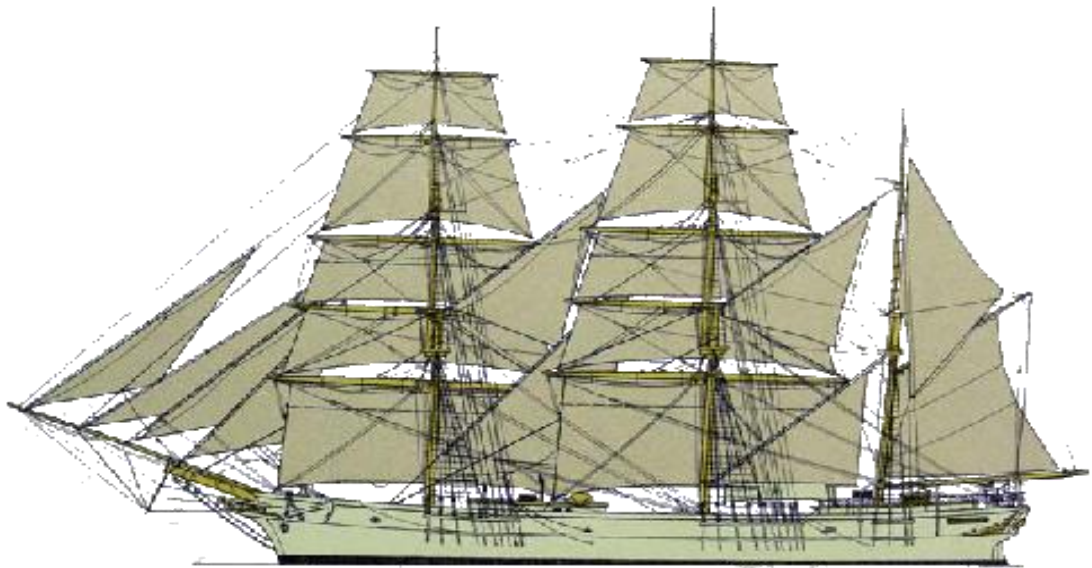


**Welsh Wreck Web Research Project  
(North Cardigan Bay)  
On-line research into the wreck of the:  
STUART (Barque)**



**1870s 3 Mast Iron Barque**

**Report compiled by:  
Liz Meherzi & Gareth J.S. Davies**

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Date:

**January 2021**

Report Ref:

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## 1.0 Abstract

This report came about through the Welsh Wreck Web Research Project, instigated by The Malvern Archaeological Diving Unit (MADU), during the COVID 19 lockdown period. It provided anybody interested in Maritime Archaeology with a new stimulating outlet by engaging with a constructive activity and undertaking some online research into specific wrecks around the North Wales coast.

The Malvern Archaeological Diving Unit (MADU) currently has a database of 453 (plus) shipwrecks in the north end of Cardigan Bay in North West Wales. The list was compiled between 2001 and 2009 when MADU were working under licence on the Welsh designated wreck site known as the *Diamond*. These wrecks date from 1590 to 1993 and very few have been investigated in any depth. So, although it must be appreciated that this report is limited from being compiled entirely from free online sources, it is hoped that it is as comprehensive as possible.

All such reports will be forwarded to the Royal Commission on the Ancient and Historical Monuments of Wales (RCAHMW) and the Gwynedd Archaeological Trust (GAT).

The Stuart (barque) was built in Dundee in 1877 and registered in Liverpool. From online sources the ship sailed from the UK to the West Coast of North and South America, UK to Asia, Asia to South America and UK to Australia/New Zealand. On Apr 6<sup>th</sup> 1901 while sailing from Liverpool to New Zealand the Stuart ran aground at Porth Ty-Mawr, Porth Colmon, Caernarfonshire. The ship could not be refloated and remains a wreck on the coast to this today. Local history tells of the salvaging conducted by local villagers and others of large amounts of whisky and other items.

As is the case with new research and an initial limited amount of information it became apparent there was confusion about the name of the ship, since in some instances it was referred to as the Stewart. Numerous official documents (see Appendix A-G) and photos (see Appendix P) are available which ascertain with no shadow of a doubt that the correct spelling is STUART.

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## 2.4 Contributors

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Nautical Archaeology Society (Regional co-ordinator for Wales)

## 2.5 Abbreviations

MADU                      Malvern Archaeological Diving Unit

## 2.6 Appendices

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### **3.0 Introduction**

The Stuart barque was picked as:

- sailed during a period of sea trading which covered the world.  
its' history and wrecking which became part of folklore in the Lleyn peninsula.
- the research would be conducted online, sufficient documentation should be available to build a good history of the Stuart.

The following topics form the basis of the research:

- What were the vessel's specifications?
- What historical information is available relating to the vessel?
- What was the story leading up to the sinking?
- What caused the sinking?
- What happened after the sinking? Has anyone previously investigated or researched the vessel back story?
- Has anyone dived, recorded, surveyed or worked on the site?
- Has any salvage, etc. been carried out?
- Have there been any previous reports produced relating to the vessel?

### 4.0 Background

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

**Table 1: Extract from MADU Master Wrecksite Database**

Date Wrecked	Name	Location 1	Location 2	Details	Vessel Type	Matls	Ref.	Additional Notes
06/04/1901	Stuart	Lleyn Peninsula	Porth Ty-Mawr / Porth Colmon	wrecked on Easter Saturday	Barque	iron	rh, ch, iwj	cargo: whisky / to: New Zealand / home port: Liverpool

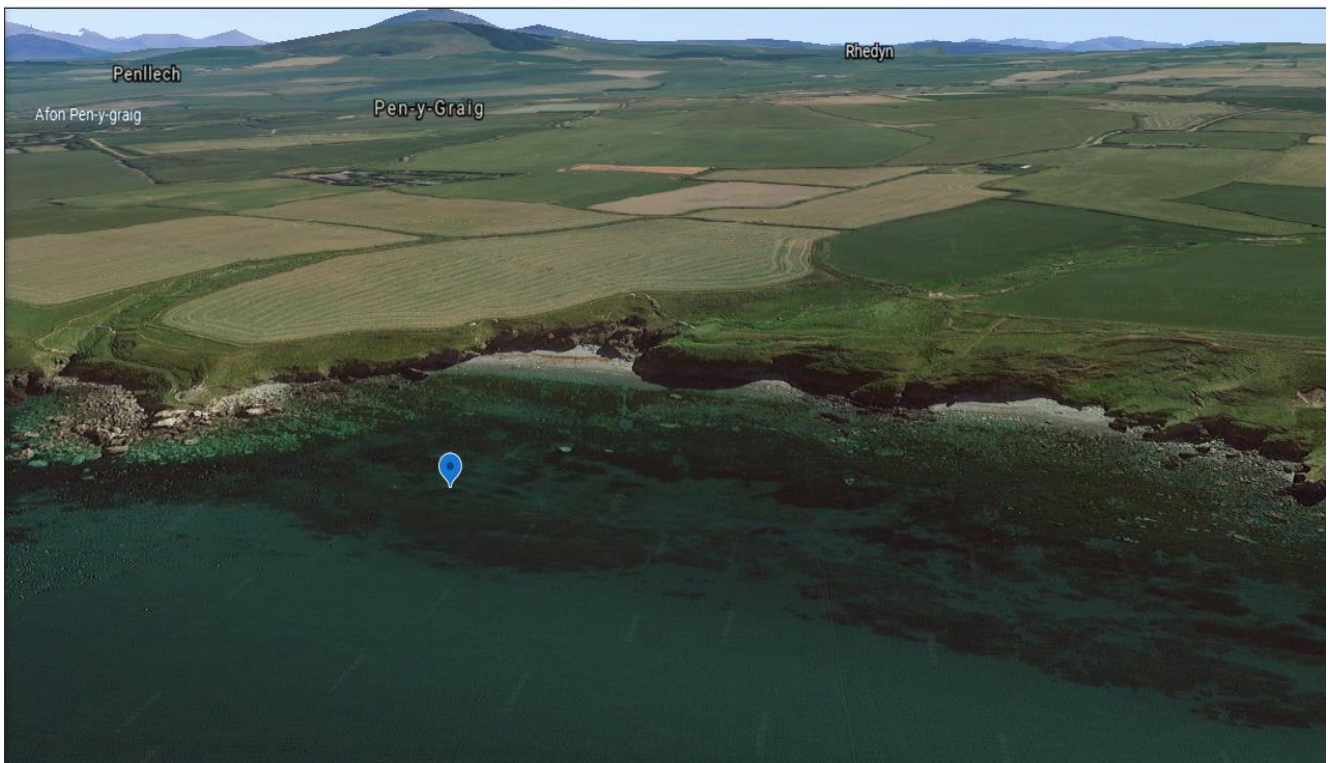
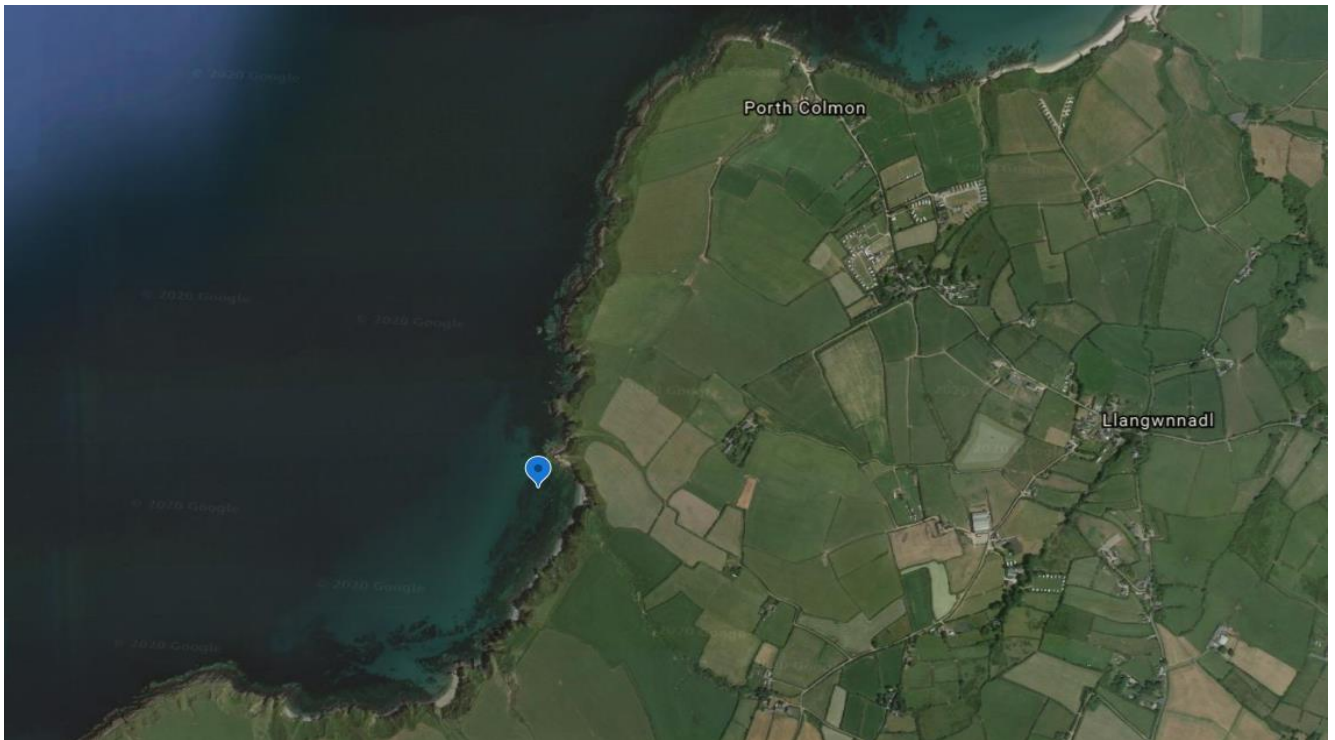
In April 1901, the barque Stuart was towed out of Liverpool to begin a voyage to Wellington, New Zealand. After being cast off, the Stuart set a course to pass South of Bardsey Island. However due to the weather and poor seamanship the Stuart ran ashore at Porth Ty-Mawr/Porth Colmon, Caernarfonshire (Fig 1, 2). Stuck fast on the rocks the Stuart’s cargo was salvaged and the ship eventually broke up. The wreck of the Stuart can still be observed at low tide from shore and dived on. (Appendix Q, T)

