessels, and though he met with occasional heavy losses, was fairly successful, and not only gave employment to sailors and ships carpenters, but materially increased his own prosperity. He did not, however, confine his enterprise to the rope making and shipping trades but helped forward many other undertakings of a more general character. As an instance of this, though he lost heavily on the failure of the "Old Sheep Bank", he and the late Mr Joseph Downie were among the first to take up shares in the National Provincial Bank, when they were at their lowest price, by which transaction he most likely more than compensated his loss. In the mean time he was busy pulling down and rebuilding old houses, or erecting new houses, for which there was then a great demand, and he appeared never happier than when employing labour, and investing capital in commercial enterprises.

The ability he displayed in conducting his own business was soon recognized by the townspeople, and it was not long before every public position in the town was open to him. In 1833 he became a member of the Harbour Trustees, and five years later on he saw the laying of the foundation stone of the harbour pier. Prior to the building of the pier, wooden jetties were run out into the sea on the south side of the harbour, but those jetties did not prevent gravel silting up the harbour until it was rendered practically useless. Mr Jones became chairman of an insurance club, a member of the old Town Commissioners, of the reformed Town Council, a county and borough magistrate, a deputy lieutenant, and he was among the first seven ratepayers elected to the school board. He was elected Mayor three years in succession. Altogether he filled the office of Mayor for seven years. He was also elected Alderman, a position he held for a long period and only resigned a few months before his death. In the council chamber, as well as in his other public positions, he exercised much influence. His advice was always listened to with attention, and length of days did not make him obstructive in public matters. The last vote he gave in the Council upon an important question was in favour of the Plymlymon water scheme.(edited)

### **Masters of Omnibus**

R. Warner ,from L. R. ( master before registration required)

T.J. Jones, from L. R. ( master before registration required)

Rees from newspaper shipping reports

David Jenkins born 1817 in Aberystwyth certificate of competency No.74607, issued 1853 and 1863, cs 42380, c/9348 Omnibus 1857-60

Hugh Jones born 1803 in Aberystwyth certificate of competency No.48430, issued 1856 , 15768 Fanny Taylor 1857-9,14879 Eliza 1860 ship lost, 9348 Omnibus 1861, 42582 John William 1870 voyage from Portmadog to Flensburg, 29308 volunteer 1870

John Evans born 1811 in Aberystwyth certificate of competency No.38887,issued 1851 at Aberystwyth, Pensioned July 1 1870, 27606 Dreadnought 1859-63 & 1866-9, 9348 Omnibus

Ferris Thomas born 1804 in Exeter, Devon, certificate of competency No.39417, ticket No. 11434, issued London 24/4/1851

Thomas Rees born 1853, Cardiganshire (no record in crewlist of certificate)

### **Masters from Aberystwyth crew list transcripts**

Evans John 1/1/1864 to 31/12/1864

- 21/9/1865 to 21/1/1866

- 1/1/1867 to 31/12/1867

Ferris Thomas 27/4/66 to 9/8/66 Mate 21/9/1865 to 20/1/1866

Davies James 1/1/1868 to 30/6/68

Rees Thomas 1/7/68 to 3/2/1869

The short time Thomas Ferris was master ended when he came back from Harburg with cholera. A further report concerning him states he is recovering and the local papers did not mention him and were reporting every death from cholera since an outbreak was occurring in Shields and Newcastle before

Omnibus arrived. The next report of Omnibus was November 2 when it arrived at Ramsgate from Newcastle with the master Evans.

Cholera is an extremely virulent disease, and it takes between 12 hours and 5 days for a person to show symptoms after ingesting contaminated food or water. The death rate at this period was near 50% and the reasons for its spread and an effective treatment were known but discounted by the scientific community generally. The hospitals also reduced their death rates by discharging patients shortly before death.

### **The Aberystwith Observer April 23 1864**

Another fact, which indicates the near approach of the completion of the works is, that yesterday morning a train arrived through from Southampton, with a quantity of timber for the use of Mr. John Evans, shipbuilder, of this town, and which was carted away by Mr. Henry Culliford.(Edited)

L. R. for 1868 has been stamped on the Omnibus entry "Wrecked" (Appendix A).

There may be further details of crew lists of masters, crew and owners at the National Archives but these are not available on line.

### **Aberystwyth shipping records**

The records show how the ships often changed hands regularly. If we take the rather appropriately named 'Volunteer' we can plot a chart which shows all of its owners, the other ships those people owned, and the other owners of those ships – painting a complex picture of the business of ship ownership in West Wales. And it should be stated that the 630 owners identified will, in many cases, simply be the majority shareholders, or the appointed owner/manager. Many of these ships had multiple shareholders, meaning people from many walks of life could afford to invest in the busy shipping trade.

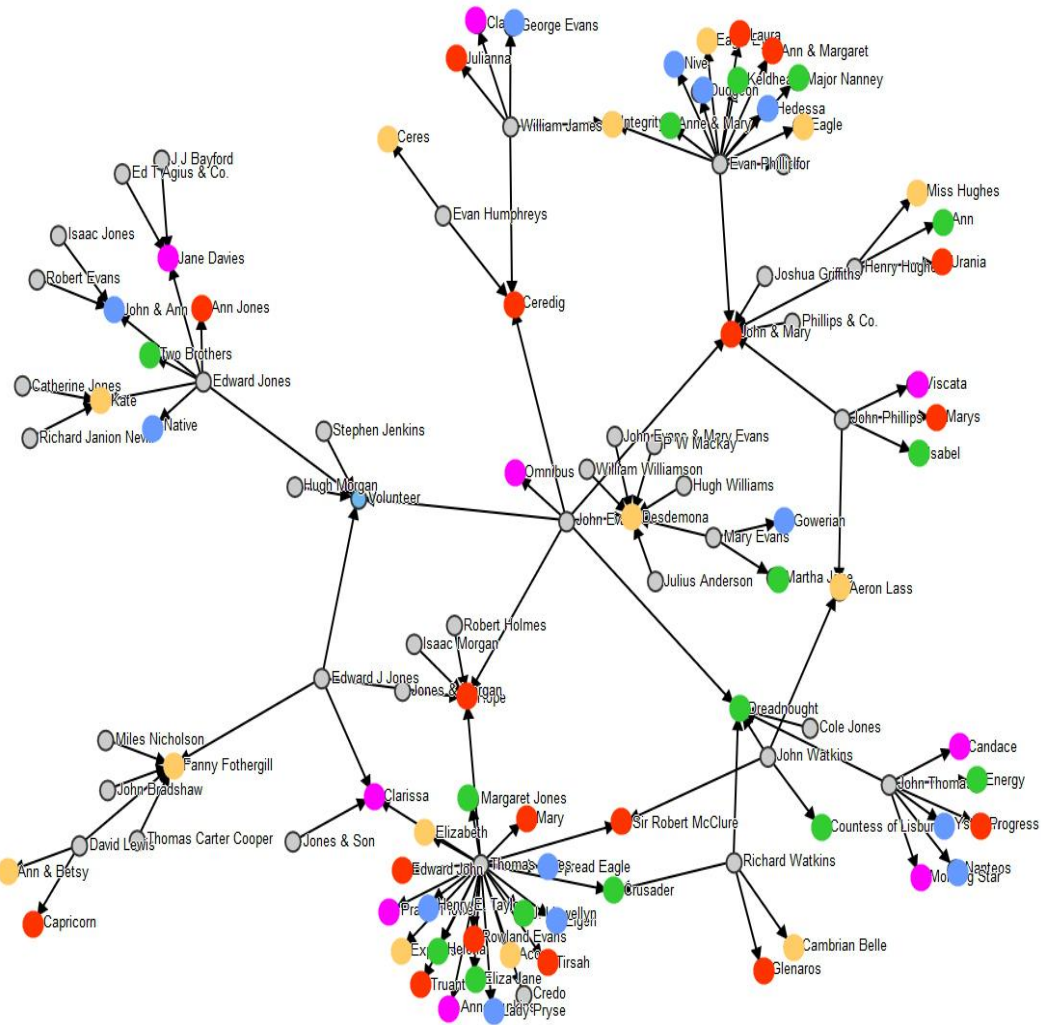


Table 1

Owners of the 'Volunteer' with other connected ships and their owners

In the 18th and 19th Century the Welsh 'interior' was not easy to reach. Before the coming of the train and the invention of tarmac, the best way to get goods in and out of West Wales was by boat. Shipping was a booming industry in towns and villages along the West Wales coast and Aberystwyth was no exception.



Fig. 4 Aberystwyth Harbour before improvement works

We can also see who the big players were in Aberystwyth by querying ship owners by the number of ships they owned. Thomas Jones, an Aberystwyth shipbuilder comes top of the pile, owning more than 20 vessels at one time of another.

## 7.0 Analysis

I have used the spellings in the reports I found, not the spellings used today.

The Omnibus was a schooner, they were built with between two and seven masts but the convention seems to be they have two masts unless described otherwise, (three masted schooner). The description of her sails in the Survey of 1836 (Appendix G ) suggests she was a topsail schooner.

In 1836 Omnibus was shown as owned by J Williams on L.R. but when surveyed for the L.R. in March 1836 when the owners are recorded on the survey form as Vigers & Co. and it is not until an amendment in 1839 that L.R. reflects this change of ownership. The Swansea port register shows Frederick Preston as owning all 64 shares which he transfers on the vessel's sale to John Vigurs in 24<sup>th</sup> November 1836. So the actual owner was not J Williams as shown in L.R. but the entry probably shows the managing agent.

Frederick Preston was the third generation of Preston's building vessels in Yarmouth.

Frederick Preston was declared bankrupt in 1840 but obtained a certificate the same year, before the final examination when a dividend is distributed to his debtors of the amounts owed. He was then able to continue his shipbuilding business as he paid agreed amounts, although he only continued until 1842. He afterwards became a Lloyds Surveyor. He seems to have a good reputation as a shipbuilder, and the reason for his bankruptcy was not stated. The description of himself as a shipbuilder, dealer and chapman was to enable him to be declared bankrupt as a trader, instead of as an individual which would have made him an insolvent debtor and likely to have been committed to Debtors Prison as the law stood in 1840. It seems shipbuilders going into bankruptcy is not a modern phenomenon but a hazard of the business.

The master of the Omnibus changed on 9<sup>th</sup> February 1846 from Jones to Rees, there is no entry in L. R. for this year and the Mercantile Navy List starts in 1858. The next entry in L.R. is 1848 when D. Jenkins becomes the owner and master.

Thomas Jones was also the owner of Volunteer which the crew of the Omnibus boarded after abandoning their own vessel. He was recorded in L.R. as the owner and master of Omnibus in 1867 but he does not seem to have commanded the vessel although Jones was the name of at least 2 different previous masters.

Crew list project was a useful site to provide a link to the Mercantile Navy list which enabled the confirmation Thomas Jones of 1 Marine Terrace, Aberystwyth was the owner of Omnibus and other vessels, leading to his history. It also

provided details of the certificate of competency of the masters of Omnibus. It only seems to cover older masters with no entries for the master's I searched who were born from 1850. The records on the Mercantile navy list are also not very accurate in showing changes of ownership. Swanseamariners web site provided details of its registry, ownership including number of shares while registered at Swansea between 1837 to 1847 and the fact it was registered at London during this period.

The choice of Omnibus to research, a vessel with a name that was fairly unique but described horse-drawn buses that became common at this period with many accidents, prosecutions and advertisements appearing in the newspapers caused some difficulties finding the reports I was searching for. The British newspaper archives and the Welsh newspapers on line provided all the details of the voyages and mishaps affecting Omnibus, but required careful selection of search terms. I still have my subscription to British Newspapers Archive. I am also careful now as the practise of father and first son having the same name is common at this period and Evans, Rees and Davies are common names in the areas Omnibus was used.

The L. R. does not appear to have been important to the owners of Omnibus because it is only periodically updated or its conditions complied with, and since Vigurs and Co. were using the vessel to probably carry mainly their own goods its use was of little importance. It is used again when David Jenkins becomes the owner and master, then again when the port registration is changed to Aberystwyth in 1857 when the owner probably changes to John Evans. The ownership is not visible again until the Mercantile Navy list records the owners details in 1865. The crew list for 1864 does not record the owner and this seems common in Aberystwyth but the master is also John Evans. Evans is the master of the vessel recorded with Omnibus in shipping reports from March 1862 and the last master Thomas Rees from April 1868.

The last owner Thomas Jones is not recorded but traced from the newspaper report of the vessel's loss stating the crew went to another vessel owned by the same owner, the Volunteer.

In 1852 and 1853 there are no recorded voyages until the end March and April respectively and it may have been that Omnibus was laid up for that part of the winter, but the expected newspapers are not available on British Newspapers

Archives or Welsh newspapers on line for those months. The years with smaller numbers of recorded voyages are also due to newspapers not surviving or being unavailable.

The shipping rates which were per ton carried and distance did not take account of the length of the voyage if it was delayed by contrary winds or storms, as can be seen from;

November 2 1866 Ramsgate arrived Omnibus, Evans from Newcastle for Truro

November 28 1866 Dover arrived Omnibus, Evans from Shields for Truro

Omnibus took twenty six days to travel from Ramsgate to Dover a distance of sixteen nautical miles following the passage inshore of the Goodwin Sands. The actual journey did not take that long but the vessel would have waiting for suitable winds in Ramsgate. The owners would still have to pay and feed the crew, also some harbour dues. The rates were higher in winter, with some boats being laid up to avoid this problem and damage or wrecking in storms. Harbours, Docks and Piers Clauses Act 1847 stated if any vessel for which the rates have been paid be obliged, from stress of weather or other sufficient cause, after leaving the harbour, dock, or pier, to return with the same cargo, the rates so paid shall not again be payable in respect of such vessel., but whether this was applied rigidly and vessels had to leave the harbour and return or were able to remain in adverse weather is unclear.

The voyages of Omnibus from the earliest dates fit a pattern of carrying coal from South Wales to mainly Cornwall where copper and tin ore was the return cargo. The coal was required to produce the ores apart from domestic use. The voyages also included voyages to collect iron ore from Whitehaven and the limestone from Bristol required in its smelting. All fitting in with the needs of the owners business interests. The few details of cargos suggest voyages to Liverpool and London if they were not carrying coal, the cargo was metals produced from the ores. The voyages to Ireland seem to be a cargo of coal outwards and any available cargo on return.

The sale of the vessel to David Jenkins show a different pattern, to a vessel competing for cargo's, with slates being the cargo from Bangor and China clay from Par, and Pentewan with gunpowder from Fowey. The voyages also include Norway, Sweden and the Baltic carrying timber on the return journey. The carriage of salt from Runcorn, sugar from Antwerp and wheat from Newport on the Isle of Wight. The cargo from Redwharf, Anglesey was probably stone, the

remains of the overhead conveyor system to load vessels in the bay from the quarry are still visible.

When John Evans owned the Omnibus it was sailing even further with more varied ports of call, bringing oil cake from Hamburg on a return journey, but the record of voyages is far from complete. This also probably reflects the effect the growth of railways had on available cargos within the UK, driving sailing vessels to carry cargos to ports abroad that the railways could not reach. The report from The Aberystwith Observer in 1864 that the railway had reached the town and John Evans, shipbuilder had timber carried by railway from Southampton illustrates the pressure on local shipping.

The lifeboat magazine archive was useful in providing an account from the coxswain of the lifeboat who rescued the Omnibus and its crew from the Goodwin Sands. This is a searchable on line resource that does not require the year of the rescue.

I was impressed by the rescue of Omnibus from the Goodwin sands by the lifeboat crew from Ramsgate, their bravery and excellent seamanship.

The Appendix D shows the locations of more obscure ports and other ports their major exports where known.

When advertised for sale in 1835 the Omnibus was described as 57 feet 3 inches long, 17 feet 1 inch breadth and 8 feet depth of hold, 72 49-94 tons.

In the Swansea registry she is described as 55 feet 3 inches long, 15 feet 5 inches breadth and 58.17 tons – old tonnage 72.4 tons.

In L. R. in 1868, the first time its included, Omnibus is 68 feet long, 18 feet 3 inches breadth and 9 feet 2 inches depth and 71 tons.

This difference in length can only mean at sometime the vessel was lengthened but not recorded in L. R. The original surviving survey does not record length and breadth, but the advertisement for sale is likely to be accurate. The L. R. changes the tonnage to 71 tons when Omnibus is returned to the register after a survey in June 1857. The lengthening must have taken place prior to that survey which although the dimensions were not published at that time the increased tonnage was included.

The system of measurement of shipping changed in 1854 to reflect their carrying capacity instead of internal capacity, hence the measurements for Omnibus described as old tonnage.

The building of the lighthouse at St Tudwal's in 1877 may have assisted later vessels from suffering the same fate as Omnibus but not the S. S. Timbo.

## 8.0 Conclusions & Recommendations

I have spent approximately 60 hours on this project with about 90% of the time on line, the rise of the Horse omnibus in this period and the newspaper reports of their many mishaps, problems and advertisements made finding the reports I was interested in more challenging.