**Fig 1: Location of Stuart Wreck at Porth Ty-Mawr, Lleyn Peninsular**



The site of the wreck of the *Stuart*  
 (52° 51' 52.218" North / 4° 41' 34.820" West )

**Fig 2: Location of Stuart Wreck at Porth Ty-Mawr, Lleyn Peninsular (Google Earth)**



## 5.0 Research Methodology

### Computer System

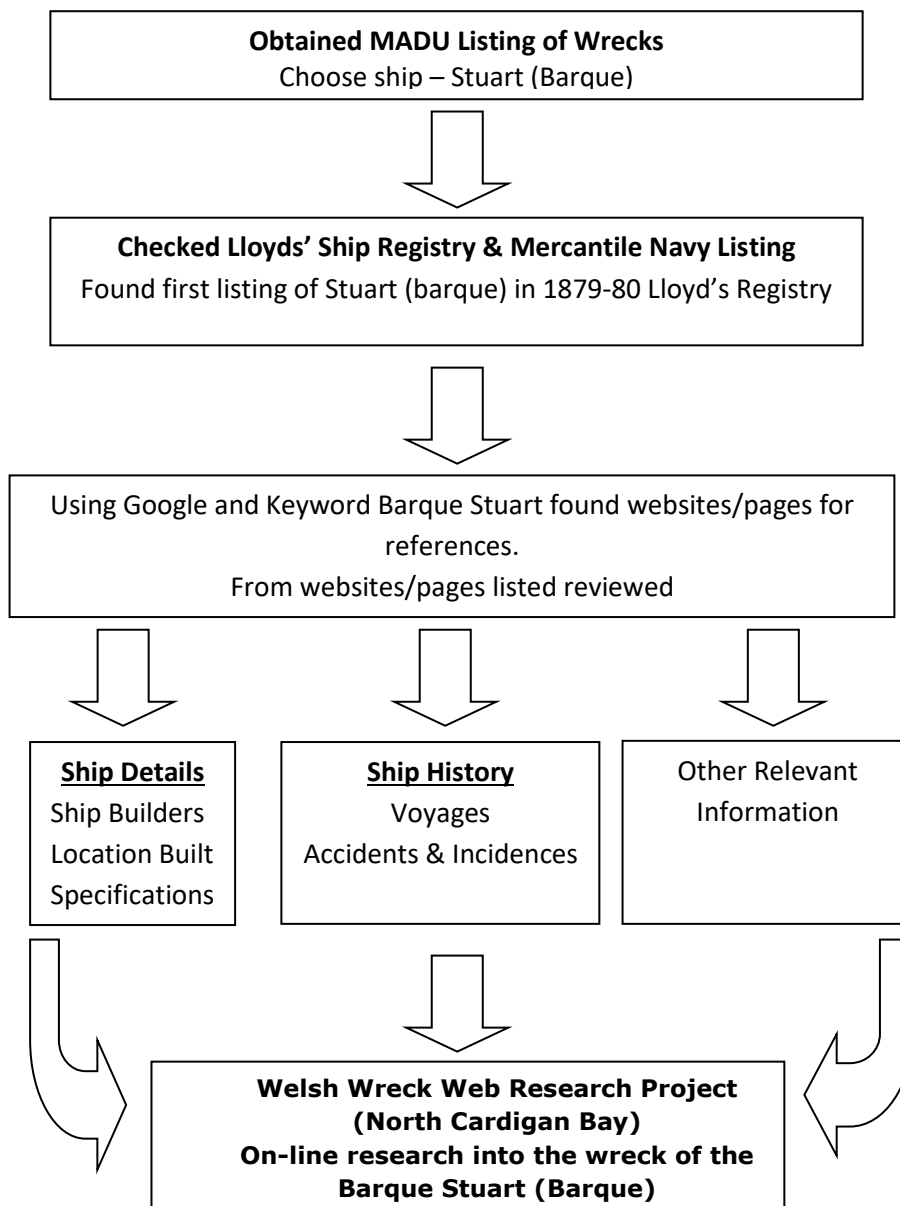
Acer Desktop 64 bit OS; 8 GB Memory, wireless connection.

Windows 10Pro

Microsoft Office 2007

Search engines used: Google Chrome

### Methodology



See Section 9 for list of websites viewed

## 6.0 Results

**Table 2: Stuart (Barque) Specification and History**

Vessel	Name/s	STUART		
	Type	Sailing vessel - Barque		
		General Cargo		
Built	Date	Laid Down: N/A		
		Launched: 10/09/1877		
		Delivered: Nov 1877		
		Cost: N/A		
	Builder	Alexander Stephen & Sons		
		Panmure Shipyard, Dundee; Yard#67		
Construction	Materials	Iron-hulled		
	Decks	Raised Quarterdeck 33ft, Forecastle 24ft Depth of hold amidships 9.1ft		
	Bulkheads	1		
Propulsion	Type	Sail		
	Details	3 mast barque: Fore and main masts rigged square, mizzen fore and aft rigged. Jib-boom		
Dimensions	Length	202ft	5ins	m
	Beam	34ft	2ins	m
	Draught	Forward 15ft Aft 16ft	9ins 2ins	m
Tonnage	Gross	911.78 tons		
	Net	881.58 tons		
	Cargo	1370 tons deadweight		
Owner	First	John Hay & Co		
	1877	Liverpool		
	Second	Dower, Dickson & Co.		
	1880	Liverpool		
	Third	Howard, Houlder, Wells & Co.		
	1896	Liverpool		
	Last	Managing Owner: W.M. Richardson		
	1900	Liverpool		
	Registry	Port		
Registry	Port	Liverpool		
	Flag	British		
	Number	76549		
	Code	R.C.D.L.		
History	Routes	Worldwide		
	Cargo	General		
Final Voyage	From	Liverpool 05/04/1901		
	To	Wellington, New Zealand		
	Captain	Robert Logan Mitchinson		
	First Officer	Arthur Samuel Blues		
	Crew	19 including 2 apprentices		
	Cargo	Whiskey, stout, crockery, pianos, floor coverings, candles, cotton bales		
	Wrecking	Date	06/04/1901	
	Location	Near Porth Ty Mawr, 52° 51' 52.21" N, 004° 41' 34.82" W		
	Cause	Mistakes made by the master and chief officer		
	Loss of life	None		
	Outcome	Total loss of vessel. Some cargo salvaged		

## 7.0 Analysis

- The Stuart (barque) was built at Panmure Shipyard, Dundee by A. Stephen & Sons for John Hay & Co. of Liverpool and launched on Sept 10<sup>th</sup> 1877. Her first captain was Captain Foreman. A sister ship Overdale was also built at the same shipyard (Appendix A).
- Panmure shipbuilding yard, founded circa 1840, was occupied first by David Calman and then by Alexander Stephen and Sons, who came to Dundee in 1844. Stephens built 168 vessels, both timber and iron, including the LOCHEE, the BEAR, and the EASTERN MONARCH. Portable covers, an Admiralty device, were used, and the first auxiliary screws were put into whaling vessels. In 1894 after the death of William Stephen, the yard was taken on by the Dundee Shipbuilders Co Ltd, who constructed RRS DISCOVERY, and from 1906 the Dundee Shipbuilding Co Ltd. Closed circa 1940.
- The Stuart was primarily used to carry cargo between the UK, West Coast of North and South America, Asia and Australia/New Zealand.
- From newspaper articles The Stuart was recorded:
  - Jan 16 1879: sighted passing the Lizard eastwards from San Francisco with wheat.
  - May 3 1879: sighted passing the Lizard westwards.
  - May 24 1879: sighted 5N 23W travelling from London to Algoa Bay, South Africa.
  - Jul 23 1879: the Norwegian Barque Formica in trying to beat out the Stuart carried away the Stuart's flying jib boom and damaged her own rail and main rigging. The incident happened at Algoa Bay, Port Elizabeth, South Africa.
  - Jan 15 1880: sighted 49N 5W.
  - Jan 19 1880: passed Deal from New York for Gravesend in tow of Cambria (tug).
  - Jan 20 1880: arrived Gravesend.
  - Apr 11 1880: Cardiff to Callao Peru. Spotted at 2N 25W (see Appendix H, I).
  - Dec 04 1880: sighted 9N 119W travelling San Francisco to Liverpool.
  - Jan 13 1881: sighted 56S 68W passing Cape Horn.
  - Jan 29 1881: sighted 26S 25W.
  - May 26 1881: sighted passing the Lizard westward.
  - Jun 11 1881: left Liverpool for San Francisco.
  - Sep 01 1881: 10-64<sup>th</sup> shares were offered in the Stuart which had departed Liverpool for San Francisco on Jun 11. The buyer's interest would commence from the start of the current voyage and at current rates of homeward freights. The Stuart is confidently expected to leave a dividend at the rate of 24% per annum on the original cost of £225 per share, but freights are likely to rule even higher. Most of the shares on offer were purchased at a price of £155.
  - Nov 30 1881: left San Francisco for Liverpool.
  - Mar 13 1882: left Liverpool for San Francisco.
  - Apr 23 1882: sighted 15N 26W.
  - Jan 22 1883: sighted at Dover passing eastwards from Iquique Chile to Hamburg.
  - Apr 02 1883: sighted passing Beachy Head westward from Tyne for Valparaiso, Chile.
  - Jan 21 1884: sighted at Dungeness passing eastward.
  - Dec 20 1884: arrived Plymouth from Iquique Chile with nitrate.
  - Apr 05 1885: sighted 5deg 49'N, 5W heading SW.
  - Dec 21 1885: arrived Queenstown Ireland from Talcahuano Chile.
  - Dec 30 1885: arrived Newry Northern Ireland, from Talcahuano Chile with wheat.
  - Jan 26 1888: sighted passing East at Dungeness for Hamburg from Iquique, Chile.

- Mar 26 1888: a collision occurred in South Shields Harbour between the barque Melanesia of Liverpool and the barque Stuart of Liverpool. The Melanesia was being towed in when opposite the middle dock; she took a shear and ran into the pier also colliding with the Stuart. The Stuart was damaged in her stern with the Melanesia suffering damage to her bow.
- Apr 10 1888: Stuart sailing from South Shields went ashore at Beachy Head. She refloated without assistance at 6:50am and proceeded west apparently undamaged.
- Dec 18 1888: sighted 14S, 22W.
- Dec 21 1891: at Huelva, Spain.
- May 08 1892: arrived Santos Brazil from Barry Wales.
- Dec 31 1892 arrived Rio de Janeiro from Rangoon Burma.
- Jun 14 1893: left Rangoon, Burma for Santos Brazil. On Sept 14 at 23deg 16'S, 40deg 48W crewman Henry Gorman was lost overboard. Two other crew members who also went overboard managed to scramble back aboard. The captain Master John Stinch was found to have committed a grave error not launching a lifeboat or attempting a rescue. The Stuart arrived in Santos on Sept 26 (Appendix K). The incident was investigated at a Board of Trade inquiry in Liverpool on June 29 1894.
- Nov 01 1893: left Santos, Brazil for NZ.
- Jan 27 1894: left Lyttelton NZ for London.
- 1894: London to Newcastle NSW.
- Nov 07 1894: sighted 8S 33W.
- After arriving in Philadelphia in Aug 1895, Captain Quick of the Stuart informed authorities that while taking onboard a cargo of guano at the Lobos Islands off the coast of Chile, a Chilean warship arrived and peremptorily ordered him to discontinue alleging the land belonged to Chile and not Peru. The warship in addition to obliging the Stuart to depart arrested the workers onshore.
- Oct 22 1896: sighted 11S 25W, travelling from Valparaiso Chile to Cork (Queenstown) Ireland.
- Feb 10 1897: departed Gravesend for Mauritius.
- Feb 11 1897: sighted off Deal in tow passing west.
- July 21 1897: arrived Calcutta from Mauritius.
- Aug 30 1897: departed Calcutta.
- Dec 01 1897: arrived at Valparaiso Chile from Calcutta.
- Oct 06 1898: sighted 26S 25W steering SE from New York.
- Jun 28 1899: arrived Valparaiso Chile from Rangoon Burma.
- Jan 16 1900: sighted Point Lynas, Anglesey in tow.
- Oct 03 1900: left Tocopilla Chile for Queenstown Ireland.
- Jan 05 1901: sold by Houlder, Howard, Wells for £5000 after passing her No. 2 Survey.
- Jan 29 1901: sighted off the Lizard passing eastwards.

In the timeline listed above a ship could be sighted by two means. The first means would be by a lighthouse or sighting point on land e.g. The Lizard, Deal where ships would be constantly passing. The second means would be called "spoken to". This is where two ships identify each other while passing and normally would take place way out to sea. Depending on where the ship was "spoken to" that information may not be conveyed ashore for up to 6-8 weeks. It should be remembered that for long periods of time, no one knew where these ships were after they left a port. Looking through the newspaper archives many ship just disappeared after leaving a port.

- Apr 5 1901: at noon Barque Stuart was towed out of Liverpool to start her voyage to New Zealand by the tug Knight Templar. The pilot disembarked at 2pm and the Stuart remained under tow.
- Apr 6 1901: at 1am the Stuart was cast-off at which time the South Stack bore ESE and distant about 6 miles. The wind direction was SSE and freshening and the Stuart sailed on a port tack roughly in a SW direction. With an increasing wind at noon the Stuart broke off to the west with the overall course up to this time in a WSW direction. At noon the Stuart position was agreed to be at 53deg 14'N, 5deg 38'W. At the same time the Stuart was brought around to a starboard tack to head SE (see Appendix M). The Stuart continued on this course in varying visibility. At 8:30pm the captain went below instructing the 1<sup>st</sup> mate to take a sounding at 10pm as he expected to see the Caernarfon Bay light between 10 to 11pm. Just before 9pm a light was spotted on the portside and shortly after land was sighted in the poor conditions. An order was given to hard up but by then land was sighted all around. At 9:10pm the Stuart went aground at Porth Ty-Mawr, Porth Colman, 52° 51' 52.21" N, 004° 41' 34.82" W. Blue lights were lit to attract attention. At 9:30pm due to the big surf, being firmly stuck on the rocks and taking on water the crew took to the lifeboat and drifted around until dawn.
- Apr 7 1901: shortly after dawn the crew returned to the Stuart to retrieve the ships papers and crews belongings. The lifeboat then rowed ashore where the crew disembarked with no casualties.
- Apr 8 1901: depositions of Robert Logan Mitchinson (Master, Cert #025875). Arthur S. Blues (mate, Cert #032542), Charles Whitehead (A.B, 1` 278-79-80-81) were taken.
- April 8 1901: the Liverpool Salvage Association sent an assessor to the Stuart who reported that the Stuart was lying ¼ mile west of Porth Colmon, on rocks heading NE, broadside to the sea and listing 8 deg seaward. Depth of water alongside was 10ft aft with water rising and falling in the hold with the told. The ground was very uneven with large boulder through the bottom between the main mast and after hatch. In this position the Stuart would be sure to break up in strong winds from westward. Lighters were already alongside but he also recommended sending a small steamer to save as much of the stores and cargo as possible.
- April 11 1901: the Liverpool Salvage association reported that 50 packages had been recovered from the Stuart principally earthen ware, hardware and 6 pianos, 5 of which were almost dry. Due to bad weather the steamer conducting the salvage operation had to leave for shelter due to strong NNE wind and sea.
- April 16 1901: the Liverpool Salvage association officer reported the Stuart broke into 3 pieces at 7am. The wreck listed seaward and part of the remaining cargo washed out and scattered out or smashed on the coast. However attempts will be made to salvage as much as possible (see Appendix N).
- May 2 1901: a formal inquiry was conducted in Liverpool where the cause of the wrecking was attributed to the reckless manner in which the Stuart was navigated after being cast off by the tug. The Master, Robert L. Mitchinson was suspended for 6 months and First Officer Arthur S. Blues suspended for 3 months. The formal inquiry of the wrecking of the Stuart can be found in Appendix O.
- The Stuart carried a mixed cargo of pianos, cotton bales, porcelain, whisky and glass Codd bottles. The latter, made of green glass with glass marble in the neck are marked 'Gifford Plowman & Co, Napier' and were made by Cannington, Shaw & Co, at St Helens, Lancashire (see Appendix P, R).
- Upon hearing of the wreck, a lot of the lighter cargo which could be removed by hand was "salvaged" by local villagers. Many stories have been told of the wreck "salvagers" including a Sunday school party and other individual and groups who helped remove some

of the lighter cargo. Barrels of whisky were reported buried bottles shoved down rabbit holes. Some are still being found because at the time they were so much under the influence they couldn't remember where they'd hidden them, and the party went on for months. There was also an account of one man injuring his back while trying to carry a grand piano up the cliff. As the wreck disintegrated bales of cotton were carried away by the tide. A story from the time describes how a bale was washed ashore on Bardsey with a rat clinging to it. But an islander spotted him and he was shot. Today items from the Stuart can be found in houses locally (see Appendix R).

There's no doubt that 1901 was a memorable year in the area and there was considerable concern amongst the nonconformist religious leaders in Llŷn. Many poems and ballads were written about the occasion, along with scathing sermons from chapel pulpits, condemning the behaviour of the masses for taking advantage of their free gifts that arrived by boat that Easter. The 'Stuart' was the subject of poetry and essays at eisteddfodau. One of the tubes from the 'Stuart' was on the shore amongst the yellow rocks for many years and part of the body of the ship itself can be seen at very low tide. This place got a new name because of the shipwreck - Porth Wisgi.

At the Eisteddfod in Rhoshirwaun in 1902, the subject set was the 'Stuart' and the winner was John Owen, Brychdir. Below is a translation of another composition, this time by Gwilym y Rhos (Wil Crydd / 'Will the Cobbler').

### Y Stewart / The Stewart

Aeth llestr fawreddog o Lerpwl	A prestigious vessel departed from Liverpool
I drwbwl os coeliwch yn awr,	Trouble if you think now
Yn raddol fe'i gwnaethpwyd yn 'sgyrion	Gradually it was made into 'scones
Ar greigiau melynion Tymawr;	On the yellow rocks of Tymawr;
Barck hardd ydoedd Stewart, rhaid cyfarch	Stewart was a beautiful barke, a greeting
Yn edrych fel Alarch ar lyn,	Looks like a Swan on a lake,
Ond creigiau Llangwnadl er syndod	But Llangwnadl rocks surprisingly
A wnaethant ei difrod pryd hyn	Did they damage her then

And he went on to describe the event slightly more humorously: 'Who was seen on the beach at Porth Llyfesig in so disrespectful a state, on the edge of the meadow of Trefgraig, looking like a body in a coffin? Eight others drinking so heavily in a sweaty and querulous way, till they were rendered so very helpless by too much of a store of old wine. Who was the young woman full of whisky that violently demanded the bottles and then undoubtedly hid them in her bloomers? The bloomers so quickly released all the liquor to the ground. It ran like a slim yellow river on the small beach at Porth Tŷ Mawr.'

At Pen-y-Graig literary association in 1925, the subject was 'A brief essay on the embarking and wreck of the ship Stuart on the rocks of Porth Tŷ Mawr, Llŷn'. The winner was J.O. Roberts, Tŷ Mawr Penllech: 'The 'stain' of the blood on the lips was proof that some people had no way of pulling the cork from the bottle. So there was nothing for it but to strike the neck against a rock and pour the hot liquid inside them, forgetting about the sharp edges of glass! In one place slightly out of the way a cask had been opened by knocking in one end of it and it was discovered very soon what it contained - 'whisky'! Necessity is the mother of invention as the saying goes - one was seen taking off his shoe and drinking from it as if it were the best kind of glass, another drinking from a tobacco box. Nearby was a small stream, as clear and clean as crystal, whispering its way between the stones; and flowing in small waterfalls over the rocks down to the sea, its course as clean as the air. But man preferred to sear his innards, dull his brain, harden his conscience like iron, and throw his soul to threatened destruction with the liquid from the cask rather than take the drink provided by God - water. Such foolishness - and for how long?'

**Information on Gifford, Plowman & Co, Napier New Zealand**

Gifford Plowman & Co was based in Napier, New Zealand at the intersection of Shakespeare Road and Battery Road. Prior to 1894 they were known as Thomson, Gifford & Company before William Plowman joined in the purchase of them. They were manufacturers of aerated water and cordials, vinegar brewers and bottlers, culinary essence makers. They were also direct importers of essential oils, spice grinders and packers and importers of brewers' sundries, bottlers' aerated waters and machinery (see Appendix S).

**Information on Cannington, Shaw & Co., St. Helens, Lancashire, (1875-1913)**

Edward Cannington entered the glass business in the firm of Cannington, Reynolds & Fry at Bristol, England, sometime prior to 1872. He sold his interest in the firm in 1872 and began glass manufacture in Liverpool. Cannington joined with John Shaw in 1875 to form the Sherdley Glass Works under the management of Cannington, Shaw & Co. By 1889, the Sherdley Glass Works employed 870 workers and in 1892 Cannington Shaw became a limited company. The partners were John Cannington, Edwin Cannington and John Shaw. The reorganized firm now employed 1,188 workers. In 1895, Cannington, Shaw & Co. Ltd. was having so much of a problem with pilfering from both employees and outsiders that the firm claimed it lost about 172,800 in that year alone. The factory suffered a major fire on September 22, 1898, that destroyed a huge warehouse, holding 430,000 bottles. The company began using an Ashley machine in 1897 and – along with Bagley & Co. – purchased the assets of the Ashley Bottle Co. on March 22, 1899, and divided the existing machines between the two firms.