The lack of reliable information from L. R. and the Mercantile Navy list made identifying the correct Omnibus a little difficult but there seemed to be only one other vessel of the same name, in Europe and the European masters names could never have been Welsh. The other omnibus matches all related to omnibus carriages, their share price which looked like a vessels weight until the page was opened or employees of omnibus companies with the same name as the masters of the schooner Omnibus.

I have learnt how important it is to consider the words to search before searching to limit the matches to a manageable number. Also that when newspaper reports state a vessel was assisted into port it usually means they were rescued by a lifeboat.

The use of different master's name within a period where the crew list shows another master may be the original reports being compiled from the vessel's name with the master's name from a list which may be out of date.

The Coflein site quotes reports that the remains of a wooden vessel with a cargo of slates lie amongst the remains of the Timbo on Half Tide rocks at St Tudwall's. The cargo of slates were not from the Timbo as she was in ballast when she sank. The wreck site of the Timbo is well known, it lies in 14m of water but has been extensively salvaged. A ship's bell was recovered from the wreck site but it was unmarked. I would be interested in diving the wreck site since I also researched the Timbo and perhaps being able to identify the wooden ship as the Omnibus. I do not know if anyone else would be interested in joining me if I could find a boat to reach the site. The site itself is well known for the Timbo and listed in dive books.

The research has answered my original questions and educated me on the law of bankruptcy in the 19<sup>th</sup> Century and even a little of cholera which I had not expected when I started.

The story of this vessel is long but fairly ordinary for the times and although I enjoyed the research and its different avenues with the builder, owners and masters it does not appear different to warrant any further publication. The surprise that Omnibus had been lengthen was also not an unusual fact, but usually recorded in L. R.

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**Appendices:**

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

1836

Omnibus Sr R Warner 72 Yrmth 1834 J Williams Sw'nsea Lon. Swans 9 A1 A1  
 - I.B. 12 mon Lon. 35 1 37

Omnibus a schooner built with iron bolts, 72 tons, built in Yarmouth in 12<sup>th</sup> month of 1834, owner J Williams, registered in Swansea sailing from Swansea to London, classified as A1 for 9 years in 1935, with another survey in January 1837

1837 Omnibus Sr R Warner 72 Yrmth 1834 J Williams Sw'nsea Lon. 9 A1  
 - I.B. 12 mon 1

No change until 1840

Clear search											
70	—	I.B. Bg	J. Masson	205	Drh'm	1831	J.Z.Dyer	London	Gns.Collier	7	39
1	Olivia	I.B. Sr	R.Davies	131	N Brns	1836	Jones&C	B'maris	Bms.Limrk	5	A 1
2	—	I.B. Sr	WRoome	148	Ipsw'h	1834	H. Ross	Cp'Twn	Lon.	10	A 1
3	—	C.31 Sr	J. Wilson	97	Spey	1826	Pelenhier	Banff	Lon.Sndlnd	—	34
4	Olympus	I.B. Bk	R.Cowie	316	Nwctl	1834	A.Ridley	London	Lon.CHorn	10	A 1
75	Omnibus	r. C.&pts.39 I.B. Sr	RWarner	72	Yrmth	1834	JWilliams	Sw'nsea	Lon.	9	A 1
		I.B. T.J.Jones	58	Kl&S	12mth	1840	Vigurs&C	Swansa	Bid.Coaster	7	27

2 X

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Ships.	Masters.	Tons.	BUILD.		Owners.	Port belonging to.	Destined Voyage.	Classification.	
			Where.	When				No. Years first assigned.	Character for Hull&Stores.

During 1840 the master changed to T. J. Jones, an additional tonnage of 38,owners change to Vigurs & co, routes changed to Bid.Coaster, it was fitted with a new keel and some repairs, certified A1 for 9 years

In 1841 unchanged except show a new survey for 1840 classified A1 for 9 years

In 1842 unchanged except show some repairs in 1840

In 1843 A1 classification has disappeared but 9 years and survey 1840 remain

1844 unchanged

1845 - 1847 no entry

1848 master and owner changed to D Jenkins, port changed to Aberystwyth, routes Abs. Coaster new survey 4/49, classification AE 1 for 9 years, some repairs 1849, net tonnage changed from 38 to 54.

1849 - 1851 unchanged

1852 route changed to Bms Coaster and new survey 1851

1853 port, route, and classification type now blank

1854 unchanged

1855 - 1856 no entry

1857 entry restored tons now 71, port Aberystwyth, new survey 6/57 classification A1 for 9 years

1858 unchanged except details of previous repairs missing

1859 unchanged

1860 unchanged except shows damage repaired 1860

1861 unchanged except route now Ramsgate to Mediterranean and survey 5/60

1862 unchanged

1863 unchanged except expired written at end of entry.

1864 register incomplete

1865 - 1866 unchanged

1867 owner and master amended during year to J Evans route Bangor to Hamburg. Vessels dimensions included for first time.

1868 unchanged except special survey 6/67, classified A1 for 6 years – amendment shows vessel wrecked

22:19 Fri 4 Sep

archive.org

98%

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Omnibus

10	5,65	110	Omagh Bk Davidson	351	120·0 26·2 16·0	N.Brns	1856	Whinnera	Adelde	Lon.Austral	7	3,02	
C. 3	59		rpt I.B.		w.ptf.&s.60							4,60	Wrecked
9	A 1	1	OmarPachaBg R.Dennis	225	104·0 26·4 13·1	Wallace	1854	Dennis&C	Lyme	Lyn. Baltic	4	Æ 1	7,11
	1,66		I.B.		Srprs63&65 nKlsn	&Srprs69			Lynn	S.S.65-4yrs	C. 2	12,66	4,69
12		2	— J.M'Key	1279	207·0 36·0 22·0	Aberdn	1854	Thompson	Aberd'n	Lon.Austral	10		
C. 4	2,60		I.B.	1124	Srprs65	W.Hood					C. 3	8,67	
9	A 1	3	Omba S G'Thmpsn	836	186·6 31·8 19·5	Glasgw	1868	Killick&C	London	Cly.Sing'pr	16	A 1	
	9,67		I.B.		Ironframe plank'd	Stephen	2mo.			(A.&C.P.)		3,68	
13	A 1 A 1	4	Omega S Gillon	765	144·6 28·0 20·0	Mrmci	1850	Hall,Br.	London	Shl.Medit.	5	Æ 1	
	8,66		I.B.		Srprs66					S.S.66-5yrs	C. 2	1,66	
—	1,65	5	— Bn D.Hndrsn	199	104·5 23·4 12·9	P.E.Isl	1866	M'Millan	P.E.Isl.	PEI.Liverpl	4	A	
	1,60		I.B.		Drp.60	Yarmth	1834	J.Evans	Aberyst	Bng.Hmbrg	9	A 1	Wrecked
	1,60		I.B.		Drp.59Srprs62	Res t.57-6yrs				S.S.67-6yrs		6,67	Wrecked
10		7	Onda Bk J.Ofay	371	113·0 26·0 17·0	Sndrl'd	1853	Carmichel	Grenock	Cly.	8	Æ 1	Abandoned
C. 3	59				Drp.59Srprs62						C. 3	11,67	
5		8	Ondara Bk D.Mathias	298	113·3 26·2 15·1	Rstgch	1857	Williams	Milford	Mil.Dakar	6	Æ 1	
C. 2	2,65		I.B.		nKlsn68					S.S.63-5yrs	C. 2	2,68	
—	Æ 1	9	Ondine Bk HCampell	383	122·9 26·7 16·1	Quebec	1864	Machan&c	Dundee	Dun.W.Inds	7	A 1	LOST
	4,68		I.B.		w.ptf.&s.64	Davie	6mo.					11,64	
8		120	Omega Bk H.Smith	392	127·4 27·2 16·8	N.Brns	1861			Liv.China	7		
	5,63		I.B.		Mlledge		12mo.					5,62	
9	A 1 A 1	1	Oneglia Sew C'stellano	180	128·6 18·3 10·2	Grenck	1865	Cassini&C	SnRemo	Cly.Medit.	—	Æ 1	
	4,63		Stn (Iron) MC. 65 40HP.	134		Macnab	9mo.			(A.&C.P.)		10,65	
10	A 1 A 1	2	Oncida Bn E.Morris	198	102·5 24·5 12·6	P.E.Isl	1866	E.Morris	Liverpl	Liv.Franco	4	A 1	

566 / 908

### Lloyd's Register of Shipping 1868

by Lloyd's Register Foundation, Heritage & Education Centre



No record in 1869

**Appendix B – The Timeline for the *Omnibus***

\* Approximate date

**1836**

October 26 1836 Falmouth sailed *Omnibus*, Warner from London for Aberavon hit  
- Black rock but proceeded

**1837**

August 15 1837 London sailed *Omnibus*, Warner for Penryn  
October 13 1837 London arrived *Omnibus*, Warner from Aberavon  
October 23 1837 London sailed *Omnibus*, Warner for Aberystwyth  
November 25 1837 Aberavon cleared out *Omnibus*, Warner for London  
November 30 1837 Aberavon remain here *Omnibus*, Warner  
December 10 1837 Falmouth arrived *Omnibus*, Warner from Aberavon  
December 10 1837 Falmouth sailed *Omnibus*, Warner  
December 15 1837 Falmouth arrived *Omnibus*, Warner from Braven  
December 21 1837 Dover put in *Omnibus*, Warner from Port Talbot  
December 26 1837 Dover sailed *Omnibus*, Warner for London

**1838**

January 5 1838 London arrived *Omnibus*, Warner from Aberavon  
January 10 1838 London sailed *Omnibus*, Warner for Aberavon  
January 22 1838 At the Mumbles to come in *Omnibus*, Warner from London  
February 6 1838 Penzance off the bay *Omnibus*, Warner from London  
February 9 1838 Penzance arrived *Omnibus*, Warner from London  
March 3 1838 Penzance sailed *Omnibus*, Warner  
March 10 1838 Aberavon Remain loaded *Omnibus*, Warner  
March 17 1838 Aberavon Remain loaded *Omnibus*, Warner  
April 11 1838 London arrived *Omnibus*, Warner from Aberavon

April 26 1838 London sailed Omnibus, Warner for Swansea  
May 16 1838 Aberavon sailed Omnibus, Warner for Aberthaw  
June 5 1838 London (Hays) arrived Omnibus, Warner from Swansea  
June 15 1838 London sailed Omnibus, Warner for Swansea  
June 20 1838 Deal put back and remain Omnibus, Warner for Swansea  
July 12 1838 Swansea arrived Omnibus, Warner from London  
July 14 1838 Aberavon arrived Omnibus, Warner from London  
July 14 1838 Aberavon cleared out Omnibus, Warner for London  
August 1 1838 Put back into the Downs Omnibus, Warner for Wales  
August 3 1838 London sailed Omnibus, Warner for Swansea  
August 13 1838 Ramsgate put in Omnibus, Warner from London for Aberavon  
August 13 1838 Ramsgate sailed Omnibus, Warner for Aberavon  
August 26 Falmouth arrived Omnibus, Warner from London  
August 26 Falmouth sailed Omnibus, Warner for Port Talbot  
September 20 1838 Deal arrived Omnibus, Warner from Aberavon  
November 16 1838 Padstow arrived Omnibus, Warner from Falmouth  
November 17 1838 Falmouth sailed Omnibus, Jones for Swansea  
December 19 1838 Deal arrived Omnibus, Warner from Aberavon  
December 31 1838 London sailed Omnibus, Jones for Aberavon

## **1839**

January 4 1839 Deal came down river & remain Omnibus, Jones for Aberavon  
January 18 1839 Ramsgate sailed Omnibus, Jones for Aberavon  
January 18 1839 Deal passed by Omnibus, Jones for Aberavon  
February 5 1839 Mumbles arrived Omnibus, Jones from London for Aberavon  
February 18 1839 Aberavon sailed Omnibus, Jones for Liverpool  
February 23 1839 Milford arrived Omnibus, Jones

February 26 1839 Milford sailed Omnibus, Jones From Aberavon for Liverpool  
March 2 1839 Milford sailed Omnibus, Jones for Liverpool  
March 11 1839 Barrow arrived Omnibus, Jones from Aberavon  
April 17 1839 Truro arrived Omnibus, Jones from Aberavon  
April 17 1839 Truro sailed Omnibus, Jones for Aberavon  
April 26 1839 Falmouth sailed Omnibus, Jones for Wales  
May 19 1839 Waterford Passage sailed Omnibus, Jones for Whitehaven-in ballast  
June 12 1839 Aberavon arrived Omnibus, Jones from Oxwich  
June 22 1839 Swansea arrived Omnibus, Jones from Aberavon in ballast  
July 3 1839 Hayle arrived Omnibus, Jones from Aberavon  
July 10 1839 Hayle sailed Omnibus, Jones for Cardiff  
September 23 1839 Aberavon, sailed Omnibus, Jones for Dublin  
October 5 1839 Aberavon sailed Omnibus, Jones for Liverpool  
October 28 1839 Aberavon arrived Omnibus, Jones from Barrow  
November 11 1839 Aberavon sailed Omnibus, Jones for Liverpool  
November 16 1839 Liverpool arrived Omnibus, Jones from Aberavon  
December 8 1839 Milford arrived Omnibus, Jones from Barrow for Aberavon  
December 9 1839 Holyhead arrived Omnibus, Jones from Barrow for Aberavon  
December 14 1839 Milford, arrived sch Omnibus, Jones from Llanelly for London

## **1840**

January 10 1840 Port Talbot sailed Omnibus, Jones for Hayle  
January 10 – February wind bound at the Mumbles  
March 10 1840 Hayle sailed Omnibus, Jones for Neath  
March 12 1840 Hayle sailed Omnibus, Jones for Aberavon  
March 13 1840 Bideford arrived Omnibus, Jones from Aberavon  
March 14 1840 Port Talbot arrived Omnibus, Jones  
July 30 1840 Bideford sailed Omnibus, Jones for Swansea

August 1 1840 Port Talbot arrived Omnibus, Jones from Barnstable  
August 7 1840 Swansea sailed Omnibus for Rouen  
August 12 1840 Honfleur arrived Omnibus, Jones from Swansea  
August 16 1840 Rouen arrived Omnibus, Jones from Swansea  
September 15 1840 St Mawes put in Omnibus, Jones fr Southampton to Swansea  
September 26 1840 Port Talbot arrived Omnibus, Jones from Southampton  
October 4 1840 Port Talbot arrived Omnibus, Jones from Liverpool  
October 17 1840 Port Talbot sailed Omnibus, Jones for Liverpool  
October 27 1840 Barrow arrived Omnibus, Jones from Liverpool  
November 4 1840 Mumbles put in Omnibus from Mumbles Roads for Port Talbot  
November 7 1840 on shore near Port Talbot  
November 9 1840 Port Talbot arrived Omnibus, Jones from Barrow  
November 13 1840 Port Talbot arrived Omnibus, Jones from Liverpool  
November 14 1840 Port Talbot remained for loading Omnibus, Jones  
November 21 1840 Port Talbot remained loaded Omnibus, Jones for Liverpool  
November 28 1840 Port Talbot sailed Omnibus, Jones for Liverpool  
December 11 1840 Liverpool sailed Omnibus, Jones for Bangor  
December 26 1840 Port Talbot arrived Omnibus, Jones from Barrow

## **1841**

February 28 1841 Port Talbot remained loaded Omnibus, Jones  
March 9 1841 Mumbles put in Omnibus, Jones for Liverpool from Aberavon- gales  
March 13 1841 Port Talbot sailed Omnibus, Jones for Liverpool  
April 10 1841 Port Talbot arrived Omnibus, Jones from Barrow  
April 11 1841 Port Talbot sailed Omnibus, Jones for Falmouth  
April 16 1841 Port Talbot sailed Omnibus, Jones for Falmouth  
April 21 1841 \* Truro Point arrived Omnibus, Jones from Port Talbot  
April 24 1841 Port Talbot sailed Omnibus, Jones for Falmouth

April 30 1841\* Truro Point arrived Omnibus, Jones from Port Talbot  
March 6 1841 Mumbles put in Omnibus, Jones for Liverpool fr Port Talbot- gales  
May 3 1841 Port Talbot sailed Omnibus, Jones for Swansea  
May 8 1841 Port Talbot arrived Omnibus, Jones  
May 9 1841 Port Talbot arrived Omnibus, Jones from Swansea  
May 14 1841 Swansea arrived Omnibus, Jones from Aberavon  
May 15 1841 Swansea sailed Omnibus, Jones for Port Talbot  
May 16 1841 Port Talbot sailed Omnibus, Jones for Swansea  
May 25 1841 Port Talbot arrived Omnibus, Jones from Swansea  
May 28 1841 Swansea arrived Omnibus, Jones from Carmarthen  
June 26 1841 Port Talbot sailed Omnibus, Jones for Falmouth  
July 3 1841 Port Talbot sailed Omnibus, Jones for Falmouth  
July to 14 1841\* Truro Point remain Omnibus, Jones  
July 21 1841 Port Talbot arrived Omnibus, Jones from Falmouth  
July to 21 1841 \* Truro Point sailed Omnibus, Jones for Aberavon  
July 29 1841 Swansea sailed Omnibus, Jones for Havre  
July 30 1841 Havre arrived Omnibus, Jones from Swansea  
August 12 1841 Portland Roads arrived Omnibus, Jones from Havre  
September 4 1841 Port Talbot arrived Omnibus, Jones  
September 4 1841 Port Talbot sailed Omnibus, Jones  
September 14 1841 Portsmouth arrived Omnibus from Southampton  
September 17 1841 Port Talbot arrived Omnibus, Jones from Hayle  
September 24 1841 Port Talbot arrived Omnibus, Jones from Falmouth  
October 1 1841 Swansea arrived Omnibus from Rouen  
October 12 1841 Hayle sailed Omnibus, Jones for Port Talbot  
October 15 1841 Port Talbot arrived Omnibus, Jones from Hayle  
October 29 1841 Port Talbot arrived Omnibus, Jones from Hayle  
October 30 1841 Port Talbot sailed Omnibus, Jones  
November 8 1841 Port Talbot arrived Omnibus, Jones from Falmouth