## 8.0 Conclusions & Recommendations

The project was largely researched by Liz Meherzi who put together the history of the ship and its wrecking in April 1901. The data was handed over to Gareth Davies who conducted a search of the Stuarts' history via the British Newspaper Achieves from 1877 to 1901. From this a recorded timeline where the Stuart had sailed was compiled although there are still gaps in the information.

Having compiled and read the report I believe we have collated sufficient information on the history of the Stuart (barque) from when it was built to her wrecking at Porth Ty-Mawr, Porth Colmon, Caernarfonshire in April 1901.

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

Much of the data collated between websites checked out with some minor discrepancies observed.

A few WebPages viewed led to pay to view pages. However in most cases the information was obtained from other sources.

From the research conducted, setting a goal and how to reach that goal should be mapped out first. Careful use of specific words in search engines is very important. While conducting the newspaper search the word Stuart was found in a lot of ships names. However once the other ships were identified they could be quickly passed by. Importantly even if not sure it is good practise to note anything that although doesn't look correct might in fact be correct. An example in this research was a ship called the Stuart travelled from Rangoon to Rio Janeiro. At first it was thought to be another named Stuart ship. However later in another document examined, it was found that the Stuart did ply that route so the data was included.

The Stuart (barque) appears to have played an important role in the British shipping industry sailing between the UK to North/South America v/v, UK to Asia v/v, Asia to South America v/v, UK to Australia/New Zealand v/v.

The Stuart is a well documented wreck dive site. For detailed information see The Essential Underwater Guide to North Wales. Volume One, Part One ...Chris Holden.

## 9.0 References

### 9.1 Online WebPages

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

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

Keyword: Stuart Barque, RCDL

[http://clydeships.co.uk/view.php?a1PageSize=75&official\\_number=&imo=&builder=&builder\\_eng=&year\\_built=&launch\\_after=&launch\\_before=&role=&propulsion=&category=&owner=&port=&lag=&disposal=&lost=&a1Order=Sorter\\_types&a1Dir=DESC&a1Page=412&ref=55128&vessel=STUAR](http://clydeships.co.uk/view.php?a1PageSize=75&official_number=&imo=&builder=&builder_eng=&year_built=&launch_after=&launch_before=&role=&propulsion=&category=&owner=&port=&lag=&disposal=&lost=&a1Order=Sorter_types&a1Dir=DESC&a1Page=412&ref=55128&vessel=STUAR)

<https://coflein.gov.uk/en/site/271330/details/stuart>

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

<https://hec.lrfoundation.org.uk/archive-library/ships/stuart-1877/search/everywhere:stuart-24000/page/1>

<https://hec.lrfoundation.org.uk/archive-library/casualty-returns>

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

<http://www.mun.ca/mha/1881/crewfindingaid1881.php?LastName=&boolean1=AND&FirstName=&boolean2=AND&VesselName=&boolean4=AND&OfficialNo=76549>

<http://nzetc.victoria.ac.nz/tm/scholarly/tei-Cyc06Cycl-t1-body1-d2-d7.html>

[https://plimsoll.southampton.gov.uk/SOTON\\_Documents/Plimsoll/16418.pdf](https://plimsoll.southampton.gov.uk/SOTON_Documents/Plimsoll/16418.pdf)

[http://www.rhiw.com/y\\_mor/shipwrecks/The\\_Stuart.htm](http://www.rhiw.com/y_mor/shipwrecks/The_Stuart.htm)

<https://sha.org/bottle/pdf/files/CS&Co.pdf>

<https://wrecksite.eu/wreck.aspx?17196>

### 9.2 Personal Correspondences

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

### 9.3 Publications

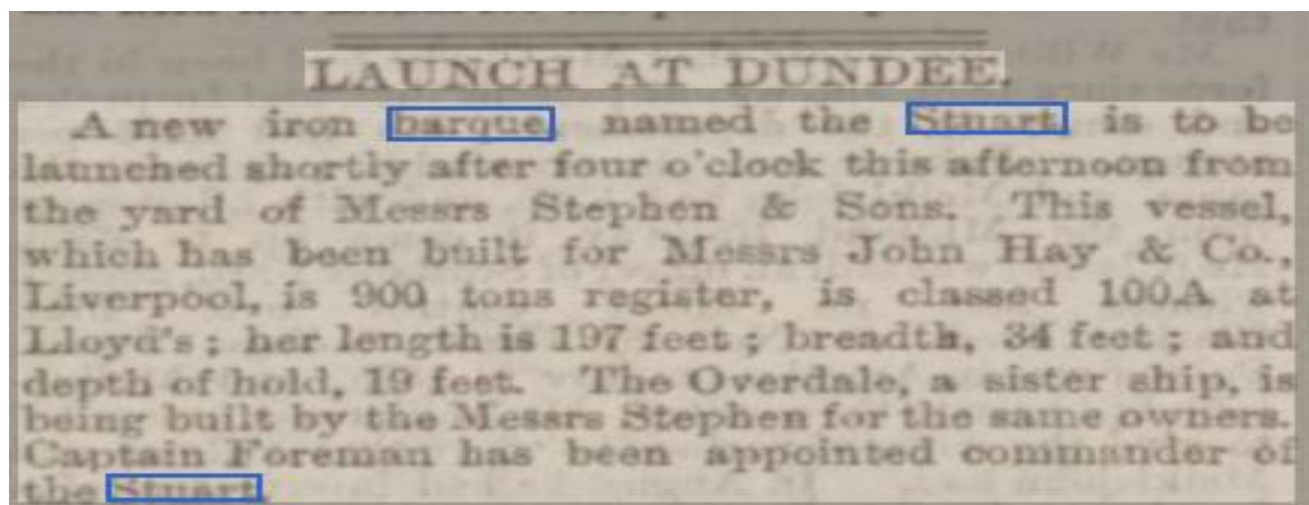
Shipwrecks of North Wales, Revised and Updated 4<sup>th</sup> Edition, Ivor Wynne Jones

Shipwrecks Around Wales, Vol 1, Tom Bennett

The Essential Underwater Guide to North Wales. Volume One, Part One ...Chris Holden

## Appendices:

### Appendix A: Stuart Launch Announcement Dundee Evening Telegraph Sept 10<sup>th</sup> 1877



### Appendix B: Mercantile Navy List 1878, Stuart

Official No.	Name of Ship and Port of Registry.	Rig.	Where built.	When built.	International Code Signal (if any).	Registered Tonnage.	Name and Address of Sole Registered Owner, or of Managing Owner when there are more Owners than One.
31110	Stree Lakasamana Swami, Colombo.	Bg.	Coringa .	1868	..	102	Mohidin Abdulcader Meyapulle, Kandy.
41044	StreeLutchmiNarsimulu Rangoon	Bg.	Nursapore .	1864	..	109	Koppadi Tatayya Dain, Nursapore.
30817	Stree Vencatayswerloo, Madras .	Bk.	Coringa .	1868	..	481	Govnidaram Jayagepaul Doss, Madras.
66326	Strickland, St. John's, N.F.L. .	Bn.	Pr. Ed. Is.	1872	..	131	Peter G. Tessier, St. John's, N.F.L.
67483	Strive, Yarmouth . . . . .	Dy.	Southtwn., Suff.	1875	..	46	George Henry Eacher, Gorleston, Suffolk.
88651	Striver, Hull . . . . .	K.	Hull .	1872	..	68	James Holder, Hull.
65768	*Striver, Kirkwall . . . . .	Lr.	(a)	(a)	..	41	Wm. Askam, Leith.
60730	Striver, Ramsgate . . . . .	Dy.	Lowestoft	1870	..	45	Elias John Gullen, Ramsgate.
28257	Striver, Yarmouth . . . . .	Dy.	Rye .	1860	P.V.Q.R	42	Wm. Harrison, Yarmouth, Norfolk.
9106	Stroud, London . . . . .	Spl.	Frindsbury .	1839	..	36	John Flower, Bow, London.
11658	Stroud Packet, Gloucester . . . . .	K.	Brimscumb, Glo.	1823	..	62	Oliver Cam, Saul, Gloucestershire.
72293	Struan, St. John, N.B. . . . .	S.	St. John, N.B.	1877	S.V.K.Q	1473	William A. Robertson, Liverpool, Lancashire.
30659	Struggler, Colombo . . . . .	Sr.	Rangoon .	1860	Q.L.R.V	62	Anthony Twarte Artare Rater, Colombo.
76549	Stuart, Liverpool . . . . .	Bk.	Dundee .	1877	R.C.D.L	881	John Hay, 28, Brunswick St., Liverpool.

**Appendix C: Lloyd's Registry 1879, Stuart**

78998	Strathspey	Bk	G.Mudie	483	156-129-6 15-9	.....	Dundee	1876	W.Thomson	Dundee	Lon.	11	A 1
	r.&YM.700f		Salted	498	R.Q.D.32ft.		DundeeSh.Co.	1mo.			A.ACP.		0,75
	H.F.		Durkie	463	F.19ft. 1Dk2trB.						Dun.		4,59
79275	Stratton	Audley S	FRichrdsn	998	202-534-6 21-1	.....	PortGlasgow	1864	Glen&Co.	Liverp'l	Cff.		*A1
	Iron	2B.Hds		998	P.44ft.F.32ft.	drp.75	Duncan	6mo.	s.s.Liv.No3-75	s.s.CR.No.	1-79		5,79
	L.P.		Cem.75	942	2Dks								
79275	Strauss	SewStm	LHV Duisbrg	598	224-528-2 17-3	CI.2Cy.28" & 56 1/2"-36"	Stockton	1872	Norddeutscher	Bremen	Lon.		90A1
	Iron	4B.Hds	EHGuisberg	841	P.45ft.F.30ft.	70lb. 120HP. MC.72	Pearse	9mo.	Lloyd		A.ACP.		1,70
	W.K.		Cem.72	729	2Dks	drp.80	Blair&C.(Lim.)Stcktn		ptdoublebottom	s.s.Bhn.No	1-77		3,80
79275	Strelna	SewSr		664	202-630-6 14-3	2Cy. 90HP.	Sunderland	1864	CMNorwood	London			
	Iron			858	P.193tons				&Co.				
	Q.P.			665	1Dk2trB.				None named	Schekdy			* See No. 36 in Supplement.
79275	Streonshalh	Sew	Letbe	1022	254-834-1 20-5	C.I.2Cy.32" & 60"-39"	Whitby	1877	T.Turnbull,	Whitby	Wth.		100A1
	Sr Iron	5B.Hds	Fortune	1589	R.Q.D.88ft.F.37ft	76lb. 140HP.	Turnbul&rp.79	12mo.	Son&Co.		A.ACP.		11,79
	Q.S.		Cem.77	1318	1Dk2trB. Iron dk	Blair&C.(Lim.)Stcktn	LLOYD'SMC.1, 8		double bottom	168ft.	C.F.		
79275	Strickland	Bn	Grant	131	89-223-5 9-2	.....	P.E.Island	1872	P&LTessier	StJohns	PEI.	5	
		pt.I.B.	Salted	131			Hyndman	10mo.					10,72
	J.G.			103									
79275	Stuart	Bk	Fursman	881	202-534-2 19-1	.....	Dundee	1877	J.Hay&Co.	Liverp'l	Dun.		100A1
	Iron	1B.Hd		912	R.Q.D.33ft.F.24ft		Stephen	9mo.	Doward,	Dickson	A.ACP.		10,72
	D.L.			855	1Dk2trB.				&Co.		Lon.		2,80
79275	Student	SewSr		461	204-726-1 16-6	C.2Cy.25" & 50"-30"	Liverpool	1871		Italy			
	Iron			727	P.51tonsF.25tons	77lb. 95HP.	Bowdler						
				642		J.Taylor&Co.Birkhd							