November 1 1841 Port Talbot remain loading Omnibus, Jones for Falmouth

November 12 1841 Port Talbot arrived Omnibus, Jones from Falmouth

December 3 1841 Port Talbot arrived Omnibus, Jones from Hayle

December 4 1841 Port Talbot arrived Omnibus, Jones from Hayle

December to 20 1841 Bideford sailed Omnibus, Jones for Rouen

## **1842**

February 11 1842 Hayle arrived Omnibus, Jones from Rouen

February 15 1842 Port Talbot arrived Omnibus, Jones from Hayle

February 19 1842 Port Talbot arrived Omnibus, Jones from Hayle

February 27 1842 Ilfracombe put in Omnibus, Jones - gales

March 19 1842 Mumbles put in Omnibus, Jones from Hayle for Port Talbot- gales

March 25 1842 Port Talbot arrived Omnibus, Jones from Hayle

March 29 1842 Mumbles put in Omnibus, Jones from Port Talbot for Hayle- gales

March 31 1842 Mumbles remaining Omnibus, Jones fr Port Talbot for Truro- gales

April 2 1842 Mumbles sailed Omnibus, Jones for Falmouth

April up to 5 1842 \* Truro Point remain Omnibus, Jones

April 15 1842 \* Truro Point arrived Omnibus, Jones from Port Talbot

April 29 1842 Port Talbot arrived Omnibus, Jones from Devoran

April 29 1842 Port Talbot sailed Omnibus, Jones for Devoran

April 30 1842\* Truro Point arrived Omnibus, Jones from Port Talbot

May 6 1842\* Truro Point arrived Omnibus, Jones from Port Talbot

May 21 1842 Port Talbot arrived Omnibus, Jones from Dungarvan

June 7 1842 Rouen arrived Omnibus, Jones from Swansea

July 9 1842\* Truro Point sailed Omnibus, Jones for Port Talbot

July 15 1842\* Truro Point sailed Omnibus, Jones for Port Talbot

July 23 1842 Port Talbot sailed Omnibus, Jones

July 26 1842 Port Talbot arrived Omnibus, Jones from Devoran

August 5 1842 Port Talbot arrived Omnibus, Jones from Devoran  
August 11 1842 Port Talbot remained loaded Omnibus, Jones for Penzance  
August 15 1842 Mumbles sailed Omnibus, Jones for Penzance  
August 20 1842 Port Talbot sailed Omnibus, Jones  
August 24 1842 St Michael's Mount arrived Omnibus, Jones from Penzance  
September 9 1842 Port Talbot arrived Omnibus, Jones from Penzance  
September up to 15 1842 \* Truro Point arrived Omnibus, Jones from Port Talbot  
September 16 1842 Port Talbot sailed Omnibus, Jones for Devoran  
September up to 21 1842\* Truro Point arrived Omnibus, Jones from Port Talbot  
October 14 1842 Port Talbot arrived Omnibus, Jones from Cardiff  
October 27 1842 Port Talbot sailed Omnibus, Jones  
October 28 1842 Milford arrived Omnibus, Jones from Port Talbot for Galway  
November 5 1842 Galway arrived Omnibus, Jones from Port Talbot - coals  
November 9 1842 Galway discharging Omnibus, Jones - coals  
November 12 1842 Galway not chartered Omnibus, Jones for Port Talbot  
November 19 1842 Galway ships chartered Omnibus, Jones, Marble for Bristol  
December 3 1842 Port Talbot arrived Omnibus, Jones  
December 21 1842 Tarbert wind bound Omnibus, Jones – grain

## **1843**

January 14 1843 Bristol arrived Omnibus, Jones from Galway  
February 3 1843 Port Talbot arrived Omnibus, Jones from Bristol  
February 16 1843 Falmouth put in Omnibus, Jones from Port Talbot for London  
April 4 1843 Deal arrived & remain Omnibus, Jones 863  
April 21 1843 Port Talbot arrived Omnibus, Jones from London  
April 22 1843 Swansea arrived Omnibus, Jones from Port Talbot - coal  
April 22 1843 Port Talbot sailed Omnibus, Jones for London  
April 28 1843 Port Talbot arrived Omnibus, Jones from Swansea

May 5 1843 Port Talbot sailed Omnibus, Jones for Rouen  
May 8 1843 Rouen arrived Omnibus, Jones from Port Talbot  
May up to 26 May 1843 \* Truro Point arrived Omnibus, Jones from Rouen  
June 2 1843\* Truro Point sailed Omnibus, Jones for Port Talbot  
June 10 1843 Port Talbot arrived Omnibus, Jones from Rouen  
June 17 1843 Port Talbot sailed Omnibus, Jones for Liverpool  
June 19 1843 Liverpool arrived Omnibus, Jones from Swansea  
July 7 1843 Port Talbot arrived Omnibus, Jones from Barrow  
July 8 1843 Port Talbot sailed Omnibus, Jones for Liverpool- coal  
July 11 1843 Port Talbot sailed Omnibus, Jones for Liverpool  
July 31 1843 Port Talbot sailed Omnibus, Jones for Plymouth  
August 2 1843 Mumbles put in Omnibus, Jones from Port Talbot for Plymouth  
August 4 1843 Port Talbot arrived Omnibus, Jones from Plymouth  
August 5 1843 Port Talbot arrived Omnibus, Jones from Liverpool  
August 5 1843 Port Talbot sailed Omnibus, Jones for Swansea  
August 12 1843 Port Talbot sailed Omnibus, Jones for Plymouth  
August 23 1843 Swansea sailed Omnibus, Jones for Penzance  
August 26 1843 Swansea arrived Omnibus, Jones  
August 29 1843 Port Talbot arrived Omnibus, Jones from Swansea  
September 1 1843 Port Talbot remained loaded Omnibus, Jones for Rouen  
September 4 1843 Port Talbot sailed Omnibus, Jones for Rouen  
September 15 1843 Rouen arrived Omnibus, Jones from Swansea  
October 24 1843 Falmouth sailed Omnibus, Jones for Port Talbot  
October 29 1843 Falmouth sailed Omnibus, Jones for Swansea  
November 3 1843 Penzance arrived Omnibus, Jones for north  
November 3 1843 Port Talbot arrived Omnibus, Jones from Falmouth  
November 3 1843 Port Talbot remained loaded Omnibus, Jones for Rotterdam  
November 13 1843 Hayle passed off Omnibus, Jones for Rotterdam from Wales  
December 22 1843 Plymouth arrived Omnibus, Jones from Rotterdam

**1844**

January 12 1844 \* Truro Point arrived Omnibus, Jones from Plymouth

January 18 1844 Swansea arrived Omnibus, Jones from Falmouth

January 19 1844\* Truro Point sailed Omnibus, Jones for Swansea

January 27 1844 Swansea arrived Omnibus, Jones from Falmouth

January 27 1844 Port Talbot sailed Omnibus, Jones for Swansea

February 2 1844 Port Talbot arrived Omnibus, Jones from Swansea

February 3 1844 Port Talbot arrived Omnibus, Jones

February 3 1844 Port Talbot sailed Omnibus, Jones for Swansea

February 3 1844 Swansea arrived Omnibus, Jones from Port Talbot - bricks

February 7 1844 Port Talbot sailed Omnibus, Jones for Swansea

February 10 1844 Swansea sailed Omnibus, Jones for Port Talbot

February 10 1844 Port Talbot arrived Omnibus, Jones from Swansea

February 11 1844 Port Talbot arrived Omnibus, Jones from Swansea

February 16 1844 Port Talbot arrived Omnibus, Jones from Swansea

February 17 1845 Port Talbot arrived Omnibus, Jones from Swansea

February 21 1844 Port Talbot Loaded Omnibus, Jones for Bristol

February 23 1844 Port Talbot arrived Omnibus, Jones from Bristol

March 1 1844 Port Talbot sailed Omnibus, Jones for Bristol

March 7 1844 Bristol arrived Omnibus, Jones from Port Talbot

March 9 1844 Bristol sailed Omnibus, Jones for Port Talbot

March 16 1844 Port Talbot arrived Omnibus, Jones from Bristol

March 21 1844 Port Talbot arrived Omnibus, Jones from Neath

March 22 1844 Port Talbot arrived Omnibus, Jones from Swansea

March 23 1844 Port Talbot arrived Omnibus, Jones from Bristol

March 23 1844 Port Talbot sailed Omnibus, Jones for Neath

March 26 1844 Port Talbot sailed Omnibus, Jones for Bristol

March 30 1844 Port Talbot sailed Omnibus, Jones for Swansea  
April 6 1844 Bristol arrived Omnibus, Jones from Port Talbot  
April 11 1844 Port Talbot arrived Omnibus, Jones from Bristol  
April 13 1844 Bristol arrived Omnibus, Jones from Port Talbot  
April 13 1844 Bristol sailed Omnibus, Jones for Port Talbot  
April 14 1844 Port Talbot sailed Omnibus, Jones for Swansea  
April 19 1844 Port Talbot arrived Omnibus, Jones from Swansea  
April 21 1844 Port Talbot remain Omnibus, Jones for Waterford  
April 25 1844 Port Talbot remain Loading Omnibus, Jones for Bristol  
April 27 1844 Swansea sailed Omnibus, Jones for Port Talbot  
April 30 1844 Port Talbot sailed Omnibus, Jones for Bristol  
April 30 1844 Porthcawl put in Omnibus, Jones leaky from Port Talbot to Bristol  
May 1 1844 Porthcawl sailed Omnibus, Jones to Bristol  
May 3 1844 Port Talbot sailed Omnibus, Jones for Bristol  
May 7 1844 Bristol sailed Omnibus, Jones for Port Talbot  
May 9 1844 Bristol- Pill sailed Omnibus, Jones for Port Talbot  
May 11 1844 Bristol sailed Omnibus, Jones for Port Talbot  
May 14 1844 Port Talbot loading – repairing  
May 16 1844 Port Talbot sailed Omnibus, Jones for Hamburg  
May 18 1844 Port Talbot arrived Omnibus, Jones from Bristol  
May 25 1844 Dartmouth arrived Omnibus, Jones from Swansea  
June 7 1844 Cruxhaven arrived Omnibus, Jones from Port Talbot  
June 8 1844 Hamburg arrived Omnibus, Jones from Port Talbot  
July 1 1844 Weymouth arrived Omnibus, Jones from Hamburg – wheat  
July 6 1844 Weymouth sailed Omnibus, Jones for Cardiff  
July 13 1844 Weymouth sailed Omnibus, Jones for Falmouth in ballast  
July 18 1844 Mumbles put in & proceeded from Devoran for Port Talbot  
July 19 1844 \* Truro Point sailed Omnibus, Jones for Swansea  
July 25 1844 Port Talbot loading Omnibus, Jones for London

July 27 1844 Port Talbot sailed Omnibus, Jones for London  
August 3 1844 Port Talbot sailed Omnibus, Jones for London  
August 24 1844 London, Castle Baynard arrived Omnibus, Jones  
September 13 1844 Dartmouth arrived Omnibus, Jones from London  
September 18 1844 Dartmouth arrived Omnibus, Jones from London  
September 18 1844 Dartmouth sailed Omnibus, Jones for Port Talbot  
September 28 1844 Port Talbot arrived Omnibus, Jones from Liverpool  
October 6 1844 Port Talbot loaded Omnibus, Jones for London  
October 7 1844 Port Talbot sailed Omnibus, Jones for London  
October 21 1844 London, Castle Baynard arrived Omnibus, Jones  
November 5 1844 London sailed Omnibus, Jones for Portsmouth  
November 21 1844 Portsmouth arrived Omnibus, Jones from London  
November 30 1844 Portsmouth sailed Omnibus, Jones for Swansea  
December 6 1844 Swansea arrived Omnibus, Jones from London  
December 9 1844 Swansea sailed Omnibus, Jones for Port Talbot  
December 9 1844 Port Talbot arrived Omnibus, Jones from London  
December 13 1844 Port Talbot remaining discharging  
December 18 1844 Port Talbot remain loading Omnibus, Jones for London  
December 20 1844 Port Talbot arrived Omnibus, Jones from London  
December 27 1844 Port Talbot sailed Omnibus, Jones for London

## **1845**

January 24 1845 Deal arrived M. M. B. S. Omnibus, Jones  
January 27 1845 New Romney in Roads Omnibus, Jones for Neath  
January 28 1845 New Romney in Roads Omnibus, Jones for Neath  
February 12 1845 Port Talbot arrived Omnibus, Jones from London  
February 21 1845 Port Talbot arrived Omnibus, Jones from Penzance

February 21 1845 Port Talbot loading Omnibus, Jones for Liverpool  
March 3 1845 Port Talbot remain Omnibus, Jones for Liverpool  
March 7 1845 Port Talbot sailed Omnibus, Jones for Liverpool – tin  
March 10 1845 Cardigan put in and remain Omnibus, Jones from Port Talbot for  
- Liverpool  
March 29 1845 Cardigan put in and sailed Omnibus, Jones from Port Talbot for  
- Liverpool  
April 7 1845 Port Talbot arrived Omnibus, Jones from Liverpool  
April 18 1845 Port Talbot sailed Omnibus, Jones for Neath  
April 20 1845 Port Talbot sailed Omnibus, Jones for Neath  
April 23 1845 Port Talbot arrived Omnibus, Jones from Neath  
April 26 1845 Port Talbot sailed Omnibus, Jones for Neath  
April 30 1845 Port Talbot loading Omnibus, Jones for L'Orient  
May 2 1845 Port Talbot arrived Omnibus, Jones from Neath  
May 9 1845 Port Talbot sailed Omnibus, Jones for Liverpool  
May 10 1845 Port Talbot sailed Omnibus, Jones for L'Orient  
June 1 1845 Port Talbot arrived Omnibus, Jones from L'Orient  
June 11 1845 Port Talbot arrived Omnibus, Jones from Penzance  
June 20 1845 Port Talbot sailed Omnibus, Jones for Hayle  
June 24 1845 Port Talbot sailed Omnibus, Jones for Penzance  
June 27 1845 Port Talbot sailed Omnibus, Jones for Newport  
July 3 1845 Port Talbot arrived Omnibus, Jones from Newport  
July 7 1845 Newport arrived Omnibus, Jones from Port Talbot  
July 11 1845 Newport sailed Omnibus, Jones for Swansea  
July 12 1845 Port Talbot arrived Omnibus, Jones from Swansea  
July 18 1845 Port Talbot arrived Omnibus, Jones from Newport  
July 23 1845 Port Talbot sailed Omnibus, Jones for Liverpool  
July 26 1845 Port Talbot arrived Omnibus, Jones from Newport  
August 22 1845 Port Talbot sailed Omnibus, Jones for Neath  
August 31 1845 Port Talbot arrived Omnibus, Jones from Neath

September 1 1845 Port Talbot sailed Omnibus, Jones for Rouen  
September 14 1845 Havre arrived Omnibus, Jones from Port Talbot  
September 19 1845 Rouen arrived Omnibus, Jones from Port Talbot  
October 14 1845 Port Talbot arrived Omnibus, Jones from Rouen  
October 24 1845 Port Talbot sailed Omnibus, Jones for Glasgow  
November 3 1845 Glasgow arrived Omnibus, Jones from Port Talbot  
November 20 1845 Glasgow sailed Omnibus, Jones for Bristol  
November 28 1845 Holyhead put in very Leaky  
December 10 1845 Holyhead sailed Omnibus, Jones for Bristol  
December 15 1845 Pill arrived Omnibus, Jones from Glasgow

## **1846**

January 2 1846 Pill sailed Omnibus, Jones for Port Talbot  
January 3 1846 Port Talbot arrived Omnibus, Jones from Bristol  
January 9 1846 Port Talbot arrived Omnibus, Jones from Newport  
January 10 1846 Port Talbot arrived Omnibus, Jones from Bristol  
January 23 1846 Port Talbot remain loaded Omnibus, Jones for Penzance  
February 9 1846 Port Talbot arrived Omnibus, Jones from Penzance  
February 10 1846 Penzance arrived Omnibus, Rees from Wales  
February 20 1846 Port Talbot arrived Omnibus, Rees from Penzance  
February 28 1846 Port Talbot arrived Omnibus, Rees from Penzance  
March 18 1846 Falmouth sailed Omnibus, Rees for Port Talbot  
March 27 1846 Port Talbot sailed Omnibus, Rees for Looe  
April 3 1846 Port Talbot arrived Omnibus, Rees from Looe  
April 8 1846 Looe sailed Omnibus, Rees for Swansea  
April 15 1846 Port Talbot sailed Omnibus, Rees for Aberthaw  
April 20 1846 Port Talbot arrived Omnibus, Rees from Aberthaw  
April 24 1846 Port Talbot arrived Omnibus, Rees from Aberthaw

April 24 1846 Port Talbot sailed Omnibus, Rees for Aberthaw  
April 27 1846 Porthcawl sailed Omnibus, Rees for Waterford  
May 1 1846 Waterford arrived Omnibus, Rees from Porthcawl- coals  
May 7 1846 Waterford sailed Omnibus, Rees for Port Talbot in ballast  
May 9 1846 Waterford vessels entered for loading Omnibus, Rees for Port Talbot  
May 12 1846 Waterford sailed Omnibus, Rees for Port Talbot in ballast  
May 15 1846 Port Talbot arrived Omnibus, Rees from Waterford  
May 22 1846 Port Talbot sailed Omnibus, Rees for Porthcawl  
May 22 1846 Port Talbot sailed Omnibus, Rees for Porthcawl  
May 25 1846 Porthcawl sailed Omnibus, Rees for Waterford  
May 29 1846 Waterford arrived Omnibus, Rees from Porthcawl- 160 tons coals  
June 14 1846 Waterford sailed Omnibus, Rees for Port Talbot - porter  
June 18 1846 Port Talbot sailed Omnibus, Rees for Porthcawl  
June 19 1846 Porthcawl arrived Omnibus, Rees from Waterford  
July 5 1846 Waterford arrived Omnibus, Rees from Porthcawl- coals  
July 18 1846 Waterford sailed Omnibus, Rees for Port Talbot - flour  
July 20 1846 Port Talbot arrived Omnibus, Rees from Waterford  
July 25 1846 Port Talbot arrived Omnibus, Rees from Waterford  
July 31 1846 Port Talbot sailed Omnibus, Rees for Cork  
August 14 1846 Cork sailed Omnibus, Rees for Porthcawl  
August 16 1846 Mumbles arrived Omnibus, Rees from Cork  
August 31 1846 Plymouth arrived Omnibus, Rees from Port Talbot  
September 6 1846 Port Talbot arrived Omnibus, Rees from Plymouth  
September 15 1846 Porthcawl arrived Omnibus, Rees from Port Talbot  
September 19 1846 Port Talbot arrived Omnibus, Rees from Plymouth  
September 25 1846 Port Talbot arrived Omnibus, Rees from Porthcawl  
September 29 1846 Porthcawl arrived Omnibus, Rees from Port Talbot  
September 30 1846 Port Talbot sailed Omnibus, Rees for Porthcawl  
October 10 1846 Porthcawl arrived Omnibus, Rees from Port Talbot

October 24 1846 Porthcawl arrived Omnibus, Rees from Waterford  
October 26 1846 Mumbles arrived Omnibus, Rees from Porthcawl for Waterford  
October 31 1846 Waterford coals arrived Omnibus, Rees from Porthcawl - coals  
October 31 1846 Waterford coals reported Omnibus, Rees from Porthcawl 50 tons  
November 11 1846 Waterford sailed Omnibus, Rees for Port Talbot - grains  
November 13 1846 Waterford arrived Omnibus, Rees from Port Talbot- coals  
November 21 1846 Waterford sailed Omnibus, Rees  
November 23 1846 Port Talbot arrived Omnibus, Rees from Waterford  
November 27 1846 Port Talbot arrived Omnibus, Rees from Waterford  
December 3 1846 Swansea arrived Omnibus, Rees from Port Talbot  
December 3 1846 Swansea sailed Omnibus, Rees for Port Talbot  
December 7 1846 Port Talbot sailed Omnibus, Rees for Aberthaw  
December 9 1846 Port Talbot sailed Omnibus, Rees for Aberthaw  
December 11 1846 Port Talbot arrived Omnibus, Rees from the Mumbles  
December 18 1846 Port Talbot arrived Omnibus, Rees from Aberthaw  
December 28 1846 Cardiff arrived Omnibus, Rees from Port Talbot  
December 30 1846 Port Talbot sailed Omnibus, Rees for Cardiff

## **1847**

January 13 1847 Port Talbot arrived Omnibus, Rees from Newport  
February 1 1847 Port Talbot sailed Omnibus, Rees for Milford  
February 18 1847 Mumbles off – The Omnibus, Rees From Milford for Port Talbot  
February 25 1847 Port Talbot sailed Omnibus, Rees for Bristol  
February 27 1847 Bristol arrived Omnibus, Rees from Swansea  
March 6 1847 Bristol arrived Omnibus, Rees from Swansea  
March 6 1847 Bristol sailed Omnibus, Rees for Port Talbot  
March 11 1847 Port Talbot sailed Omnibus, Rees for Bristol  
March 19 1847 Port Talbot arrived Omnibus, Rees from Bristol

March 26 1847 Bristol-Pill arrived Omnibus, Rees from Port Talbot  
March 27 1847 Bristol arrived Omnibus, Rees from Swansea  
April 3 1847 Bristol arrived Omnibus, Rees from Swansea  
April 3 1847 Bristol-Pill sailed Omnibus, Rees for Port Talbot  
April 5 1847 Port Talbot arrived Omnibus, Rees from Bristol  
April 9 1847 Port Talbot arrived Omnibus, Rees from Bristol – limestone  
April 9 1847 Port Talbot loading Omnibus, Rees for Bristol  
April 14 1847 Port Talbot sailed Omnibus, Rees for Bristol  
April 14 1847 Bristol-Pill arrived Omnibus, Rees from Port Talbot  
April 15 1847 Bristol arrived Omnibus, Rees from Port Talbot  
April to 19 1847 \* Bristol arrived Omnibus, Rees from Port Talbot  
April 24 1847 Bristol- Pill sailed Omnibus, Rees for Port Talbot  
April 26 1847 Port Talbot arrived Omnibus, Rees from Bristol  
May 4 1847 Port Talbot loading Omnibus, Rees for Bristol  
May 5 1847 Port Talbot sailed Omnibus, Rees for Bristol  
May 7 1847 Bristol- Pill arrived Omnibus, Rees from Port Talbot  
May 15 1847 Bristol arrived Omnibus, Rees from Port Talbot  
May 15 1847 Bristol -Pill sailed Omnibus, Rees for Port Talbot  
May 16 1847 Port Talbot arrived Omnibus, Rees from Bristol  
May 23 1847 Port Talbot loading Omnibus, Rees for Bristol  
May 26 1847 Port Talbot sailed Omnibus, Rees for Bristol  
June 10 1847 Port Talbot arrived Omnibus, Rees from Bristol  
June 18 1847 Port Talbot loading Omnibus, Rees for Bristol  
June 20 1847 Port Talbot loading Omnibus, Rees for Bristol  
June 25 1847 Bristol- Pill arrived Omnibus, Rees from Port Talbot  
July 8 1847 Port Talbot arrived Omnibus, Rees from Bristol  
July 21 1847 Port Talbot loading Omnibus, Rees for Bristol  
July 21 1847 Port Talbot sailed Omnibus, Rees for Bristol  
July 21 1847 Bristol- Pill arrived Omnibus, Rees from Port Talbot

August 1 1847 Bristol arrived Omnibus, Rees from Port Talbot  
August 5 1847 Bristol -Pill sailed Omnibus, Rees for Port Talbot  
August 7 1847 Bristol arrived Omnibus, Rees from Port Talbot  
August 8 1847 Port Talbot arrived Omnibus, Rees from Bristol  
August 14 1847 Port Talbot sailed Omnibus, Rees for Neath  
August 20 1847 Waterford arrived Omnibus, Rees from Neath – coals  
August 21 1847 Neath Giants Grave- sailed Omnibus, Rees for Waterford  
August 26 1847 Waterford vessels entered for loading Omnibus, Rees  
August 29 1847 Waterford sailed Omnibus, Rees for Gloucester- grain  
September 13 1847 Gloucester sailed Omnibus, Rees for Newport  
September 14 1847 Newport-Mon. arrived Omnibus, Rees from Gloucester  
September 20 1847 Newport-Mon. cleared Omnibus, Rees for Penzance  
October 20 1847 Neath Giants Grave- sailed Omnibus, Rees for Truro  
October 23 1847 Mumbles put in Omnibus, Rees from Neath for Truro- gales  
October 23 1847 Mumbles put back Omnibus, Sutton from Neath for Truro- gales  
November to 19 1847 \* Truro Point loading Omnibus, Rees for Swansea  
November to 24 1847 \* Truro Point sailed Omnibus, Rees for Port Talbot  
November 26 1847 Port Talbot arrived Omnibus, Rees from Truro  
December 3 1847 Port Talbot arrived Omnibus, Rees from Falmouth  
December 3 1847 Port Talbot loading Omnibus, Jones for Swansea  
December 3 1847 Port Talbot sailed Omnibus, Rees for Swansea  
December 10 1847 Port Talbot arrived Omnibus, Rees from Swansea  
December 20 1847 Port Talbot sailed Omnibus, Rees for Swansea

## **1848**

January 26 1848 Port Talbot loading Omnibus, Rees for Liverpool  
February 2 1848 Port Talbot remain loaded Omnibus, Rees for Liverpool

February 8 1848 Port Talbot remain windbound Omnibus, Rees for Liverpool  
February 22 1848 Liverpool arrived Omnibus, Rees from Port Talbot  
March 7 1848 Liverpool loading Omnibus, Rees for Plymouth  
March 18 1848 Liverpool sailed Omnibus, Rees for Plymouth  
March 21 1848 Holyhead put in Omnibus, Rees for Portsmouth from Liverpool  
April 5 1848 Plymouth arrived Omnibus, Rees from Swansea  
April 12 1848 Swansea arrived Omnibus, Rees from Plymouth  
April 19 1848 Mumbles passed roadstead Rees for Port Talbot from Swansea  
April 20 1848 Port Talbot arrived Omnibus, Rees from Swansea  
April 21 1848 Port Talbot loading Omnibus, Rees for Liverpool  
May 5 1848 Port Talbot loading Omnibus, Rees for Liverpool  
May 19 1848 Port Talbot remaining Omnibus, Rees  
May 26 1848 Port Talbot sailed Omnibus, Rees London  
June 24 1848 London cleared out Omnibus, Rees for Swansea  
July 17 1848 Port Talbot arrived Omnibus, Rees from London  
July 17 1848 Port Talbot arrived Omnibus, Rees from London and Swansea  
July 21 1848 Swansea sailed Omnibus, Rees for Port Talbot  
July 26 1848 Port Talbot remain loaded Omnibus, Rees for Liverpool  
July 31 1848 Mumbles put in Omnibus, Rees for Liverpool from Port Talbot  
- windbound  
August 3 1848 Mumbles put in Omnibus, Rees for Liverpool from Port Talbot  
August 13 1848 Liverpool arrived Omnibus, Rees from Port Talbot  
August 31 1848 Liverpool cleared out Omnibus, Rees for Port Talbot  
September 11 1848 Port Talbot arrived Omnibus, Rees from Liverpool  
September 12 1848 Mumbles put in Omnibus, Rees from Liverpool for Port Talbot  
September 14 1848 Port Talbot sailed Omnibus, Rees for Cork  
September 20 1848 Port Talbot sailed Omnibus, Rees for Cork  
October 15 1848 Port Talbot arrived Omnibus, Rees from Neath  
October 16 1848 Port Talbot loading Omnibus, Rees for Cork

October 17 1848 Neath, Giants Grave- sailed Omnibus, Rees for Port Talbot  
October 19 1848 Port Talbot sailed Omnibus, Rees for Cork  
October 21 1848 Waterford arrived Omnibus, Rees from Port Talbot  
October 23 1848 Waterford arrived Omnibus, Rees fr Port Talbot for Cork - coals  
October 24 1848 New Ross arrived Omnibus, Rees from Port Talbot  
November 3 1848 Waterford sailed Omnibus, Rees for Port Talbot  
November 4 1848 Mumbles put in Omnibus, Rees from Ross  
November 4 1848 Mumbles sailed Omnibus, Rees for Port Talbot  
November 8 1848 Port Talbot loading Omnibus, Rees for Cork  
November 24 1848 Port Talbot sailed Omnibus, Rees for Cork  
December 3 1848 Port Talbot remaining Omnibus, Rees for Cork  
December 13 1848 Port Talbot remain loaded Omnibus, Rees for Cork  
December 21 1848 Cove of Cork arrived Omnibus, Rees from Port Talbot

## **1849**

February 3 1849 Mumbles put in & remain Omnibus, Jenkins from Port Talbot for  
- Liverpool - thick fog  
March 14 1849 Liverpool cleared Omnibus, Rees for Aberystwith  
March 23 1849 Aberwstywith arrived Omnibus, Jenkins from Liverpool  
April 27 1849 Aberwstywith sailed Omnibus, Jenkins for Redwharf  
May 11 1849 Aberwstywith sailed Omnibus, Jenkins for Redwharf  
May 19 1849 Aberwstywith sailed Omnibus, Jenkins  
May 28 1849 Aberwstywith sailed Omnibus, Jenkins for Gloucester  
June 22 1849 Aberwstywith arrived Omnibus, Jenkins from Gloucester  
August 3 1849 Aberwstywith sailed Omnibus, Jenkins for Redwharf  
August 3 1849 Aberwstywith sailed Omnibus, Jenkins for Aberdovey

August 4 1849 Aberdovey sailed Omnibus, Jenkins

August 18 1849 Gloucester arrived Omnibus, Jenkins from Abderdovey

October 12 1849 Aberwstywith arrived Omnibus, Jenkins from Newport

October 13 1849 Aberwstywith sailed Omnibus, Jenkins

November 9 1849 Port Talbot cleared Omnibus, Jenkins for Aberystwith

December 15 1849 Aberwstywith arrived Omnibus, Jenkins

## **1850**

February 23 1850 Flint sailed Omnibus, Jenkins

February 27 1850 Beaumaris passed by Omnibus, Jenkins for Caernarvon

March 4 1850 Caernarvon arrived Omnibus, Jenkins from Flint

April 14 1850 Gloucester- Sharpness arrived Omnibus, Jenkins from Bangor

April 23 1850 Gloucester sailed Omnibus, Jenkins for Newport

April 25 1850 Newport- Mon. arrived Omnibus, Jenkins from Gloucester

June 21 1850 Aberystwyth arrived Omnibus, Jenkins from Falmouth

June 24 1850 Aberystwyth sailed Omnibus, Jenkins for Falmouth

June 29 1850 Aberystwyth sailed Omnibus, Jenkins

July 8 1850 Pentewan arrived Omnibus, Jenkins from Plymouth

July 16 1850 Pentewan sailed Omnibus, Jenkins for Liverpool

August 11 1850 Aberystwyth arrived Omnibus, Jenkins from Red Wharf

August 13 1850 Aberystwyth arrived Omnibus, Jenkins from Red Wharf

August 16 1850 Aberystwyth arrived Omnibus, Jenkins from Red Wharf

September 4 1850 Aberystwyth sailed Omnibus, Jenkins for Flint

September 7 1850 Aberystwyth sailed Omnibus, Jenkins for Flint

September 13 1850 Aberystwyth sailed Omnibus, Jenkins for Bangor

September 26 1850 Holyhead put in Omnibus, Jenkins from Barrow for Newport

October 7 1850 Newport-Mon. arrived Omnibus, Jenkins from Barrow – iron ore

October 17 1850 Newport-Mon. sailed Omnibus, Jenkins for Aberystwyth

October 26 1850 Aberystwyth arrived Omnibus, Jenkins from Newport  
November 2 1850 Aberystwyth arrived Omnibus, Jenkins from Newport  
November 16 1850 Aberystwyth arrived Omnibus, Jenkins  
December 7 1850 Aberystwyth sailed Omnibus, Jenkins for Llanelly  
December 11 1850 Fishguard put in Omnibus, Jenkins from Aberystwyth  
December 11 1850 Fishguard sailed Omnibus, Jenkins for Bristol  
December 16 1850 Aberystwyth put back Omnibus, Jenkins for Llanelly