D. 30 ft.—Bridge deck 30 feet long. P. 30 ft.—Poop 30 feet long. F. 30 ft.—Forecastle 30 feet long. Brk 16 tons.—Break 16 tons. C.—Compound. I.—Inverted.  
 Horizontal. O.—Oscillating. D.—Diagonal. L.—Lever. The figures after Cy. represent Diameter of Cylinders and length of stroke in inches. Figures before lb.—the  
 pressure in pounds per square inch. HP. with figures prefixed—the Horse Power. When stated is taken from the Ship's Register, but is of course no indication of the  
 power. NE.&B.—New Engines and Boilers. MC.—Machinery Certified by Makers. F.—Felt. C.—Coppered. YM.—Yellow Metalled. Im.—Light water.  
 I.B.—Iron Bolts. G.I.B.—Galvanized Iron Bolts. c.f. and C.F.—Copper Fastened. C.T.—Copper Fastened instead of Treenails, per Section 46. Cl.—Clinker.  
 Lengthened. lrp.—Large repairs. srp.—Some repairs. drp.—Damage repairs. ND.—New Deck. NTSds.—New Top-sides. NW.—New Wales. ws.—Wales  
 R.—Rebuilt. nkl.—New Keel. nklm.—New Keelson. plk.—Plank. retrid.—Retreenailed. Alm.rb.—Almost rebuilt. Mat.—Materials. ptO.M.—Port old Materials.  
 R.—Rebuilt. Cont.—Continued. H.T.—Half-time Survey. S.S.—Special Survey. A.&C.P.—Anchors and Chains Proved. See Key to the Register.  
 For further information respecting the Classification of Ships, see the Society's printed Rules, also the Key to the Register, following the List of Subscribers.

N.B: Note owners Doward, Dickson & Co.

**Appendix D: Lloyd's Registry 1896, Stuart**

1219	Stuart	IronBk		912	202-534-2 19-1	.....	Dundee	1877	A.Stephen&	Dundee	Liverpool	21-2
	J.S.800-89			854-981			Sons	9mo	Doward,Dickson&		British	2-80
	1802rB								Or J.Harker			
	180Cem								(Howard Boiler			
									Wells&Co. Agers)			
1220	Stuart H. Dunn	Wood3MetSr		484	164-826-8 12-7	.....	P.E.Island	1877	J.Dickson	P.E.Island	Kugstra,On.	

N.B: Note owners Houlder, Howard, Wells & Co.

### Appendix E: Lloyd's Registry 1900, Stuart (Final Entry of Stuart)

1 No. in Book.	2 Official No.	3 Ship's Name.	4 Material, Rig, &c.	5 Registered Tonnage.	6 Particulars of Classification.			10 Built.			12 Owners.	13 Registered Dimensions, Deck Erections, &c.			14 Port of Registry.	15 Height of Mast.	16 Depth.
					7 Character.	8 Port of Origin.	9 When.	By Whom.	Where.	Length.		Breadth.	Depth.				
969	76549	Stuart	Iron Bk	912							—			Lon	1877	A. Stephen & Sons	Dundee

N.B: Owners Listed as Newark Shipping Co. Ltd

### Appendix F: Lloyd's Register Returns of Ship Totally Lost, Condemned, etc (for 1<sup>st</sup> April to 30<sup>th</sup> June 1901

(g.) Wrecked.

(Under this heading are included vessels lost through stranding, or striking rocks, sunken wrecks, &c.)

No. in Reg. Book. 1901-02.	Vessel's Name.	Tons (Net.)	Nationality.	Description.	Voyage.	Cargo.	Circumstances and place.	Date.
984	Stuart	881	U.K.	I. Bk.	Liverpool— Wellington, N.Z.	General.....	4 miles N. of Bardsey.....	6th April.

Appendix G: Stuart Survey Conducted, October 1877 in Dundee

**IRON SHIP.**

No. 4098 Survey held at *Dundee* Date, First Survey *May 1<sup>st</sup> 1877* Last Survey *Oct. 31<sup>st</sup> 1877*  
 On the *32* " *Stuart* " Master *Furman*

ONE, OR TWO DECKED, THREE DECKED VESSEL. Built at *Dundee*  
 SPAR, OR AWNING DECKED VESSEL. When built *1877* Launched *10<sup>th</sup> Sep 1877*  
 By whom built *Messrs A. Stephen & Co*  
 Owners *Messrs John Hay & Co*  
 Port belonging to *Liverpool*  
 Destined Voyage *Midlandburgh for*  
 If Surveyed while Building, Afloat, or in Dry Dock. *White Building & Afloat*

TONNAGE under Tonnage Deck *855.19*  
 Ditto of Foremast *32.85*  
 Ditto of Mast *12.25*  
 Ditto of Main Mast *23.76*  
 Ditto of Foremast *78.85*  
 Gross Tonnage *911.78*  
 Less Crew Space *30.40*  
 Register Tonnage *881.38*

HALF BREADTH (moulded) *17.0*  
 DEPTH from upper part of Keel to top of Upper Deck Beam *21.54*  
 GIRTH of Half Midship Frame (as per Rule) *32.64*  
 1st NUMBER *72.18*  
 1st NUMBER, if a THREE DECKED VESSEL [deduct 7 feet] *195.0*  
 LENGTH *140.5*  
 2nd NUMBER *140.5*  
 PROPORTIONS—Breadths to Length *over 5*  
 Depths to Length—Upper Deck to Keel *over 9*

LENGTH on deck as per Rule	BREADTH Moulded	DEPTH top of Floors to Upper Deck Beams	Power of Engines	N <sup>o</sup> . of Decks with flat laid Beams
<i>195</i>	<i>34</i>	<i>19</i>	<i>12</i>	<i>One</i>

Dimensions of Ship per Register, length, *202.5* breadth, *34.2* depth, *19.1*

	Inches in Ship	Inches per Foot	CLASS <i>100A</i>	Inches in Ship	Inches per Foot
KEEL, depth and thickness	<i>8 x 2 3/8</i>	<i>5 x 2 3/8</i>			
STEM, moulding and thickness	<i>7 1/2 x 2 3/8</i>	<i>7 1/2 x 2 3/8</i>			
STERN POST for Rudder do. do.	<i>7 1/2 x 2 3/8</i>	<i>7 1/2 x 2 3/8</i>			
Distance of Frames from moulding edge to moulding edge, all fore and aft	<i>23</i>	<i>23</i>			
FRAMES, Angle Iron, for 1/2 length amidships	<i>4 1/2 x 3 7/8</i>	<i>4 1/2 x 3 7/8</i>			
Do. for 1/4 at each end	<i>4 1/2 x 3 7/8</i>	<i>4 1/2 x 3 7/8</i>			
REVERSED FRAMES, Angle Iron	<i>3 x 3 7/8</i>	<i>3 x 3 7/8</i>			
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	<i>29 x 7</i>	<i>22 1/2 x 7</i>			
Thickness at the ends of vessel	<i>14</i>	<i>14 1/2</i>			
Thickness at 1/4 the half-bth. as per Rule height extended at the Bilges	<i>51</i>	<i>45</i>			
BEAMS, Upper, Spar, or Awning Deck	<i>8 x 8</i>	<i>8 x 8</i>			
Single or double Angle Iron on Upper edge	<i>3 x 3 6</i>	<i>3 x 3 6</i>			
Average space	<i>46</i>	<i>46</i>			
BEAMS, Main, or Middle Deck	<i>8 1/2 x 8</i>	<i>8 1/2 x 8</i>			
Single or double Angle Iron on Upper edge	<i>3 x 3 7</i>	<i>3 x 3 7</i>			
Average space	<i>46</i>	<i>46</i>			
BEAMS, Lower Deck, Hold, or Orlop	<i>8 1/2 x 8</i>	<i>8 1/2 x 8</i>			
Single or double Angle Iron on Upper edge	<i>3 x 3 7</i>	<i>3 x 3 7</i>			
Average space	<i>46</i>	<i>46</i>			
KEELSONS Centre line, single or double plate	<i>11 1/2 x 11</i>	<i>14 x 11</i>			
Rider Plate	<i>11 x 11</i>	<i>11 x 11</i>			
Angle Irons	<i>5 3/2 x 7</i>	<i>5 3/2 x 7</i>			
Double Angle Iron Side Keelson	<i>5 3/2 x 7</i>	<i>5 3/2 x 7</i>			
Side Intercoastal Plate	<i>5 3/2 x 7</i>	<i>5 3/2 x 7</i>			
Angle Irons	<i>5 3/2 x 7</i>	<i>5 3/2 x 7</i>			
Attached to outside plating with angle iron	<i>3 x 3 7</i>	<i>3 x 3 7</i>			
Intercoastal plates riveted to plating for length	<i>5 3/2 x 7</i>	<i>5 3/2 x 7</i>			
HILGE STRINGER Angle Irons	<i>5 3/2 x 7</i>	<i>5 3/2 x 7</i>			
Intercoastal plates riveted to plating for length	<i>5 3/2 x 7</i>	<i>5 3/2 x 7</i>			
SIDE STRINGER Angle Irons	<i>5 3/2 x 7</i>	<i>5 3/2 x 7</i>			

Plating in Garboard Strakes, breadth and thickness *34 10 34 x 10*  
 Plating in Garboard to upper part of Bilge of doubling at Bilge, or increased thickness, and length applied *9 9*  
 Main Sheerstrake, breadth and thickness of strake at Sheerstrake, & length applied *36 1/2 9 36 x 9*  
 Main Sheerstrake, breadth and thickness from Mn. to Upper or Spar Deck Sheerstrake *32 1/2 x 11 11 1/2 x 11 1/2*  
 Butt Straps to outside plating, breadth & thickness *5 frames 5 frames*  
 Lengths of Plating and Stringers *2 frames 2 frames*  
 Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness *46 9 40 9*  
 Angle Iron on ditto *4 1/2 x 4 1/2 5 3/2 x 7 1/2*  
 Tie Plates fore and aft, outside Hatchways *11 9 11 9*  
 Diagonal Tie Plates on Beams No. of Pairs *11 9 11 9*  
 Planksheer material and scantling *3 1/2 8*  
 Waterways do. *3 1/2 8*  
 Flat of Upper Deck do. *3 1/2 8*  
 How fastened to Beams *3 1/2 8*  
 Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness *11 8 11 8*  
 Is the Stringer Plate attached to the outside plating?  
 Angle Irons on ditto, No. *two, each*  
 Tie Plates, outside Hatchways *11 8 11 8*  
 Diagonal Tie Plates on Beams, No. of pairs *11 8 11 8*  
 Waterways materials and scantlings *2 1/2 3 1/2*  
 Flat of Middle Deck do. *2 1/2 3 1/2*  
 How fastened to Beams *2 1/2 3 1/2*  
 Stringer Plates on ends of Lower Deck, Hold or Orlop Beams *3 1/2 8 29 8*  
 Is the Stringer Plate attached to the outside plating?  
 Angle Irons on ditto, No. *two, each*  
 Stringer or Tie Plates, outside Hatchways *11 8 11 8*  
 Flat of Lower Deck *11 8 11 8*  
 Ceiling betwixt Decks, thickness and material *2 1/2 3 1/2*  
 in hold *2 1/2 3 1/2*  
 do. at head *2 1/2 3 1/2*  
 Main piece of Rudder, diameter at head *5*  
 do. at heel *3*  
 Can the Rudder be unshipped about? *300*  
 Bulkheads No. *one* Thickness of Height up *20 Main Deck*  
 How secured to sides of ship *Behoveen double frames*  
 Size of Vertical Angle Irons *3 x 3 1/2* and distance apart *20* ins.  
 Are the outside Plates doubled two spaces of Frames in length? *300*