## **1851**

February 1 1851 Aberystwyth sailed Omnibus, Jenkins for Bristol  
February 10 1851 Llanelly arrived Omnibus, Jenkins from Aberystwyth  
February 15 1851 Aberystwyth arrived Omnibus, Jenkins from Llanelly  
February 22 1851 Aberystwyth arrived Omnibus, Jenkins from Llanelly  
March 27 1851 Carnarvon sailed Omnibus, for Bristol  
March 14 1851 Aberystwyth sailed Omnibus, Jenkins for Flint  
March 15 1851 Flint arrived Omnibus from Aberystwyth  
March 29 1851 Flint cleared out Omnibus, Jenkins  
April 5 1851 Flint cleared out Omnibus, Jenkins for Carnarvon  
April 11 1851 Gravesend arrived Omnibus, from Norden  
May 1 1851 Carnarvon passed by Omnibus, Jenkins for Gloucester  
May 3 1851 Newport, Mon. cleared out Omnibus, Jenkins  
May 8 1851 Gloucester arrived Omnibus, Jenkins from Portmadoc  
May 11 1851 Gloucester sailed Omnibus  
May 13 1851 Newport, Mon. arrived Omnibus, Jenkins from Gloucester  
May 15 1851 Newport, Mon. sailed Omnibus, Jenkins for Liverpool  
July 16 1851 Holyhead sailed Omnibus, Jenkins for Gloucester  
July 18 1851 Gloucester arrived Omnibus, Jenkins from Bangor - 75 tons slates  
August 11 1851 Newport, Mon. sailed Omnibus, Jenkins for Liverpool

October 4 1851 Port Penrhyn, Bangor arrived Omnibus, Jenkins

November 1 1851 Port Penrhyn, Bangor sailed Omnibus, Jenkins

November 8 1851 Carnarvon, Passed through Strait Omnibus, Jenkins for Cork

November 12 1851 Queenstown arrived Omnibus, Jenkins from Bangor and Cork-  
- Slate

December 1 1851 Queenstown arrived Omnibus, Jenkins from Newport

December 3 1851 Queenstown sailed Omnibus, Jenkins for Chepstow - oats

## **1852**

March 27 1852 Aberystwyth arrived Omnibus, Jenkins from Portmadoc

April 1 1852 Llanelly arrived Omnibus, Davies from Aberystwyth

April 8 1852 Newry arrived Omnibus, Davies from Llanelly – coals

April 15 1852 Newry sailed Omnibus, Davies for Llanelly

April 19 1852 Aberystwyth arrived Omnibus, Jenkins from Skerries

June 11 1852 Aberystwyth arrived Omnibus, Jenkins from Milford

July 3 1852 Aberystwyth arrived Omnibus, Jenkins from Lydstep

July 3 1852 Aberystwyth sailed Omnibus, Jenkins for Aberdovey

July 17 1852 Bristol arrived Omnibus from Aberdovey

September 11 1852 Aberystwyth arrived Omnibus, Jenkins from Aberdovey

September 25 1852 Aberystwyth arrived Omnibus, Jenkins from Strangford

October 3 1852 Strangford sailed Omnibus, Davies for Aberystwyth

October 8 1852 Aberystwyth arrived Omnibus, Jenkins from Skerries

November 5 1852 Aberystwyth sailed Omnibus, Jenkins for Portmadoc

November 6 1852 Aberystwyth sailed Omnibus, Jenkins for Aberdovey

December 1 1852 Newport cleared Omnibus, Jenkins for Aberystwyth

December 14 1852 Aberystwyth arrived Omnibus, Jenkins from Newport

**1853**

April 21 1853 Aberystwyth sailed Omnibus, Jenkins for Plymouth

March 19 1853 Aberystwyth arrived Omnibus, Jenkins from Newport

May 20 1853 Aberystwyth arrived Omnibus, Jenkins from Plymouth

May 25 1853 St Ives arrived Omnibus, Jenkins from Plymouth

May 25 1853 St Ives sailed Omnibus, Jenkins for Aberystwyth

June 5 1853 Aberystwyth arrived Omnibus, Jenkins from Milford

June 11 1853 Aberystwyth arrived Omnibus, Jenkins

June 11 1853 Aberystwyth sailed Omnibus, Jenkins

June 16 1853 Aberystwyth sailed Omnibus, Jenkins for Redwharf

June 18 1853 Aberystwyth sailed Omnibus, Jenkins

June 25 1853 Aberystwyth arrived Omnibus, Jenkins

July 2 1853 Aberystwyth sailed Omnibus,

August 19 1853 Swansea arrived Omnibus Davies from Ross

September 3 1853 Swansea sailed Omnibus Davies for Liverpool

September 26 1853 Portinllaen in the bay Omnibus, Jenkins from Dublin for  
- Aberystwyth

October 1 1853 Portinllaen sailed Omnibus, Jenkins from Dublin for Aberystwyth

October 3 1853 Aberystwyth arrived Omnibus, Jenkins from Dublin

October 9 1853 Aberystwyth sailed Omnibus, Davies for Port Patrick

October 15 1853 Aberystwyth arrived Omnibus, Jenkins

October 27 1853 Aberystwyth sailed Omnibus, Jenkins for Flint

October 29 1853 Porthdynllaen arrived Omnibus, Jenkins

October 29 1853 Porthdynllaen sailed Omnibus, Jenkins

October 29 1853 passed through the straights Omnibus, Jenkins from  
- Aberystwyth for Chester

November 4 1853 Porthdyllaen arrived Omnibus, Jenkins

November 4 1853 Porthdyllaen sailed Omnibus, Jenkins

November 5 1853 Carnarvon sailed Omnibus, Jenkins  
 November 19 1853 Flint sailed Omnibus, Jenkins  
 November 23 1853 Bangor arrived Omnibus, Jenkins from Liverpool  
 November 23 1853 Bangor sailed Omnibus, Jenkins for Caernarvon  
 November 23 1853 Beaumaris passed by Omnibus, Jenkins for Caernarvon  
 November 26 1853 Port Penrhyn, Bangor arrived Omnibus, Jenkins  
 November 27 1853 Port Penrhyn, Bangor arrived Omnibus, Jenkins  
 December 23 1853 Port Penrhyn, Bangor cleared out Omnibus, Jenkins  
 December 23 1853 passed through the straights Omnibus, Jenkins from Bangor  
 - for Cork  
 December 26 1853 Queenstown arrived Omnibus, Jenkins from Bangor for Cork  
 - slate  
 December 31 1853 Port Penrhyn cleared out Omnibus, Jenkins - slates

## 1854

January 28 1854 Pill arrived Omnibus, Jenkins from Cork  
 January 30 1854 Bristol arrived Omnibus, Jenkins from Cork  
 February 27 1854 Pill sailed Omnibus, Jenkins for Preston  
 March 16 1854 Lytham arrived Omnibus, Jenkins from Bristol  
 April 9 1854 Lytham sailed Omnibus, Jenkins for Barrow  
 April 11 1854 Barrow arrived Omnibus, Jenkins from Newport  
 April 12 1854 Barrow sailed Omnibus, Jenkins for Newport  
 June 14 1854 Barrow arrived Omnibus, Jenkins from Devoran  
 July 7 1854 Barrow sailed Omnibus, Jenkins for Newport  
 July 13 1854 Newport-Mon. arrived Omnibus, Jenkins from Barrow – iron ore  
 July 21 1854 Newport-Mon. arrived Omnibus, Jenkins from Barrow – iron ore  
 July 25 1854 Newport-Mon. sailed Omnibus, Jenkins for Aberystwyth

August 4 1854 Aberystwyth arrived Omnibus, Jenkins from Newport

September 9 1854 Aberystwyth arrived Omnibus, Jenkins

September 16 1854 Flint arrived Omnibus, Jenkins

September 16 1854 Flint sailed Omnibus, Jenkins

October 10 1854 Holyhead arrived Omnibus, Jenkins from Mostyn

November 16 1854 Holyhead arrived Omnibus, Jenkins from Mostyn

December 11 1854 Holyhead sailed Omnibus, Jenkins for Runcorn

## **1855**

February 28 1855 Fowey arrived Omnibus, Jenkins for Runcorn

March 11 1855 grounded on route Menai Straits and abandoned

March 11 1855 Carnarvon arrived Omnibus, Jenkins from Fowey

March 15 1855 Carnarvon arrived Omnibus, Jenkins

April 1 1855 Passed through Strait Omnibus, Jenkins from Fowey for Runcorn

April 14 1855 Runcorn arrived Omnibus, Jenkins

April 26 1855 Pwllheli arrived Omnibus, Jenkins

May 10 1855 Pwllheli sailed Omnibus, Jenkins for Portmadoc

May 17 1855 Portmadoc sailed Omnibus, Jenkins

May 21 1855 Gloucester arrived Omnibus, Jenkins from Portmadoc - slates

June 11 1855 Belfast arrived Omnibus, Jenkins from Broad Oak

June 16 1855 Belfast arrived Omnibus, Jenkins from Gloucester – bark

June 22 1855 Whitehaven arrived Omnibus, Jenkins from Belfast

June 29 1855 Whitehaven sailed Omnibus, Jenkins for Newport

July 5 1855 Porthdynllaen arrived Omnibus, Jenkins

July 5 1855 Porthdynllaen sailed Omnibus, Jenkins

July 7 1855 Porthdynllaen arrived Omnibus, Jenkins

July 7 1855 Porthdynllaen sailed Omnibus, Jenkins

July 12 1855 Newport arrived Omnibus, Jenkins from Whitehaven

September 20 1855 Portmadoc arrived Omnibus, Jenkins

October 4 1855 Portmadoc sailed Omnibus, Jenkins

October 6 1855 Portmadoc sailed Omnibus, Jenkins

October 20 1855 Gloucester arrived Omnibus, Jenkins from Portmadoc

October 27 1855 Aberystwyth arrived Omnibus, Jenkins

October 27 1855 Aberystwyth sailed Omnibus, Jenkins

## **1856**

February 2 1856 Aberystwyth arrived Omnibus, Jenkins

February 6 1856 Aberystwyth arrived Omnibus, Jenkins

## **1857**

August 2 1857 Newhaven arrived Omnibus, Jenkins from Llanelly

August 11 1857 Newhaven sailed Omnibus, Jenkins for Runcorn

September 3 1857 Runcorn sailed Omnibus, Jenkins

September 17 1857 Poole arrived Omnibus, Jenkins from Runcorn

October 22 1857 Poole sailed Omnibus, Jenkins

October 27 1857 Aberystwyth arrived Omnibus, Jenkins

October 27 1857 Aberystwyth sailed Omnibus, Jenkins

December 12 1857 Port Penrhyn, Bangor arrived Omnibus, Jenkins

## **1858**

May 3 1858 Newport – Card. sailed Omnibus, Jenkins for Aberayron  
 May 22 1858 Port Penrhyn, Bangor arrived Omnibus, Jenkins  
 July 17 1858 Port Penrhyn, Bangor cleared out Omnibus, Jenkins  
 July 18 1858 Waterford arrived Omnibus, Jenkins from Bangor  
 July 21 1858 Waterford sailed Omnibus, Jenkins for Galway, slates  
 July 31 1858 Galway arrived Omnibus, Jenkins from Bangor  
 August 7 1858 Galway arrived Omnibus, Jenkins from Bangor  
 December 30 1858 Newport I. O. W. sailed sailed Omnibus, Jenkins for Port  
 - Carlisle – wheat

## 1859

January 15 1859 Port Carlisle arrived Omnibus, Jenkins from Abbeville  
 February 3 1859 Port Carlisle sailed Omnibus, Jenkins for Dublin  
 March 4 1859 Aberystwyth arrived Omnibus, Jenkins from Carlisle  
 April 20 1859 Aberystwyth sailed Omnibus, Jenkins  
 July 16 1859 Liverpool arrived Omnibus, Jenkins from Nantes  
 July 30 1859 Runcorn sailed Omnibus, Jenkins for Wick - salt  
 August 14 1859 Wick arrived Omnibus, Jenkins from Liverpool – salt  
 September 13 1859 Swinmunde arrived Omnibus, Jenkins from Wick  
 October 29 1859 Queenstown arrived Omnibus, Jenkins from Stettin, deals for  
 - Cork  
 October 31 1859 Cork arrived Omnibus, Jenkins from Stettin - deals  
 November 23 1859 Cork sailed Omnibus, Jenkins for Westport – wheat

## 1860

February 11 1860 Shelde arrived Omnibus, Jenkins from Dublin  
 February 13 1860 Antwerp arrived Omnibus, Jenkins from Dublin  
 April 25 1860 Antwerp sailed Omnibus, Jenkins for Gibraltar

April 27 1860 Ramsgate arrived Omnibus, Jenkins from Antwerp leaky

October 12 1860 Gibraltar, Owens cleared for Marseilles

## **1861**

April 27 1861 Ramsgate after being saved by lifeboat from Goodwin sands from  
- Antwerp, bound to Marseilles – general cargo

July 5 1861 Langesund arrived Omnibus, Jones from London

July 18 1861 Aberystwyth arrived Omnibus, Jones from Norway

July 27 1861 Aberystwyth arrived Omnibus, Jones

August 31 1861 Aberystwyth sailed Omnibus, Jones

October 1 1861 Kallofjord put in Omnibus, Jones from Port Talbot

October 3 1861 Gothenburg Omnibus, Jones from Port Talbot

November 20 1861 Aberystwith arrived Omnibus, Jones from Laurvig

## **1862**

March 18 1862 Holyhead arrived Omnibus, Evans from Barrow leaking

March 19 1862 Holyhead sailed Omnibus, Evans for Newport

April 17 1862 Newport-Mon. sailed Omnibus, Evans for London

August 21 1862 Whitehaven arrived Omnibus, Evans from Aberystwith

September 4 1862 Newport-Mon. arrived Omnibus, Evans from Whitehaven

October 11 1862 Flushing arrived Omnibus, Evans from Par

October 12 1862 Antwerp arrived Omnibus, Evans from Par

November 14 1862 Vigo arrived Omnibus, Evans from Seville

November 23 1862 Dublin arrived Omnibus, Evans from Antwerp

December 6 1862 Dublin loading Omnibus, Evans loading for Antwerp

December 19 1862 Milford arrived Omnibus, Evans from Dublin for Antwerp  
- damaged

December 28 1862 Schelde arrived Omnibus, Evans from Dublin

December 31 1862 Antwerp arrived Omnibus, Evans from Dublin

### **1863**

January 26 1863 Falmouth arrived Omnibus, Evans from Antwerp for Greenock

February 20 1863 Greenock arrived Omnibus, Evans from Antwerp

February 21 1863 Clyde arrived Omnibus, Evans from Antwerp - sugar

March 7 1863 Greenock sailed Omnibus,71, Evans for Havre

March 21 1863 Harve arrived Omnibus, Evans from Clyde

April 13 1863 Sutton Bridge arrived Omnibus, Evans Havre

1863 November 16 Whitehaven sailed Omnibus, Evans for Liverpool

1863 November 16 Holyhead arrived Omnibus, Evans from Whitehaven for  
- Antwerp

December 13 1863 Whitehaven sailed Omnibus, Evans for Antwerp

December 16 1863 Holyhead put in Omnibus,Evans from Whitehaven for Antwerp

December 18 1863 Holyhead sailed Omnibus, Evans for Antwerp

### **1864**

February 15 1864 Ryde I. O. W. put in Omnibus, Evans from Whitehaven

April 28 1864 Bilboa sailed Omnibus, Evans for Camillas

March 2 1864 Antwerp arrived Omnibus, Evans from Whitehaven

July 26 1864 Cardiff arrived Omnibus, Evans from Caen

September 26 1864 Dublin arrived Omnibus, Evans from Caen

October W/E 21 1864 Gloucester arrived Omnibus, Evans from Dublin

December 15 1864 Newport-Mon. sailed Omnibus, Evans for Plymouth

**1865**

February 11 1865 Cardiff sailed Omnibus, Evans for Plymouth  
March 16 1865 Plymouth arrived Omnibus, Evans from Newport-Mon.  
April 1 1865 Newport-Mon. arrived Omnibus, Evans from Plymouth  
April 6 1865 Newport-Mon. sailed Omnibus, Evans for Plymouth  
April 17 1865 Plymouth arrived Omnibus, Evans from Newport-Mon.  
April 27 1865 Par arrived Omnibus, Evans from Plymouth  
May 8 1865 Par sailed Omnibus, Evans for Hull  
May 19 1865 Hull arrived Omnibus, Evans from Par  
July 1 1865 Par Omnibus, Evans for Runcorn  
August 23 1865 Plymouth arrived Omnibus, Evans from Runcorn  
September 16 1865 Swansea arrived Omnibus, Evans from Plymouth  
October 10 1865 Cadiz arrived Omnibus, Evans from Carlshmn  
October 17 1865 Cadiz sailed Omnibus, Evans  
November 14 Vigo arrived Omnibus, Evans from Seville

**1866**

January 18 1866 Gloucester arrived Omnibus, Evans from Seville  
February 27 1866 Waterford arrived Omnibus, Evans from Gloucester  
March 4 1866 Waterford Passage arrived Omnibus, Evans from Gloucester coals  
- and salt  
March 6 1866 Waterford arrived Omnibus, Evans from Gloucester  
March 26 1866 Waterford windbound Omnibus, Evans for Sandwich  
March 31 1866 Waterford Passage sailed Omnibus, Evans for Sandwich  
August 1 1866 Harwich arrived Omnibus, Ferris from Cadiz  
August 10 1866 Ipswich sailed Omnibus, Ferris for Aberdeen  
September 23 1866 Harburg arrived Omnibus, Ferris from Gardenstown

October 7 1866 Shields arrived Omnibus, Ferris from Hamburg - cholera

November 2 1866 Ramsgate arrived Omnibus, Evans from Newcastle for Truro

November 28 1866 Dover arrived Omnibus, Evans from Shields for Truro

## **1867**

March 23 1867 Swansea arrived Omnibus Evans from Newry

April 21 1867 Milford put in Omnibus Evans from Porthcawl for Belfast

May 1 1867 Belfast arrived Omnibus, Evans from Porthcawl

June 22 1867 Carnarvon arrived Omnibus, Evans from Conway

June 26 1867 Carnarvon sailed Omnibus, Evans for Rotterdam

August 1 1867 Rotterdam sailed Omnibus, Evans for Findhorn

August 13 1867 Brielle arrived from Findhorn

August 13 1867 Brielle sailed Omnibus Evans for Firth of Forth

August 17 1867 Hartlepool arrived Omnibus Evans from Rotterdam

August 20 1867 Hartlepool sailed Omnibus, Evans for Findhorn

September 3 1867 Findhorn sailed Omnibus, Evans for Newcastle – ballast

October 8 1867 Hamburg arrived Omnibus Evans from Harburg

October 21 1867 Hamburg sailed Omnibus, Evans for England

November 14 1867 Cuxhaven sailed Omnibus, Evans for Newcastle

November 18 1867 Off Harwich arrived Omnibus Evans from Hamburg – oil cake

November 29 1867 Harwich remaining for repairs Omnibus Evans from Hamburg

December 20 1867 Harwich sailed Omnibus, Evans for Rye after repairing

## **1868**

January 24 1868 Rye sailed Omnibus, Evans for Runcorn

January 24 1868 Portland put in Omnibus, Davies for Runcorn from Rye – heavy  
- gale

April 18 1868 Portmadoc arrived Omnibus Davies

April 24 1868 Portmadoc sailed Omnibus, Jones for Wisbeach

May 14 1868 Middlesborough arrived Omnibus, Davies from Wisbeach

May 23 1868 Scarborough arrived Omnibus of Aberystwith from Middlesborough

September 30 1868 Milford Haven put in Omnibus, Evans from Cork for  
- Bridgewater

November 3 1868 Milford put in Omnibus schooner of Aberystwith from  
- Bridgewater for Liverpool, leaky

## **1869**

January 1 1869 Pwllheli arrived Omnibus, Rees from Runcorn

January 14 1869 Portmadoc arrived Omnibus, Rees from Pwllheli

February 8 1869 Portmadoc sailed Omnibus, Rees for London

## Crew Lists



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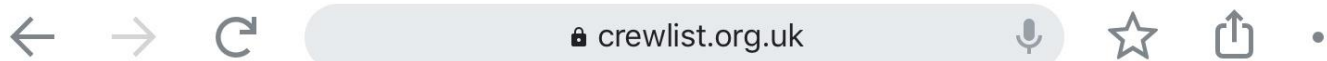
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## Ship details

Vessel	OMNIBUS	Dates	1/1/1864 to 30/6/1864
Official number	9348	List type	
Ownership		Registered	ABERYSTWYTH
		Tonnage	
Master	JOHN EVANS	Archives	National Library of Wales
		Archives reference	422/1/1

## Crew names

Forename	Surname	Age/DOB	Birthplace	Capacity	Previous vessel
JOHN	EVANS	29	ABERYSTWYTH	MASTER	OMNIBUS, ABERYSTWYTH, 1863
JOHN	JONES	27	HOLYHEAD	MATE	ROYAL WILLIAM, 1863
ROWLAND	LEWIS	24	AMLWCH	ABLE SEAMAN	OMNIBUS, ABERYSTWYTH, 1863
JAMES	COCKECTON	21	WISBEACH	ORDINARY SEAMAN	OMNIBUS, ABERYSTWYTH, 1863
RICHARD	JONES	19	HOLYHEAD	BOY	FIRST VOYAGE, 1863
WILLIAM	FIZJEURENE	44	WESTHOEFEBE	MATE	GALEIOPP, 1864
HENRY	TUSEM	27	ANTWERP	ABLE SEAMAN	DEMPSEY, 1863
JOSEPH	ADAMS	31	ANTWERP	ABLE SEAMAN	DEMPSEY, 1863
RICHARD	JONES	19	HOLYHEAD	ORDINARY SEAMAN	OMNIBUS, ABERYSTWYTH
JOHN	FRAZER	27	CAPE BRETON	MATE	WEARMOUTH, ABERYSTWYTH, 1864
MARTIN	COLLER	21	SLESNIG	ABLE SEAMAN	ANNA MARIE, 1864
JOHN	LLOYD	24	WALES	ABLE SEAMAN	WEARMOUTH, 1864
A BLAN	LOORWEN	17	BELGIUM	ORDINARY SEAMAN	CUSLIN, 1864


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## Transcript of crew list: OMNIBUS, 9348, 1/7/1864 to 31/12/1864

Other transcripts of crew lists for this ship for 1864: [1/1/1864 to 30/6/1864](#)

### Ship details

Vessel	OMNIBUS	Dates	1/7/1864 to 31/12/1864
Official number	9348	List type	
Ownership		Registered	ABERYSTWYTH
		Tonnage	
Master	JOHN EVANS	Archives	National Library of Wales
		Archives reference	422/1/2

### Crew names

Forename	Surname	Age/DOB	Birthplace	Capacity	Previous vessel
JOHN	EVANS	30	ABERYSTWYTH	MASTER	OMNIBUS, ABERYSTWYTH, 1864
RICHARD	EDWARDS	21	ABERYSTWYTH	MATE	SARAH PHILLIPS, ABERPORTH, 1864
EVAN	RICE	22	ABERYSTWYTH	ABLE SEAMAN	LAURA & ISABELE, BARRY, 1864
MARTIN	COLLOR	20	SCHLESWIG	ABLE SEAMAN	OMNIBUS, ABERYSTWYTH, 1864
OWEN	THOMAS	18	VARMICK	COOK & BOY	FIRST SHIP

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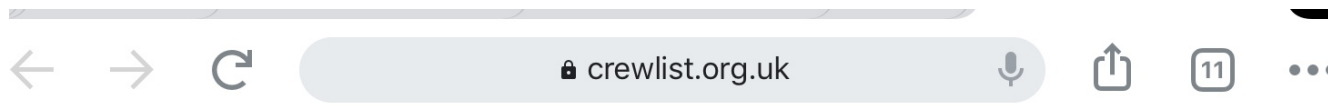
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### Ship details

Vessel	OMNIBUS	Dates	21/9/1865 to 20/1/1866
Official number	9348	List type	
Ownership		Registered	ABERYSTWYTH
		Tonnage	
Master	JOHN EVANS	Archives	National Library of Wales
		Archives reference	422/2/1

### Crew names

Forename	Surname	Age/DOB	Birthplace	Capacity	Previous vessel
JOHN	EVANS	54	ABERYSTWYTH	MASTER	OMNIBUS, ABERYSTWYTH
THOMAS	FERRIS	50	EXETER	MATE	NESTOR, BIDEFORD, 1865
FREDERICK	GRAY	17	BIRMINGHAM	BOY	OMNIBUS, ABERYSTWYTH
ANDREW	HARDING	18	WHITEHAVEN	ORDINARY SEAMAN	EAST SALEM, NORTH SHIELDS, 1865
RICHARD	HOCKNEY	29	PLYMOUTH	ABLE SEAMAN	LAURA ROSE, LIVERPOOL, 1865



## Transcript of crew list: OMNIBUS, 9348, 27/4/1866 to 9/8/1866

Other transcripts of crew lists for this ship for 1866: [21/9/1865 to 20/1/1866](#)

### Ship details

Vessel	OMNIBUS	Dates	27/4/1866 to 9/8/1866
Official number	9348	List type	
Ownership		Registered	ABERYSTWYTH
		Tonnage	
Master	THOMAS FERRIS	Archives	National Library of Wales
		Archives reference	422/2/2

### Crew names

Forename	Surname	Age/DOB	Birthplace	Capacity	Previous vessel
THOMAS	FERRIS	63	EXETER	MASTER	OMNIBUS, ABERYSTWYTH
JOHN	JONES	22	ABERAYRON	BOATSWAIN	BANDIND, 1865
WILLIAM	GASTAWY	20	GREENOCK	ABLE SEAMAN	PARAGON, GREENOCK, 1865
GEORGE	HILL	25	BRISTOL	ABLE SEAMAN	ELIZA, BRISTOL, 1866
CHARLES	SANTHER	44	LONDON	ABLE SEAMAN	IONA, PICTOU, 1866

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## Transcript of crew list: OMNIBUS, 9348, 1/1/1867 to 30/6/1867

Other transcripts of crew lists for this ship for 1867: [1/7/1867 to 31/12/1867](#)

### Ship details

Vessel	OMNIBUS	Dates	1/1/1867 to 30/6/1867
Official number	9348	List type	
Ownership		Registered	ABERYSTWYTH
		Tonnage	
Master	JOHN EVANS	Archives	National Library of Wales
		Archives reference	422/3/1

### Crew names

Forename	Surname	Age/DOB	Birthplace	Capacity	Previous vessel
JOHN	EVANS	56	ABERYSTWYTH	MASTER	OMNIBUS, ABERYSTWYTH
JEREMIAH	JACKSON	22	FLEETWOOD	MASTER	OMNIBUS, ABERYSTWYTH
ROBERT	ROBERTS	25	CAERNARVON	ABLE SEAMAN	OMNIBUS, ABERYSTWYTH
THOMAS	EVANS	16	ABERDARE	COOK	OMNIBUS, ABERYSTWYTH

## 1/7/1867 to 31/12/1867

Other transcripts of crew lists for this ship for 1867:

[1/1/1867 to 30/6/1867](#)

### Ship details

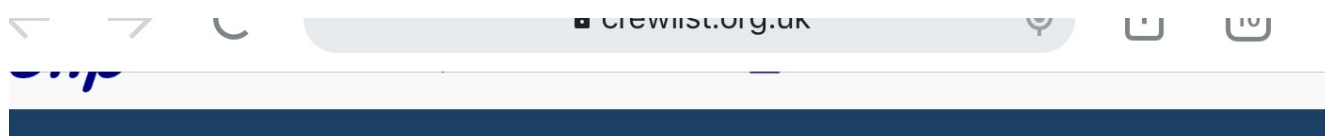
Vessel	OMNIBUS	Dates	1/7/1867 to 31/12/1867
Official number	9348	List type	
Ownership		Registered	ABERYSTWYTH
		Tonnage	
Master	JOHN EVANS	Archives	National Library of Wales
		Archives reference	422/3/2

### Crew names

Forename	Surname	Age/DOB	Birthplace	Capacity	Previous vessel
JOHN	EVANS	56	ABERYSTWYTH	MASTER	OMNIBUS, ABERYSTWYTH, 1867
JEREMIAH	JACKSON	28	FLEETWOOD	MATE	OMNIBUS, ABERYSTWYTH, 1867
ROBERT	ROBERTS	21	CAERNARVON	SEAMAN	OMNIBUS, ABERYSTWYTH, 1867
ROBERT	ROBERTS	21	CAERNARVON	MATE	OMNIBUS, ABERYSTWYTH, 1867
JOHN	DOWNIE	23	FRASERBERGH	SEAMAN	WILLIAM BARTLETT, 1867
JOHN	DOWNIE	23	FRASERBERGH	MATE	OMNIBUS, ABERYSTWYTH, 1867
GEORGE	WRIGHT	18	HARTLEPOOL	SEAMAN	OMNIBUS, ABERYSTWYTH, 1867
JAMES	RENSLEY	14	HARTLEPOOL	BOY	OMNIBUS, ABERYSTWYTH, 1867
GEORGE	MICHAELS	27	LIVERPOOL	SEAMAN	FISHING BOAT
THOMAS	EVANS	17	ABERDARE	BOY	OMNIBUS, ABERYSTWYTH, 1867

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## Transcript of crew list: OMNIBUS, 9348, 1/1/1868 to 30/6/1868

Other transcripts of crew lists for this ship for 1868: [1/7/1868 to 31/12/1868](#)

### Ship details

Vessel	OMNIBUS	Dates	1/1/1868 to 30/6/1868
Official number	9348	List type	
Ownership		Registered	ABERYSTWYTH
		Tonnage	
Master	JAMES DAVIES	Archives	National Library of Wales
		Archives reference	422/4/1

### Crew names

Forename	Surname	Age/DOB	Birthplace	Capacity	Previous vessel
JAMES	DAVIES	42	ABERYSTWYTH	MASTER	OMNIBUS, ABERYSTWYTH
EDWARD	CURD	22	RYE	MATE	OMNIBUS, ABERYSTWYTH
THOMAS	CURD	25	RYE	ABLE SEAMAN	OMNIBUS, ABERYSTWYTH
JAMES	THOMAS	19	HASTINGS	ORDINARY SEAMAN	OMNIBUS, ABERYSTWYTH
WILLIAM	EVANS	34	FISHGUARD	ABLE SEAMAN	GLEANER, NEWPORT, 1868
JOSEPH	WILLIAMS	18	BRISTOL	BOY	FIRST SHIP

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## Transcript of crew list: OMNIBUS, 9348, 1/7/1868 to 31/12/1868

Other transcripts of crew lists for this ship for 1868:

[1/1/1868 to 30/6/1868](#)

### Ship details

Vessel	OMNIBUS	Dates	1/7/1868 to 31/12/1868
Official number	9348	List type	
Ownership		Registered	ABERYSTWYTH
		Tonnage	
Master	THOMAS REES	Archives	National Library of Wales
		Archives reference	422/4/2

### Crew names

Forename	Surname	Age/DOB	Birthplace	Capacity	Previous vessel
THOMAS	REES	25	CARDIGANSHIRE	MASTER	OMNIBUS, ABERYSTWYTH, 1868
ISAAC	COLINS	42	CARDIGANSHIRE	MATE	OMNIBUS, ABERYSTWYTH, 1868
WILLIAM	DAVIS	23	CAERNARVONSHIRE	ABLE SEAMAN	OMNIBUS, ABERYSTWYTH, 1868
JAMES	DAVIS	19	CAERNARVONSHIRE	ORDINARY SEAMAN	OMNIBUS, ABERYSTWYTH, 1868
HUGH	DAVIS	21	CAERNARVONSHIRE	ABLE SEAMAN	OMNIBUS, ABERYSTWYTH, 1868

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## 📄 Transcript of crew list: OMNIBUS, 9348, 1/1/1869 to 3/2/1869

We do not have transcripts for any other crew lists for 1869 for this ship.

### Ship details

Vessel	OMNIBUS	Dates	1/1/1869 to 3/2/1869
Official number	9348	List type	
Ownership		Registered	ABERYSTWYTH
		Tonnage	
Master	THOMAS REES	Archives	National Library of Wales
		Archives reference	422/5/1
Notes	Vessel lost, 3/2/1869.		

### Crew names

Forename	Surname	Age/DOB	Birthplace	Capacity	Previous vessel
THOMAS	REES	36	ABERYSTWYTH	MASTER	OMNIBUS, ABERYSTWYTH
ISAAC	COLLINS	42	ABERYSTWYTH	MATE	OMNIBUS, ABERYSTWYTH
PETER	ANDERSON	25	SWEDEN	ABLE SEAMAN	OMNIBUS, ABERYSTWYTH
JAMES	ROSS	28	ABERYSTWYTH	MATE	HONORA, 1869
WILLIAM	ANDREW	20	LONDON	ABLE SEAMAN	UNKNOWN
PHILIP	DAVIES	20	ABERYSTWYTH	ABLE SEAMAN	TWO SISTERS, 1868

## Appendix D

**Abbeville** is located on the Somme River in northern France. 12 miles from its modern mouth in the English Channel.

**ABERTHAW** seaport village in, Glamorgan; at the mouth of the Ddaw or Thaw river, 5½ miles SSE of Cowbridge. Large quantities of Hydraulic lime, got from its pebbles on the beach adjacent to it, are shipped. The coast about Aberthaw is composed of a peculiar kind of limestone, which furnished a most valuable cement. When burnt into lime and placed under water it immediately assumes the hardness of the original rock

**Aberystwyth** became a port of registry. In 1836, measures were taken to remove the bar and improve the harbour, so that Aberystwyth could become the homeport for much larger vessels, such as schooners, brigs and barques. Aberystwyth was exporting materials such as lead, zinc ore and tanning bark, and importing coal, limestone, slates, flagstones, timber and household goods.

**Barnstaple** the main town of North Devon, England, it was a river port at the lowest crossing point of the River Taw, flowing into the Bristol Channel, the port declined as the River Taw silted up.

**Barrow-in-Furness** now Cumbria, no great quantity of iron ore was shipped till the year 1782 when the Newland Iron Company made Barrow their principal shipping port.

**Bideford**, which is lower down the estuary and benefits from the scouring action of the fast flowing River Torridge, gradually took over the foreign trade from Barnstable.

**Brielle** also called Den Briel (Brill in English) is a town, municipality and historic seaport in the western Netherlands

**Bridgewater** is at the edge of the Somerset Levels, it lies along both sides of the River Parrett, and has been a major in-land port and trading centre since the industrial revolution. The railway from Bristol reached Bridgewater in 1841.