The FRAMES extend in one length from *Keel* to *gunwale* Riveted through plates with *3/4* in. Rivets, about *6* apart.  
 The REVERSED ANGLE IRONS on floors and frames extend *from middle line to gunwale* to *6* in. *alternately*  
 KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? *300*. And butts properly shifted? *300*.  
 PLATING. Garboard, double riveted to Keel, with rivets *1 3/8* in. diameter, averaging *5 1/2* ins. from centre to centre.  
 Edges of Garboards and to upper part of Bilge, worked cleazer, double riveted; with rivets *3/4* in. diameter, averaging *3 1/2* ins. from centre to centre.  
 Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets *3/4* in. diameter, averaging *3 1/2* ins. from centre to centre.  
 Butts of three Strakes at Bilge for half length, treble riveted with Butt Straps *1/16* thicker than the plates they connect.  
 Edges from bilge to Main Sheerstrake, worked cleazer, double riveted; with rivets *3/4* in. diameter, averaging *3 1/2* ins. from cr. to cr.  
 Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets *3/4* in. diameter, averaging *3 1/2* ins. from cr. to cr.  
 Edges of Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted.  
 Butts of Main Sheerstrake, double or single riveted. Butts of Upper or Spar Sheerstrake, treble riveted *1/2* length amidships.  
 Butts of Main Stringer Plate, treble riveted for *3/4* length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for *1/2* length.  
 Breadth of laps of plating in double riveting *3 1/2 x 3 1/2*. Breadth of laps of plating in single riveting *2 1/2*.

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double Riveted?  
 Waterway, how secured to Beams *Sublet*. (Explain by Sketch, if necessary.)  
 Beams of the various Decks, how secured to the sides? *Solid welded trees* No. of Breasthooks, *two* Crutches, *three*  
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Good*  
 Manufacturer's name or trade mark, *Ston's & Hall plates from Scotland &c. same angles & bulk iron, mowed & foot bridge*  
 The above is a correct description  
 Builder's Signature, *Wm Stephen & Co* Surveyor's Signature, *J. H. Bennett*  
 Surveyor to Lloyd's Register of British and Foreign Shipping.

IRON 474 - 0371

**Workmanship.** Are the butts of plating planed or otherwise fitted? *Planed*

Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies? *Yes*

Are the fillings between the ribs and plates solid single pieces? *Yes*

Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? *Yes*

Are the rivet holes well and sufficiently countersunk in the plate and punched from the facing surfaces? *Yes*

Do any rivets break into or through the seams or butts of the plating? *In a few cases at the butts.*

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Masts, Bowsprit, Yards, &c., are of *Iron* in *good* condition, and sufficient in size and length. If of Iron or Steel give scantlings of Plating, Angle Irons, &c., and further explain by a Sketch showing how the lower Masts and Bowsprit are constructed, showing the number of Plates and Angle Irons, mode of riveting, quality of Materials, and if stamped with Maker's name. *Yes.*

State also Length and Diameter of Lower Masts and Bowsprit - *Plates from Forehead up*

Fore mast. Length butts 74 ft., at keel 18 1/2 x 7/8, at Partners, 25 1/2 x 7/8, at Head 18 1/2 x 7/8; Plates in round 4.

Main " " " 78 1/2 " " " 18 1/2 x 7/8 " " " 25 1/2 x 7/8 " " " 16 x 7/8 " " " 4.

Mizen " " " 103 1/2 " " " 14 x 5/8 " " " 19 x 5/8 " " " 16 x 7/8 " " " 2.

Bowsprit outside bed 25 1/2 " " " 2 1/2 x 7/8 " " " 26 x 7/8 " " " 16 x 5/8 " " " 4.

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NUMBER FOR EQUIPMENT 150/3		Fathoms		Inches		Tons per Cord		Length & Size req'd per Rod		Tons req'd per Rod		ANCHORS.	
SAILS.		CABLES, &c.		Chain								Bowlers	
N <sup>o</sup> .	Fore Sails,	370	1 1/4	57 1/2	270	1 1/4	57 1/2	270	1 1/4	57 1/2	57 1/2	N <sup>o</sup> .	Weight.
	Fore Top Sails,												Et. Stock.
	Fore Topmast Stay Sails,	90	1/2	90	1/2	90	1/2	90	1/2	90	1/2	1.	27-17-0-0
	Main Sails,	90	1/2	90	1/2	90	1/2	90	1/2	90	1/2	1.	29-0-0
	Main Top Sails,	90	1/2	90	1/2	90	1/2	90	1/2	90	1/2	1.	29-0-0
	Towlines,	90	1/2	90	1/2	90	1/2	90	1/2	90	1/2	1.	29-0-0
	Warp,	90	1/2	90	1/2	90	1/2	90	1/2	90	1/2	1.	29-0-0
	and quality good and others												29-0-0

Standing and Running Rigging *Wire & Hemp* sufficient in size and *good* in quality. She has 2-25ft 1/2" *Boats and 2 other boats.*

The Windlass is *good & efficient.* Capstan *efficient* and Rudder *efficient.* Pumps *good & efficient.* 2 1/2" *Boats.*

Engine Room Skylights. How constructed? *Yes* How secured in ordinary weather? *Yes*

What arrangements for deadlights in bad weather? *Yes*

Coal Bunker Openings. How constructed? *Yes* How are lids secured? *Yes* Height above deck? *Yes*

Scuppers, &c. - What arrangements for clearing upper deck of water, in case of shipping a sea? *Four pair of Scuppers and three pair of posts.*

Cargo Hatchways. How formed? *Plate Covering attached to foremast Curb and Sc.*

State size Main Hatch *11-6-0 from 2-19-0 to 10-0-0* Fore hatch *7-8 x 5-0* Quarter hatch *7-8 x 5-0*

If of extraordinary size, state how framed and secured? *Yes*

What arrangement for shifting beams? *Saddle beam in main hatch as above and a wood fore & after.*

Hatches, if strong and efficient? *Yes.*

---

Order for Special Survey No. *358* Date *10<sup>th</sup> May 77*

Order for Ordinary Survey No. *107* Date *10<sup>th</sup> May 77*

No. *107* in builder's yard.

DAYS OF SERVICE laid while building as per Section 18.

1st. On the several parts of the frame, when in place, and before the plating was wrought

2nd. On the plating during the process of riveting

3rd. When the plating was finally coated or cemented...

4th. After the ship was launched and equipped

*Specially surveyed 1877*

*Mai. 1. 2. 8. 15. 20. 23. 27. April 3. 11. 19. 23.*

*May 17. 22. June 1. 6. 13. 21. July 2. 11.*

*9. 11. 16. 19. 24. 26. Aug 17. 17. 23. 27. 31. Sep*

*6. 10. 13. 19. 24. 28. Oct 2. 4. 8. 11. 22. 25. 31.*

**General Remarks** (State quality of workmanship, &c.) *Workmanship and Materials good.*

*This vessel has been constructed in accordance with the accompanying tracing 2 k<sup>2</sup> submitted and approved See Letter 19<sup>th</sup> Jan/77.*

*She has a monkey forecable, also a raised quarter deck of the beam plating and arrangements as shown on the tracing*

*Raised Q<sup>2</sup> deck 33ft long from after part of Stern Post and 3-6 high: beams 82 7/8 bulbs and double angles 3x3 x 7/8, stringer 36 x 7/8; ke plates 9 x 7/8 and flat of deck 3/4 thick*

*The whole of the butt straps for outside plating in this ship from keel to sunwale are treble riveted and the straps increased 1/8 where required by the Rules*

*Alie Stephen & Sons*

---

State if one, two, or three, decked vessel, or if open, or running decked, and the length of *monkey 24ft* *33ft from after part of post.*

How are the surfaces preserved from oxidation? Inside *Compound to upper part of bilge & 3 coats of paint.* Outside *Four coats of paint*

I am of opinion this Vessel should be Classed *100-A-1.*

The amount of the Entry Fee ... £ 5 : 0 : 0 is received by me, *John Hill*

Special ... £ 44 : 1 : 0 Oct 31<sup>st</sup> 1877

Certificate ...

(Travelling Expenses, if any, &c.)

Committee's Minute *16<sup>th</sup> Dec 1877* 2nd November, 1877

Character assigned *100 A-1*

*128 26 13. GWS*

*100 A-1's Regis Foundat 1877*

# Appendix H: Agreement and Account of Crew for Voyage, London to Callao Peru 1880

893

Eng. 1. late A., A.C., and M. *17/2/80*

AGREEMENT No. 92535

## AGREEMENT AND ACCOUNT OF CREW.

(FOREIGN-GOING SHIP.)

EXECUTED IN SIXTEEN PAGES.

Engagement Fee ... *2/10*

Discharging Fee ... *2/10*

Name of Ship. <i>Stuart</i>	Official No. <i>16549</i>	Port of Registry. <i>Liverpool</i>	Port No. and Date of Register. <i>213 1877</i>	Registered Tonnage. Gross. <i>911</i> Net. <i>881</i>	Nominal Horse-power of Engines (if any).
REGISTERED MANAGING OWNER, or person appointed under the 38 & 39 Vict. c. 55.		No. of Seamen for whom accommodation is certified. (30 & 31 Vict. c. 124.)		Distance in feet and inches between centre of Maximum lead line disc and upper edge of line indicating the position of the	
Name. <i>John Howard</i>		Address. (State No. of House, Street, and Town.) <i>5 Rumpford place Liverpool</i>		First Deck above it. ft. <i>3</i> in. <i>3</i>	Second Deck above it. ft. <i>—</i> in. <i>—</i>