**Bristol** – shipping limestone and phosphates

**Carlshmn**- Karlshmn the port is also one of Sweden's largest ports and has an increasingly significant position in the southeastern Baltic Sea area. The port is free of ice and unaffected by tides.

**Chepstow** became a major port for the export of timber and bark, now closed.

**Comillas** in the northern reaches of Spain,

**Devoran**, Cornwall was once part of a thriving industrial community important for its strategic position as an access to the River Fal. The quay which has been preserved saw the export of tin ore from the heart of Cornwall's tin mining centre. In the late 18th century a large open-cast mine started up actually in the creek, to recover alluvial tin which lay beneath the mud.

**Findhorn** located in Moray that was once an important commercial and fishing **port**, featuring a thriving shipbuilding industry with trading links to Scandinavia and beyond.

**Flint** Flintshire, Wales, lying on the estuary of the River Dee The imports are sulphur and other chemicals; the **exports** are copper and coal, soda, potash, and other chemical products

**Fowey** is a small town, and cargo port at the mouth of the River Fowey in south Cornwall, the estuary of the River Fowey forms a natural harbour which enabled the town to become an important trading centre. Privateers also made use of the sheltered harbourage. In 1869 The railway reaches Fowey and the first shipment of china clay is made from new jetties. Fowey Harbour Commission established, the Lostwithiel and Fowey Railway brought China clay here for export.

**Gardenstown** a small coastal village, 8.7 miles by road east of Banff in Aberdeenshire, north eastern Scotland a fishing village.

**Gloucester** – former port, shipping bark for tanning leather, and importing coal and grain.

**Göteborg** The port, Sweden's only direct access to the North Sea and Atlantic.

**Hayle** was initially a coal importing and copper ore exporting port. It had two rival steam engine building companies and a ship building industry. In 1888, the National Explosive works were established, originally built to supply the local mining industry, it soon grew to supply the military

**Harburg** was an independent city until it was administratively connected to Hamburg in 1937.

**Langesund** was established 1 January 1838 In the early days, it was one of the most important shipping towns in Norway.

**Llanelli** is the largest town in Carmarthenshire,. Located on the Loughor estuary 10.5 miles north-west of Swansea, it became industrialised in the early 19th century as the global centre for tinplate production.

**Lydstep Haven** on the south Pembrokeshire coast, near Tenby. When the limestone quarries on Lydstep Point were in full production, sailing sloops used to lay at anchor in the lee of the headland, loading limestone.

**Neath Giant's Grave** The Neath Canal was begun in 1791 and opened in 1794 to exploit the coal reserves of the upper Neath valley. The canal was originally cut as far as Melincrythan near Neath, where it joined the river. In 1798-9 the canal was extended to Giant's Grave, terminating in a basin. Coal exports

**Newhaven** East Sussex, lies at the mouth of the River Ouse, which has historically migrated westward from Seaford, one of the Cinque Ports. A breakwater was built at the village of Meeching and a new outlet cut through the valley; the railway reached the port in 1847, enabling a train-ferry which brought great activity.

**New Romney** in Kent, England, on the edge of Romney Marsh, an area of flat, rich agricultural land reclaimed from the sea after the harbour began to silt up. One of the original Cinque Ports, was once a sea port but is now more than a mile from the sea.

**New Ross** a town in southwest County Wexford, Ireland. It is located on the River Barrow, and is around 12 miles north east of Waterford.

**Newhaven** remained fairly isolated until the River Ouse broke through the shingle bar on the coast in the sixteenth century, creating a new harbour. The town was of little maritime importance until the opening of the railway line to Lewes in 1847. This provided a catalyst for the growth of the port, with the building of wharves on the east side of the river, and the start of navigational dredging in the river channel.

**Oxwich** Bay is the second largest beach on the Gower Peninsula, near Swansea

**Par** is a coastal village in south Cornwall, near St Austell and china clay mining.

**Penryn** a town in west Cornwall, England, United Kingdom. It is on the Penryn River about 1 mile northwest of Falmouth.

**Pentewan** is a coastal village and former port in south Cornwall, near St Austell and china clay mining.

**Port Carlisle** the port was built in 1819. Four years later, a canal link was added to take goods to Carlisle Basin. The canal was closed in 1853 and Port Carlisle silted up.

**Porthdinllaen** is a small coastal village near Morfa Nefyn, Gwynedd, on the north coast of the Llŷn peninsular. The headland forms a natural harbour that

affords protection from the prevailing westerly winds and Porthdinllaen became important as a harbour of refuge

**Red Wharf**, a bay in the NE of Anglesey, indenting the coast to a point 5½ miles NW of Beaumaris, and 7½ WSW of Puffin Island. The quarry area has now become a caravan site. The large stone structure/tower, is understood to be a pylon support for the overhead conveyor system that carried stone from the quarry to the harbour.

**Sharpness** docks (Gloucester) began as a basin giving access to the Gloucester and Sharpness Canal. There were no port facilities at Sharpness itself and all traffic proceeded up the canal to Gloucester. The original Old Dock opened, with the canal, in 1827 and for much of its length it runs close to the tidal River Severn, but cuts off a significant loop in the river, at a once-dangerous bend near Arlingham It is on the River Severn at a point where the tidal range, is (10 metres (33 ft) typical spring).

**Schelde** – Vlissingen, port of the Netherlands. The Counts of Holland, Flanders, and Zeeland had the first harbours dug. Over the centuries, Vlissingen developed into a hub for fishing, especially the herring fishery, commerce, privateering and the slave trade.

**Skerries** is a coastal town in Fingal, Ireland. Historically Skerries was a fishing port, latter a commuter town for Dublin

Szczecin, German **Stettin**, port city, north western Poland, on the western bank of the Oder River near its mouth, 40 miles (65 km) from the Baltic Sea

**Swinmunde** served as an outer port for Stettin until a canal was dug at the end of 1900's.

**Truro** Cornwall grew as a centre of trade from its port and then as a town for the tin-mining industry.

**Point Truro** is about 4 miles south of Truro, Situated on a small promontory where the *Penpol Creek* joins *Restranguet Creek*, Point, like many places in Cornwall, experienced a brief economic flourishing during the eighteenth and nineteenth centuries.

**Waterford Passage** small maritime town, within the county of the city of Waterford

**Westport** is a town in County Mayo in Ireland. It is at the south-east corner of Clew Bay, an inlet of the Atlantic Ocean on the west coast of Ireland.

**Whitehaven** This Georgian town, situated on the west coast of Cumbria, was built on shipping and coal mining.

**Wisbeach** on River Nene Isle of Ely, Cambridgeshire, the drained marshes provided rich productive farmland, and regular shipments of corn and oil seed rape to the coast and continent, and imports which included coal from the North, slate from Wales and timber from the Baltic. Woad was shipped out from the port

Appendix E

Norwich Mercury August 8 1835

Sale till Eleven, when the Auction will commence. Catalogues will be ready in due time, to be had of the Auctioneer, Theatre Plain. (3848)

**To Merchants, Ship Owners,  
&c. &c. &c.**

**TO BE SOLD BY AUCTION,  
BY EDWARD CORY,**

On Tuesday, the 18th day of August, 1835, at Twelve o'clock at noon, at the Star Inn, on the Quay, Great Yarmouth,

**ALL that Handsome New-built Schooner, called THE OMNIBUS, burthen per Register 72 49-94 Tons.**

DIMENSIONS.		FT.	IN.
Length aloft .....		57	3
Breadth .....		17	1
Depth of Hold .....		8	0

This is a very handy Craft, built of prime English and African Oak, and launched in 1834 from the Yard of Mr. Frederick Preston whose superior judgment in the art of Ship Building is too well known and acknowledged to require any comment. She sails remarkably fast, is admirably adapted for the Coasting Trade, and carries a large Cargo at an easy draught.

Inventories will be ready in due time.

For further particulars apply to Mr. F. Preston, Southtown, or to the Auctioneer, Theatre Plain, Yarmouth. (3849)

@MinimaApp

Appendix F

Sale of Frederick Preston's assets

approved description.  
 nce at One o'clock precisely,  
 Farm, Mendham, near  
 Harleston.  
 D by AUCTION,  
 ATHAN HOWLETT,  
 September the 18th, 1840,  
 ble Suffolk CART HORSES,  
 ne, Agricultural Carriages, Im-  
 arness, the Property of Mr.  
 ER, who quits the occupation ;  
 g and powerful bay and chestnut  
 flings, two two-year old chestnut  
 s, 10 store bullocks, three hand-  
 ers, bull, 30 head of swine, four  
 ns, eight strong three-quarter-  
 to turnip carts, full-sized gig,  
 sions, six patent foot ploughs,  
 ator, five gangs of harrows, five  
 n and plough harness, 20 bullock  
 s, wheel chaff cutter, and va-  
 lements, with about 50 lots of  
 Furniture, described in Cata-  
 be duly circulated.  
 nce at Eleven o'clock.

gham, near Yoxford.  
 y, September the 19th,  
 FARMING STOCK, and  
 of Mr. WM. WRIGHT, who

aret's, South Elmham.  
 day, September 21st,  
 and Dead FARMING STOCK  
 of Mr. JOHN FOYSTER, re-  
 tural pursuits.

Hill Farm, Mendham.  
 uesday, Sept. 22d,  
 CULTURAL STOCK, Furni-  
 s of JOHN HILL, Esq. who

near Brooke, Norfolk.  
 Sept. 23d, and following day,  
 Agricultural Live and Dead  
 niture, and other Effects, by di-  
 tors of the late Mr. WILLIAM  
 deceased.

gham, near Bungay.  
 ursday, Sept. 24th,  
 able FARMING STOCK and  
 R. BEWICKE & G. BROWN,  
 ish the occupation.

, near Saxmundham.  
 Friday, Sept. 25th,  
 RICULTURAL STOCK and  
 t. JAMES BAKER, who quits

n, near Halesworth.  
 tuesday, Sept. 26th,  
 RMING STOCK and Effects  
 N BUTCHER, retiring from

m, near Lowestoft.

*Fast and capital Roadsters, useful Cart  
 Horse, modern Gigs, Carts, Harness,  
 handsome Pleasure Boat, &c.*

**GREAT YARMOUTH.**

**Mr. B. RIX**  
*Will SELL by AUCTION,*  
 On the Hall Quay, Yarmouth,  
 On Saturday, (THIS DAY) the 5th Sept. 1840,  
 At Two o'clock in the Afternoon,  
 (By Order of the Assignees of Mr. **FREDERICK  
 PRESTON** of Southtown, Ship-builder)

**THE VALUABLE  
 HORSES,  
 GIGS, CARTS, & HARNESS ;**  
 Also, the fast and handsome Cutter-rigged  
**PLEASURE BOAT,**

*The "RED ROVER,"*  
 Twenty-six feet ram, 10ft. 5in. beam, drawing un-  
 der three feet water, fitted with commodious 9-foot  
 covered cabin and 8-foot sternsheets with benches  
 and lockers around and handsome copper rail,  
 copper fastenings, copper bolts and bands through-  
 out, with lead keel, about one ton of iron ballast,  
 two complete suits of sails, rigging, and spars of  
 the best quality.

The 'Red Rover' is universally admitted to be  
 the fastest and handsomest boat on the stream : her  
 cabin is fitted with sleeping berths and hair mat-  
 tresses, and has a mahogany dining table, with ad-  
 ditional leaves and drawers, painted floor cloth,  
 copper cooking stove, and every requisite for a  
 first-class boat for the season.

A Small Fourteen-foot Pleasure Boat's Boat.  
*Order of Sale.*—The Boats will be put up at Two  
 o'clock precisely, and the Horses, &c. immediately  
 after the sale of the boats.

*Mr. B. Rix begs respectfully to call the attention of  
 Amateur Sailors to this very superior and safe Plea-  
 sure Boat, which has been built (regardless of expense)  
 with selected materials on the best principles.*

**OAK POSTS,  
 OAK RAILS,  
 PLANK, SLABS, & SCANTLING.**

To be SOLD by AUCTION,  
 By **W. D. PETTINGILL,**  
 (By Order of the Assignees of Mr. **FREDERICK  
 PRESTON** of Southtown, Shipbuilder)  
 On Monday and Tuesday, 7th and 8th September,  
 1840.

In the First & Second Ship Yards, in Southtown ;  
 ABOUT 600 LOTS OF CAPITAL

**SCANTLING,**

CONSISTING OF  
*Oak Posts, Planks, Slabs, Splines, Lis-  
 tings, Billets & Fire Wood, &c.*

Mr. Pettingill begs to call the Attention of the  
 Public to this Sale, being part of a most extensive  
 Shipbuilder's Stock, which will be found available  
 for Building, Fencing, or Agricultural purposes,  
 and lying exceedingly convenient for Water or  
 Land Carriage.

Soap, at per lb.; Soda, at per c  
 at per lb.; Raw Sugar, Treac  
 per lb.; Candles, at per doz  
 Pepper, Mustard, Black Lea  
 per lb.; Black and Green T  
 Vinegar and Oil, at per galk  
 per bushel.  
 Best Wallsend Coals, at per ton.  
 Cinders, at per Chaldron.

**FLOUR FOR OUT-R**

The Board will also, at the sa  
 ceive Tenders for supplying the s  
 the Quarter commencing 29th Se  
 with such quantities of good Seco  
 stone, as shall be required by the  
 relief.

The Contractor will be bound,  
 to deliver the last-mentioned Flo  
 cart, in such parishes of the Unio  
 bute the same to the Poor in su  
 such times, and in such manner a  
 to time be directed or required.

Every Person whose Tender is  
 required to sign an Agreement, w  
 for the due performance of the C  
 Sealed Tenders, with Samples  
 Articles as will admit thereof, m  
 to the Master of the Workhouse  
 fore Twelve at Noon of the said i  
 instant, and the samples must be  
 show to whose Tender they belong.

**BILLS.**

And Notice is hereby given,  
 having any demand on the Fu  
 Union, must send an account of  
 Clerk, on or before Saturday, the  
 tember instant, otherwise such de  
 settled till the end of next Quarte

THOS.

St. Stephen's, Norwich,  
 2nd Sept. 1840.

**Walsingham**

**To MILLERS & BA**

THE Board of Guardians of the  
 notice, that they will, at thei  
 ing, to be held on Wednesday, the  
 ber instant, proceed to elect Ten  
 ply of good Seconds Flour, at per  
 19th instant, on the following term

The Board will prefer Contracti  
 tricts, and the Contractors will be  
 vide Stations in each District, and  
 Flour to the Poor, pursuant to t  
 Relieving Officers.

The Board will also at the same  
 ders to Supply the Union Work  
 Snoring, during the same period  
 conds Flour and Bread, at per at  
 to be made in 4lb. Brick Leaves, a  
 old when delivered.

**TO BUTCHERS**

Tenders will be received to Supp  
 Workhouse, during the same pe  
 Mutton, Beef, and Beef Suet, at  
 Beef to be from fore and hind qu

**TO GROCERS AND O**

The Board will also at the sa  
 Tenders for Supplying the said U  
 the following Articles for Six M  
 ing the 19th inst. to be delivere  
 house, at the expense of the respe  
 and in such quantities as may be

... 2000, by 2000; an elegant ...  
 On outside case, covered with glass shade;  
 of china window curtains, &c. &c.

**Room**—A splendid set of Spanish in-  
 ings tables, on massive carved pillars and  
 th four additional leaves; ten mahogany  
 h hair seats; velvet hair couch, handsome  
 arpet, two pairs of drab cloth window cur-  
 tains, case of six liquors, pair of figures  
 etc, &c.

**Sleeping Rooms**—Carved mahogany  
 of four-post and twin beds, with neat  
 crimson mureen curtains and drapery;  
 edwood, excellent mattresses, capital bed-  
 s and good featherbeds, Wiltney blankets,  
 quilt, mahogany wardrobes, double, single,  
 ng chests of drawers, mahogany tables and  
 mahogany safety and box dressing glasses,  
 and pier glasses, in gilt frames; painted  
 ds, toilette services, sets of chairs with rose  
 iderminster carpets, mahogany bed steps; an  
 hair, with patent iron feet and rollers.

**and Staircase**: Mahogany table with  
 mahogany hat stand, basinet, Venetian  
 ring, brass rods, &c. &c.

**Room, Kitchen, and Offices**—A very  
 China dinner service, Japan pattern, 94  
 aimed tea China, blue and white breakfast  
 n of mahogany dining tables, with four addi-  
 es; four chairs, eight-day clock in maho-  
 y, mahogany and coal tables, napkin press,  
 dted knives and forks, paper and japanned  
 ider and stand, dish covers, and a general  
 n of copper culinary articles and other  
 l requisites.

**CLASS.**  
 Diamond-cut dishes, decanters, wines, dinner  
 and tumblers, champagne, hock, and ale  
 nger glasses, custards, &c. &c.

**PLATE.**  
**400 Ounces**, a waiter, tureen, sugar  
 an ewers, goblets, salt stands, gravy, tulle,  
 nd tea spoons; sugar and sauce ladles, fish  
 for stand and fish cutter stand, with diamond  
 s to each; table and chamber candlesticks,  
 boom, eleven, set of nineteen dessert knives  
 s with ivory handles, butter knife, &c. &c.