	Bread	Beef	Pork	Floor	Peas	Rice	Ten	Coffee	Sugar	Water
Sunday	<i>1/2</i>	<i>1/2</i>	<i>1/2</i>	<i>1/2</i>	<i>1/2</i>	<i>1/2</i>	<i>1/2</i>	<i>1/2</i>	<i>1/2</i>	<i>1/2</i>
Monday	<i>1/2</i>	<i>1/2</i>	<i>1/2</i>	<i>1/2</i>	<i>1/2</i>	<i>1/2</i>	<i>1/2</i>	<i>1/2</i>	<i>1/2</i>	<i>1/2</i>
Tuesday	<i>1/2</i>	<i>1/2</i>	<i>1/2</i>	<i>1/2</i>	<i>1/2</i>	<i>1/2</i>	<i>1/2</i>	<i>1/2</i>	<i>1/2</i>	<i>1/2</i>
Wednesday	<i>1/2</i>	<i>1/2</i>	<i>1/2</i>	<i>1/2</i>	<i>1/2</i>	<i>1/2</i>	<i>1/2</i>	<i>1/2</i>	<i>1/2</i>	<i>1/2</i>
Thursday	<i>1/2</i>	<i>1/2</i>	<i>1/2</i>	<i>1/2</i>	<i>1/2</i>	<i>1/2</i>	<i>1/2</i>	<i>1/2</i>	<i>1/2</i>	<i>1/2</i>
Friday	<i>1/2</i>	<i>1/2</i>	<i>1/2</i>	<i>1/2</i>	<i>1/2</i>	<i>1/2</i>	<i>1/2</i>	<i>1/2</i>	<i>1/2</i>	<i>1/2</i>
Saturday	<i>1/2</i>	<i>1/2</i>	<i>1/2</i>	<i>1/2</i>	<i>1/2</i>	<i>1/2</i>	<i>1/2</i>	<i>1/2</i>	<i>1/2</i>	<i>1/2</i>

*Equivalent SUBSTITUTES. may be returned at the Master's of the Ship.*

*No Spirits allowed.*

The several Persons whose names are hereto subscribed, and whose descriptions are contained on the other side or sides, and of whom *None* are engaged as Sailors, hereby agree to serve on board the said Ship, in the several capacities expressed against their respective Names, on a Voyage from *London to Callao* thence to *Callao & any ports & places in the West & East Coasts of South Central & North America & Islands adjacent North of South Pacific & adjacent Oceans West Indies India & China Seas & Straits Cape Australia & New Zealand Colonies Japan & the Indian Ocean Sixty & pro for any period not exceeding two years & back to the port of final discharge in the United Kingdom or Continent of Europe between the ~~Ville~~ *Callao & Brest*.*

And the Crew agree to conduct themselves in an orderly, faithful, sober manner, and to be at all times diligent in their respective Duties, and to be obedient to the lawful Commands of the said Master, or of any Person who shall lawfully succeed him, and of their Superior Officers, in every thing relating to the said Ship and the Stores and Cargo thereof, whether on board, in boats, or on shore; in consideration of which Services to be duly performed, the said Master hereby agrees to pay to the said Crew as Wages the Sums against their Names respectively expressed, and to supply them with Provisions according to the above Scale: And it is hereby agreed, That any Embezzlement or wilful or negligent Destruction of any part of the Ship's Cargo or Stores shall be made good to the Owner out of the Wages of the Person guilty of the same: And if any Person enters himself as qualified for a duty which he proves incompetent to perform, his Wages shall be reduced in proportion to his incompetency: And it is also agreed, That the Regulations authorised by the Board of Trade, which are printed herein, and numbered *1. 2. 3. & 4.*

are adopted by the parties hereto, and shall be considered as embodied in this Agreement: And it is also agreed, That if any Member of the Crew considers himself to be aggrieved by any breach of the Agreement or otherwise, he shall represent the same to the Master or Officer in charge of the Ship in a quiet and orderly manner, who shall thereupon take such steps as the case may require: And it is also agreed, That *the vessel shall be considered fully manned with eighteen hands all told.*

The authority of the Owner or Agent for the allotments mentioned within is in my possession.

*Superintendent, Officer of Customs, or Consular Officer.*

\* This is to be signed if such an authority has been produced, and to be secured across in ink if it has not.

In Witness whereof the said parties have subscribed their Names on the other Side or Sides hereof on the days against their respective Signatures mentioned.

Signed by *Thomas Bradshaw* Master, on the *16* day of *Feb* 18*80*

Date of Commencement of Voyage.	Port at which Voyage commenced.	Date of Termination of Voyage.	Port at which Voyage terminated.	Date of Delivery of Lists to Superintendent.	I hereby declare to the truth of the Entries in this Agreement and Account of Crew, &c.
<i>18 Feb</i>	<i>London</i>	<i>13/4/80</i>	<i>Liverpool</i>	<i>14/4/80</i>	<i>Wheatstone</i> Master.

1 Here the Voyage is to be described, and the places named at which the Ship is to touch, or, if that course be done, the general nature and probable length of the Voyage is to be stated.  
2 Here are to be inserted the numbers of any of the Regulations for preserving Discipline issued by the Board of Trade and printed on the last page hereof which the parties agree to adopt.  
3 Here any other stipulations may be inserted to which the parties agree, and which are not contrary to Law.  
N.B.—This Form must not be uncutted. No leaves may be taken out of it, and none may be added or substituted. Care should be taken at the Time of Engagement that a sufficiently large Form is used. If more men are engaged during the Voyage than the number for whom signatures are provided in this Form, an additional Form Eng. 1. should be obtained and used.

[Sixteen Pages.]

**Appendix I: 1880 Crew List for Voyage from U.K. to Callao, Peru**

Name of

PARTICULARS OF ENGAGEMENT.

Reference No.	SIGNATURES OF CREW.	Date of Birth.	Town or County where born.	If in the Reserve, No. of Commission or R.V.2.	Ship in which he last served.		Date and Place of joining this Ship.		In what Capacity engaged, and if Master, Mate, or Engineer, No. of his Certificate.	Time at which he is to be on board.
					State Name, and Official No. or Port she belonged to.	Year.	Date.	Place.		
1	2	3	4	5	6	7	8	9	10	
1	Thomas Bradshaw <small>Master to sign list</small>	31	Liverpool		Adventure	1880	17 Feb	London	87542	18 Feb
2	Frederick pro Davis	24	Plymouth		Same	1880	16 Feb	London	87542	18 Feb
3	Frederick Kern	20	London		do	"	"	London	87542	18 Feb
4	C. Popham	28	Brixham		Same ship	do	13/3/80	Cardiff		18 Feb
5	William Nott	38	London		Same ship	1880	13/3/80	Cardiff		18 Feb
6	Robertson Saunders	44	Portsmouth		Adventure	"	13/3/80	Cardiff		18 Feb
7	Chas Norman	46	Sweden		Stewart	1880	17 Feb	London		18 Feb
8	James Hitchman	27	do		Netley Abbey	"	"	"		"
9	John Protheroe	36	do		Cardiff	"	"	"		"
10	Charles James	26	Justington		Same level	"	"	"		"
11	R. L. and	26	Portsmouth		Adventure	"	"	"		"
12	Joseph Barge	26	London		St John	"	"	"		"
13	W.B. Engstrom	30	W York		Warrimoo	"	"	"		"
14	John Palmgren	23	Finland		do	"	"	"		"
15	Charles Hockley	29	London		Southern Cross	"	"	"		"
16	A. Collander	22	Finland		Adventure	"	"	"		"
17	Old Anderson	25	Sweden		Honora	1879	13/3/80	Cardiff		18 Feb
18	Frank Journeay	20	Weymouth		Indevore	1880	13/3/80	do		18 Feb
19	William Redmond	33	St Johns		Sancti Spiritus	do	do	do		do
20	Antonio Lopez	33	Austria		Perseus	1879	do	do		do

\* If any Member of the Crew enters Her Majesty's Service, the Name of the Queen's Ship into which he enters is to be stated under the head of "Cause of leaving"

Appendix J: Record of Transmission of Seaman's Wages, April 1881

Dis. 3b. M 4530  
1880.

**TRANSMISSION OF SEAMAN'S WAGES.**

No. 59<sup>th</sup>

Name of Ship Stuart

ISSUED BY THE BOARD OF TRADE. MARCH, 1880.

**SEAMAN'S APPLICATION AND RECEIPT FOR ADVANCE AND RAILWAY TICKET WARRANT.**

Seaman's		Port to which he is going.	Railway Fare.	Cash advanced by Superintendent.	Amount of Deductions in Ship's Books, including Advance, if any, but not Allotments.
Christian Name.	Surname.				
<u>John</u>	<u>Wott</u>	<u>J. Hill</u>	<u>16/9</u> £ s. d.	<u>1.0.0</u> £ s. d.	<u>10.9.9</u> £ s. d.

I hereby request that the amount due to me for Wages in respect of the voyage now ending may be transmitted to the Port above-named, there to be paid to me by the Superintendent of the Mercantile Marine Office.

I also hereby certify that the deductions from my Account of Wages as shown above are correct, and should be deducted in my account accordingly.

I further hereby acknowledge the receipt of the advance above named for Subsistence Expenses, and of a Railway Ticket Warrant to the Port above named, fare as shown above, the value of both of which I desire to have charged to my Balance of Wages when handed to you.

I further hereby submit to, and agree to abide by your decision in any questions which may arise in the final settlement of my Wages Account, and as to the Allotment Payments to be charged against my Wages.

Signed W. Wott

Witnessed by J. Hill  
this 13 day of 4 1881.

To the Superintendent,  
Mercantile Marine Office,  
Port of Liverpool

---

**SEAMAN'S RECEIPT AND RELEASE.**

Received by the hands of the Superintendent of the Mercantile Marine Office at the Port named below from the Master of the above-named Ship, the sum of £ 12 s. 5 d. twelve pounds 5/10 being the Balance of Wages, as shown in account annexed, less amounts as shown above, for Advance and Railway Ticket, due to me for the voyage now terminated, and in respect of which voyage I hereby release the Ship, and the Master and Owner or Owners thereof, from all claims for Wages or otherwise.

Received also my Certificate of Discharge and Character for the voyage in question.

Signature W. Wott  
In the presence of J. Hill Superintendent.

Port of Liverpool day of 19 April 1881

Form returned to the Superintendent at Liverpool this 19 day of April 1881.

J. Hill Superintendent.  
Port of Liverpool

## Appendix K: Inquiry conducted in Liverpool June 29 1894 on loss of life Sept 14 1893

(No. 4945.)

### “STUART.”

The Merchant Shipping Acts, 1854 to 1887.

In the matter of a formal investigation held at the Magistrates' Room, Liverpool, on the 26th and 27th days of June 1894, before W. J. STEWART, Esquire, assisted by Captain KNOX, R.N., Captain RICHARDSON, and Captain HUGHES, into the circumstances attending the casualty which happened on board of the British sailing ship “STUART,” of Liverpool, in lat. 23° 16' S. and long. 40° 48' W., on the 14th September 1893, whereby loss of life ensued.

#### Report of Court.

The Court, having carefully inquired into the circumstances attending the above-mentioned shipping casualty, finds, for the reasons stated in the annex hereto, that the sailor, Henry Gorman, lost his life by being washed off the jibboom of the vessel, owing to her making a heavy plunge. The Court considers the master committed a grave error of judgment, for which the Court is of opinion that he is worthy of censure.

Dated this 27th day of June 1894.

(Signed) W. J. STEWART, Judge.

We concur in the above report.

(Signed)	HENRY KNOX, Captain R.N.,	} Assessors.
	GEO. RICHARDSON,	
	E. M. HUGHES,	

#### Annex to the Report.

The “Stuart,” official number 76,549, is a British sailing vessel, barque rigged, belonging to the Port of Liverpool. She was built of iron at Dundee in the year 1877, her registered tonnage being 881.38 tons. She carried four boats, two of which were lifeboats; one lifeboat and a smaller boat were stowed on chocks abaft the foremast, the other lifeboat and smaller boat about the mainmast on skids, but some distance forward of the davits for launching them. The “Stuart” is the property of Mr. Nicholas P. Fursman and others, Mr. John Barker, of 5, Rumford Place, being the managing owner.