**Goods**—an ewer with four branches, and  
 r ewer and four small dishes; candlesticks,  
 plates, &c. &c.

**To SHIP BUILDERS**  
 AND GENERAL MERCHANTS.

**TO BE SOLD BY AUCTION.**  
*By Mr. H. Rix,*  
 (By Order of the Assignees of Mr. Frederick Preston.)  
 on Tuesday, 20th March, 1841, at Six in the  
 Evening, at the Star Inn, Yarmouth, in one Lot,  
**A**LL the exceedingly valuable Freehold and Lease-  
 hold Estate, most advantageously situated for  
 business, in Southtown, Yarmouth, for many years  
 occupied by  
**MR. FREDERICK PRESTON**  
 comprising the spacious  
**SHIP YARD,**  
 With a Shop and moulding loft, smith's shop, iron  
 warehouses, blockmaker's shop and yard (occupied by  
 Mr. Bull); five enclosed saw pits, steam trunk, and  
 other buildings, suitable for carrying on the business  
 on a most extensive scale; a very commodious and  
 well-arranged

**DWELLING HOUSE,**  
 With two enclosed gardens, ainery (with 11 double  
 lights) & a paddock; containing altogether, 2s. 1s. 14r.  
 having a frontage of 122 feet on the turnpike road, and  
 241 feet on the Haven, with a great depth of water  
 opposite the Slips, which are 116 feet in width. A  
 Vessel upwards of 300 tons, which Mr. Preston is now  
 building, will shortly be launched from the yard.  
 This property is held under a lease from the Earl of  
 Linchfield, for a term of which 27 years were unexpired  
 at Christmas last, at the annual rent of £26, payable  
 half-yearly.

Also a piece of  
**FREEHOLD LAND:**  
 Comprising the blank yard, with two Dwelling-houses,  
 a shop, and double saw pit thereon; and a paddock  
 containing altogether, 1s. 9s. 4r. having a frontage of  
 124 feet on the London turnpike road, and extending  
 Eastward nearly to the river.

This freehold land fronts St. Mary's Terrace, at a  
 very short distance from the Yarmouth Bridge, and is  
 consequently extremely valuable for (111)

**BUILDING.**  
 Printed particulars and conditions of sale may be  
 had on application to Mr. Charles Cory, Solicitor, or  
 to Mr. H. Rix, Auctioneer & Estate Agent, Yarmouth.

For further particulars apply to the  
 solicitor, Norwich, or to the Auctioneer. (111)

**AT THEYFORD.**  
**TO BE SOLD BY AUCTION.**  
*By Messrs. Deak & Yenson.*  
 On Saturday, the 17th of March, 1841, at the Bell Inn,  
 at Five o'clock in the afternoon, by order of the  
 Executors of the late T. W. Gil, Esq.

**THE FAMILY RESIDENCE**, late in his occupation,  
 situated in the centre of the town, adapted to the  
 accommodation of a large establishment, with coach-  
 houses, stables, extensive gardens, and a paddock of  
 nearly three acres, the whole walled-in and abutting on  
 the navigation to Lynn.

In consequence of an acceptable offer not having  
 been made for this very compact and valuable Free-  
 hold Estate, it will be divided into lots, the Dwelling  
 into 2, and the Land into 4 or 5 lots, as will be decided  
 at the place of sale, offering sites connected with the  
 river, sufficient for the execution of mercantile pre-  
 mises.

Further particulars of Mr. FAUX, Solicitor, Theyford,  
 or of the Auctioneers, at Bury St. Edmund's and  
 Theyford. (112)

**CAPITAL INVESTMENT.**  
**TO BE SOLD BY AUCTION.**  
*By Mr. Culley,*  
 At the Bell Inn, Gifford Hill, Norwich, on Monday,  
 the 22th day of March, 1841, at Five o'clock in the  
 afternoon.

**VERY desirable FREEHOLD ESTATES**, situate in  
 the parish of St. Peter par Maundergate, in the  
 city of Norwich, in the following Lots:—

Lot 1. Five most substantial brick and tiled Tenements  
 with small paved-in gardens in front, in the  
 several occupations of — Mace, — Kirby, — Elsgood,  
 — Pye, and — Oliver; producing the annual rental of  
 £26. 17s. 4d.

Lot 2. Three very substantial brick-built Tenements  
 with small gardens in front, in the several occupations  
 of — Skipper, — Alman, and — Collins; producing  
 the annual rental of £28. 9s. 8d.

Lot 3. Six very substantial brick-built Tenements,  
 with garden ground facing the street, in the several oc-  
 cupations of — Stirling, — Howell, — Woods, — Kemp,

Appendix G

Survey 1836

No. *237* Survey held at *London* Date *16<sup>th</sup> March 1836* *2319*  
 on the *Ship Omnibus* Master *H. Dawson* *Edinburgh*  
 Tonnage *72* Built at *Wormouth* When built *1834* *Sea*  
 By whom built *J. Ruston* Owners *J. Rogers & Co. R.R. Williams*  
 Port belonging to *Swansea* Destined Voyage *Swansea*  
 If Surveyed Afloat or in Dry Dock *Afloat*

Scantlings of Timber.		Thickness of Plank.	
Timber and Space	Feet (Inches)	Outside	Inside
Floors	<i>12</i>	Keel to Bilge	Foot Waling
1 <sup>st</sup> Foothooks	<i>12</i>	Bilge Planks	Bilge Planks
2 <sup>nd</sup> Ditto	<i>12</i>	Bilge to Wales	Ceiling in Flat
3 <sup>rd</sup> Ditto	<i>12</i>	Wales	Ditto Bilge to Clamp
Top Timbers	<i>12</i>	Top-sides	Hold Beam Clamps
Deck Beams	<i>12</i>	Sheer Strakes	Deck Beam Ditto
Hold Beams	<i>12</i>	Plank Sheers	Ceiling 'twixt Decks
Keel	<i>12</i>	Water-ways	Hold Beam Shelves
Kelson	<i>12</i>	Upper Deck	Deck Beam ditto

**Size of Bolts in Fastenings.**

Copper.	Copper.	Iron.
Heel-Knee, and Dead Wood abaft	Bolts thro' the Bilge and Foot Waling	Hold Beam
Scarps of Keel	Butt End Bolts	Deck Beam
Floor Timber Bolts	Lower Pinle of the Rudder	same in Iron above the Copper
Kelson ditto		
Transoms and throats of Hooks		
Arms of Hooks		

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is *2* Inches. The Space between the Top-timbers is *12* Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of *English oak* and are free from all defects. Her Floors and first Foothooks are composed of *English oak* Timber. Her other Foothooks and Top Timbers of *the* *do*. Her Shifts of the first and second Foothooks are not less than *12* N.B. When reported by you less than the prescribed Rule, then state how many. The rest of the Shifts of the Frame are *the*. The Frame is *fully* squared from the first Foothook Heads upwards, and free from sap, and from thence downwards, the frame is *the*. The alternate Frames are *the* bolted together. The Butts of the Timbers are *the* close together; their thickness not less than *the* of the entire moulding at that place. The Frame is *the* checked with *the* Butt at each end of the check. The Main Kelson is composed of *Red pine* and the False Kelson of *the*. The Scarps of the Kelsons are not less than *4* feet inches. The Deck and Hold Beams are composed of *English oak*.

**Planking Outside.**—This Vessel's Plank from the Keel to the first Foothook Heads is composed of *the*. From the first Foothook Heads to the Light Water Mark of *the*. From the Light Water Mark to the Wales of *the*. The Wales and Black-strakes are of *the*. The Top-sides of *English & African oak*. The Sheer-strakes of *the*. The Gunwales of *African oak* Water-ways of *African oak*. The Shifts of the Planking are not less than *4* Feet inches. N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship. The Planking is wrought *2 & 3* between.

**Planking Inside.**—The Clamps are composed of *English oak* the Stringers of *the*. The Bilge Planks of *English oak* and the remainder of the Ceiling of *the same*.

**Fastenings.**—To Hold Beams  
 Deck Beams *2* *the*  
 Number of Breasthooks *3* Pointers *the* Cratches *the*  
 Butts End Bolts are of *the* in the Bottom, and *1* Bolt in each Butt End through and clenched.  
 Bilge and Footwaling *the* bolted through and clenched.  
 General Quality of Workmanship *good*

We certify that the preceding is a correct description of the above-named Vessel.  
 Builder's Name *the*  
 Surveyor's Name *the*

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 LON 599-0084

C. F. SEYFANG, PRINTER, FARRINGTON STREET, LONDON.

2319 Jan  
Her Masts, Yards, &c. are in good condition, and sufficient in size and length.

She has SAILS. <u>on suit</u>		CABLES, &c.		ANCHORS.	
N <sup>o</sup> .	Fathoms.		Inches.	N <sup>o</sup> .	
Fore Sails,	160	Chain .....	3/4	Bower,	
Fore Top Sails,	90	Hempen Stream Cable .....	5/8	Stream,	
Fore Topmast Stay Sails,	80	Hawser .....	4/1	Kedge,	
Main Sails,	88	Towlines .....	3	All of proper weight.	
Main Top Sails,		Warp .....			

and  
Her Standing and Running Rigging is \_\_\_\_\_ sufficient in size and good in quality.

She has one Long Boat and \_\_\_\_\_

The present state of the Windlass is good Capstan \_\_\_\_\_ and Rudder good

**General Remarks—Statement and Date of Repairs.**

*She is a strong substantial built vessel the beams & timbers, are not thoroughly squared but are good in quality. Planking very good and she is well found in good stores.*

If Sheathed, Doubled, or Felted, \_\_\_\_\_

and Date when last done \_\_\_\_\_

And same of opinion this Vessel should be Classed 901 Seamanship  
The Amount of the Fee.....£ 1 : 1 : 0 is received by me, at the Office

Committee Minute 22 March 1836

Character assigned A 7 for 9 Years  
LLH [Signature]

Ship "Aquas" Bottom of James  
Upper Thomas Street



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Lloyd's Register  
Foundation

Annual Survey 1837

3085

## ANNUAL SURVEYS.

No. 3085 Survey held at London Date January 21 1837  
 on the Schooner Cassius Master Warne  
 Tonnage 712 Built at Yarmouth When built 1834  
 By whom built \_\_\_\_\_ Owners Williams  
 Port belonging to London Destined Voyage \_\_\_\_\_  
 If Surveyed Afloat or in Dry Dock Walter Way

---

Original Survey, No. 2310 Port of London 1835 Classed 9 A 1

The Surveyor is required to state the present Condition of the

Decks	Breasthooks	Capstan
Upper Deck Beams & Fastenings	Transoms	Pumps
Lower Deck Beams & Fastenings	Timbers of the Frame	Masts, Yards, &c.
Spirkettling	Top-sides	Sails
Plank Shears	Wales	Cables
Waterways	Plank & Treennails (Outside to the Water's Edge)	Anchors No. of
Hatchway Coverings	Rudder	Standing & Running Rigging
	Windlass	Copper

General Observations and Opinion, as required by the Instructions,  
*Cables from Reel up and is now in good and efficient condition*  
 George Dayley

Committee Minute 31 Jan 1837  
 Character assigned Cat A 1 in 9 years

---

No. 3084 Survey held at London Date January 23 1837  
 on the Bark Medora Master Coward  
 Tonnage 235 Built at Bristol When built 1825  
 By whom built \_\_\_\_\_ Owners Alfred & Co N Demett  
 Port belonging to London Destined Voyage Barbados  
 If Surveyed Afloat or in Dry Dock Barling the Dry Dock

---

Original Survey, No. 970 & 1684 Port of London 1835 Classed 10 A 1

The Surveyor is required to state the present Condition of the

Decks	Breasthooks	Capstan
Upper Deck Beams & Fastenings	Transoms	Pumps
Lower Deck Beams & Fastenings	Timbers of the Frame	Masts, Yards, &c.
Spirkettling	Top-sides	Sails
Plank Shears	Wales	Cables
Waterways	Plank & Treennails (Outside to the Water's Edge)	Anchors No. of
Hatchway Coverings	Rudder	Standing & Running Rigging
	Windlass	Copper

General Observations and Opinion, as required by the Instructions,  
*At the present time an additional pair of iron hanging knees to hold beams. She is in my opinion eligible to remain afloat &c.*  
 George Dayley

Committee Minute 31 Jan 1837  
 Character assigned Cat A 1

I do hereby certify that the above is a true and correct copy of the original as recorded by me at London, March 31<sup>st</sup> 1837

Lloyd's Register Foundation

G. F. SEYFANG, PRINTER, FARRINGTON STREET, LONDON. LON 600-0313

Appendix H

**The Mercantile Navy List**

1858 9438 Omnibus Aberystwith

Unchanged until 1865 when details of owners, tonnage etc are available

Official No. Name & Port registration Comm. Code tons Name & address owner  
- signal

9438 Omnibus Aberystwith K. G. W. D. 72 John Evans, Aberystwith

Unchanged until 1870 when it omitted from list

**Appropriation Book Entry**

Official No.	Name	Tons	Registration Date
9336	Wendell	77	24 April 1858
9337	Francoise	132	16 March 1858
9338	Malouine	145	27 Sept 1858
9339	Margaret	62	18 May 1858
9340	Mona	121	22 Sept 1858
9341	Queen Richard	33	19 Oct 1858
9342	John	185	21 Oct 1858
9343	Marie Howard	31	22 April 1858
9344	Elizabeth	64	16 Nov 1858
9345	Village Seal	216	4 Jan 1859
9346	Bothea	110	6 Dec 1858
9347	March	56	2 Oct 1858
9348	Comanche	54	18 April 1858
9349	John	112	24 Nov 1858
9350	John	33	23 Dec 1858

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The National Archives' reference BT 124/5

REMARKS	NAME AND DESCRIPTION.	1851	1852	1853	1854	1855	1856	1857	1858	1859	1860	REMARKS
		Repeated Voyages	Repeated Voyages	Repeated Voyages	Repeated Voyages	Repeated Voyages	Repeated Voyages	Repeated Voyages	Repeated Voyages	Repeated Voyages	Repeated Voyages	
	No. of Certificate. <b>39.416</b> <b>Seth Bow Ford</b> Born at <i>Poole</i> Year <i>1798</i> County <i>Dorset</i> Cert <sup>d</sup> as <i>Master</i> at <i>Poole</i> on <i>20 Jan</i> 1851											27
	No. of Certificate. <b>39.417</b> <b>Thomas Ferris</b> Born at <i>Exeter</i> Year <i>1804</i> County <i>Devon</i> Cert <sup>d</sup> as <i>Master</i> at <i>London</i> on <i>25 April</i> 1851											
	No. of Certificate. <b>39.418</b> <b>George Robert Fentie</b> Born at <i>Banff</i> Year <i>1828</i> County <i>Banff</i> Cert <sup>d</sup> as <i>Master</i> at <i>Banff</i> on <i>17 Jan</i> 1851											
	No. of Certificate. <b>39.419</b> <b>William Falconer</b> Born at <i>Dyke</i> Year <i>1817</i> County <i>Elgin</i> Cert <sup>d</sup> as <i>Master</i>											11.157. Sick 30 <sup>th</sup> July 1856.



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BT 124 entry for JOHN SUTTON, Certificate: 46738. Source: BT124/7, recorded service: 1851 - 1860, certificates: 43000 - 46999, image 479, row 3



<p><i>George John Stanton</i></p> <p>Born at <i>Alnmouth</i> Year <i>1811</i></p> <p>County <i>Northumb.</i> Cert<sup>d</sup> as <i>Master</i></p> <p>at <i>London</i> on <i>27<sup>th</sup> Dec<sup>r</sup></i> 1850</p>		<i>12-31</i>	<i>14-31</i> <i>12-31</i>		<i>Change of name</i> <i>12.16</i>			Image
<p>No. of Certificate. <i>46,738</i></p> <p><i>John Sutton</i></p> <p>Born at <i>Carmarthen</i> Year <i>1897</i></p> <p>County <i>Do</i> Cert<sup>d</sup> as <i>Master</i></p> <p>at <i>Swansea</i> on <i>14<sup>th</sup> March</i> 1851</p>		<i>12-31</i>	<i>14-31</i> <i>12-31</i> <i>12-31</i> <i>12-31</i>		<i>Cancelled.</i> <i>Void at Aberystwyth 18/11/24</i> <i>See Recd</i> <i>My</i>			Port number Port: ON: Ship:
<p>No. of Certificate. <i>46,739</i></p> <p><i>William Spurs</i></p> <p>Born at <i>Monkwearmouth</i> Year <i>1897</i></p> <p>County <i>Durham</i> Cert<sup>d</sup> as <i>Master</i></p> <p>at <i>Sunderland</i> on <i>30<sup>th</sup> Dec<sup>r</sup></i> 1850</p>					<i>Pensioned 1854</i> <i>See Recd</i>			
<p>No. of Certificate. <i>46,740</i></p> <p><i>Evans</i> <i>Evans</i></p> <p><i>1851</i></p>								Image source  The National Archives