The “Stuart” left Rangoon for Santos, Brazil, on the 14th June 1893, with a cargo of 135½ tons of rice, and a crew of nineteen hands all told. Her draught of water, in fresh water, on leaving was 18 ft. 8 in. forward and 18 ft. 9 in. aft. She was under the command of Mr. John Stinch, who holds a master's certificate of competency, No. 9,799. All appears to have gone well up to noon of the 14th of September, when the “Stuart” was in latitude 23° 16' S., longitude 40° 48' W. At 8 a.m. on that morning she was under all sail with a moderate breeze from the S.W. The wind freshening during the forenoon, with a rising sea, the light sails were taken in, and at noon she was under all plain sail close hauled on the port tack. Shortly after, the wind and sea increasing, she was tacked to the southward, and the main and fore topgallant sails and mizen topmast staysail were furled, the vessel occasionally plunging into the head seas. The master, who was on deck, says that at this time the speed was 4½ knots, and that he gave orders to the second mate, who was in charge of the watch, to take in the spanker and outer jib if the wind increased, and then left the deck. This does not agree with the evidence of the second mate, who says that the vessel was going from 7 to 8 knots through the water, that the order he received from the master was to haul down the outer jib and take in the spanker at once, that he went forward believing

that the master remained on the poop in charge of the ship, where he left him sitting on the skylight. After the jib was hauled down he ordered Mitchel, Hendricksam, and Gorman to stow it, and while they were out on the boom the ship made a heavy plunge and a sea broke over the jibboom and fore-castle head, washing the second mate down on to the maindeck, and the three men on the jibboom overboard. Two, however, succeeded in getting on board again, but Gorman, who appears to have struck something, floated past the ship to leeward, apparently lifeless. The helm was immediately put down and the sails kept shaking, when the master, who had heard the shout “A man overboard,” came on deck and, seeing Gorman in the water, threw him a rope, as did two other men who were on deck. The evidence of the master and the other men who saw Gorman in the water is substantially the same—that he was floating just under water with his head down, motionless, and without any appearance of life. The lifeboat was ordered to be got ready, when Campbell the carpenter, who was at the stern, reported that he saw Gorman sink and disappear. The master then gave orders to secure the boat, and the vessel was put on her course and arrived at Santos on the 26th September 1893.

At the conclusion of the evidence, Mr. Paxton, for the Board of Trade, submitted the following questions for the opinion of the Court:—

1. Did the vessel carry the boats and other life-saving apparatus required by law, and were they so kept as to be at all times fit and ready for use?
2. Before sending the men out on the jibboom to put the outer jib, ought any and if so what precautions should have been taken to avoid risk of life?
3. What was the cause of Henry Gorman being washed off the jibboom?
4. Was every possible effort made to save Gorman's life?
5. Were the master and second officer, or was either of them, in default in regard to any of the above matters?

The Board of Trade are of the opinion that the certificates of the master and second officer should be dealt with.

Mr. Norman Hill, having addressed the Court on behalf of the master, the Court gave judgment as above, and returned the following answers to the questions of the Board of Trade:—

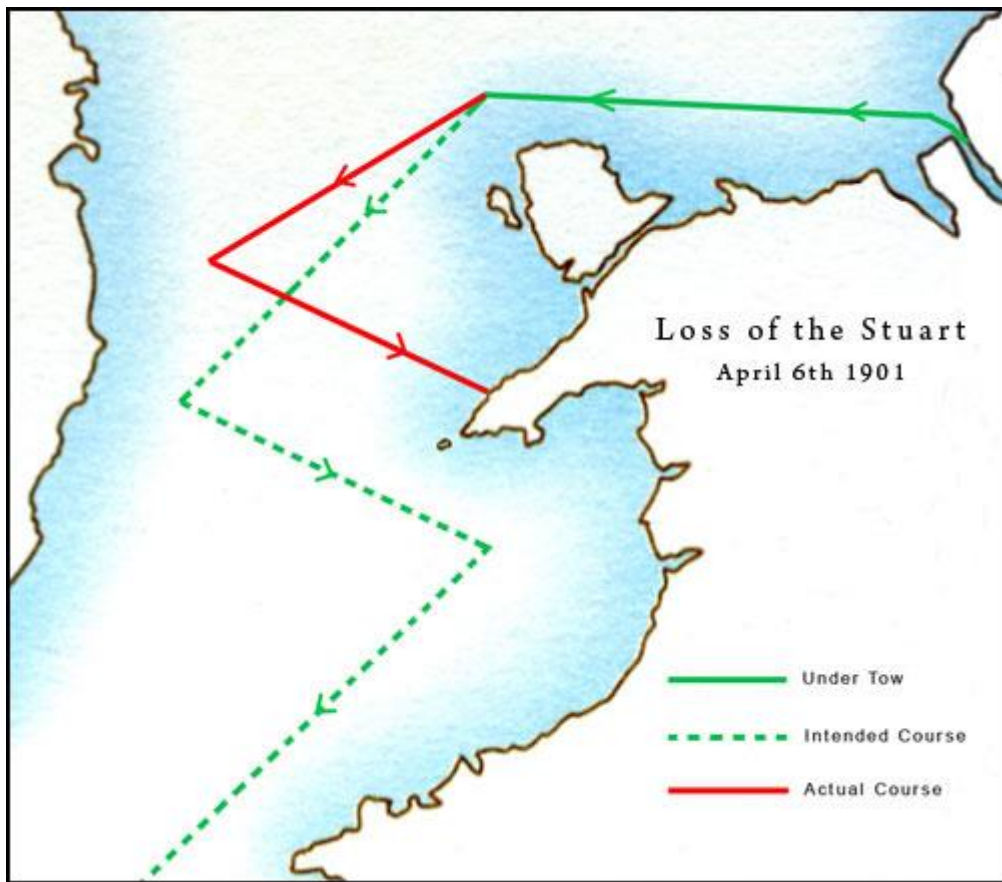
1. The vessel carried the boats and other saving apparatus required by law. They were not kept so as to be at all times fit and ready for use, inasmuch as the two after boats were some distance forward of the davits, and had not their respective tackles hooked on, so as to be ready for immediate use.
2. Precautions should have been taken to avoid risk. More sail might have been taken in to ease the ship, or she might have been kept away three or four points until the jib was furled and the men had got safely in on deck again.
3. The ship made a heavy plunge, and Henry Gorman was washed overboard.
4. The ship was luffed up in the wind and ropes were thrown overboard. A life-buoy, although ready, was not thrown, nor was a boat lowered, as the master stated that it would have taken about twenty minutes to get her out. Henry Gorman was seen passing the ship under water, as if either dead or stunned, by several of the witnesses, including the master, who did not think that any further effort would have been of any avail. The Court thinks that further effort should have been made.
5. The master committed a grave error of judgment in respect of the matters referred to in the second and fourth answers.

(Signed) W. J. STEWART, Judge.

We concur in the above report.

(Signed)	HENRY KNOX, Captain R.N.,	} Assessors.
	GEORGE RICHARDSON,	
	E. M. HUGHES,	



**Appendix M: Stuart Planned v Actual Route, April 1901**

Due to weather conditions the Stuart was not as far South as thought when it started its tack in a S.E direction. As a result instead of passing South of Bardsey Island it ran aground approximately 4 miles North of Bardsey Island at Porth Ty-Mawr, Porth Colmon, Caernarfonshire

Appendix N: Newspaper Articles of Stuart Wrecking

Lloyd's List - Monday 08 April 1901



Image © THE BRITISH LIBRARY BOARD. ALL RIGHTS RESERVED.

...hil for Fredrikshavn, ...  
 ...horns and chains, with ...  
 ...Lily...  
 ...the barque Ax, of this ...  
 ...Christiania Fjord) for ...  
 ...in the North Sea, in ...  
 ...rew saved and landed ...  
 ...  
 ...iloti, Italy, April 7, ...  
 ...ian steamer Kemeny ...  
 ...co Channel.  
 ...  
 ...April 7, 5 19 p.m.— ...  
 ...ire, arrived at Barry ...  
 ...crew of the French ...  
 ...for Nantes; both ...  
 ...North Coast of France.  
 ...n.  
 ...April 7, 5 35 p.m.— ...  
 ...assed west 10 40 a.m., ...

...be saved. Weather too rough to do anything.  
**SELMA** (s).—*Lemvig*, April 6.—The steamer Selma, stranded here, has become a wreck. She is full of water and broken in two. A small portion of the inventory has been saved, but the rest of it, together with the cargo, must be considered as lost.  
**STUART**.—*Puellheli*, April 8, 8 45 a.m.—Barque Stuart, Liverpool for New Zealand, general cargo, ashore four miles north of Bardsey; crew saved.  
**STUART**.—*Carnarvon*, April 8, 9 52 a.m.—Barque Stuart, general cargo, ashore near Porthcolmon, South Carnarvonshire.  
**STUART**.—*Carnarvon*, April 8, 12 15 p.m.—Sub-agent at Porthcolmon wires:—Stuart in bad position, strong westerly winds blowing, otherwise prospects of salvage good; lighters alongside awaiting instructions.  
**STUART**.—*Liverpool*, April 8, 12 30 p.m.—The Liverpool Salvage Association have despatched a special officer to the barque Stuart, stranded near Bardsey.

Lloyd's List - Friday 12 April 1901



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...r own account and ...  
 ...ervice of the prac- ...  
 ...cannot see ...  
 ...shipowners will be ...  
 ...vent to offer a ...  
 ...  
 ...f Commerce and ...  
 ...ble to ...  
 ...bers of Commerce.  
 ...1898, but continues ...  
 ...new treaty. It is ...  
 ...hat has caused its ...  
 ...“The products of ...  
 ...not be taxed in the ...  
 ...duties than those ...  
 ...ritish origin.” In ...  
 ...ain threw open not ...  
 ...f her colonies to all ...  
 ...In return Great

...“Tarlton Castle” (s) when coming out of Garston yesterday.  
**STRAITS OF MENAI** (s).—*London*, April 12.—The Salvage Association have received the following telegram from Lloyd's Agents, dated Baltimore, April 11, re Straits of Menai:—Funnel gone, uptake and smoke-box damaged, steam piping, ventilators, steering rods, rails, boat, sails, tarpaulins, hawser, compass lost or damaged. Contract repairs 4,100 dollars. Extras about 500 dollars.  
**STUART**.—*Liverpool*, April 12, 11 57 a.m.—Liverpool Salvage Association report re Stuart that their officer advises having discharged yesterday 50 packages, principally earthenware and hardware, also six pianos, five of which were almost dry, when steamer was compelled to leave for shelter, owing to strong NNE wind and sea.

## Y Genedl Gymreig - Tuesday 16 April 1901

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s, Ty'nyrhyd;  
 L. is, Ty  
 B; S.  
 erthi  
 Cefrfynydd  
 r; Roberts,  
 entreacynen;  
 rddu D. W.  
 Hug Bryn  
 Williams, Pen-  
 nfhangel; Cor  
 iniad Mr J. W.  
 refoelas; T. O.  
 Jones, Cerrigy-  
 leddren; T. E.  
 (o dan arwein-  
 D. J. Hughes,  
 ; J. Wynne,  
 )

genym hysbysu am lwyddiant John Thomas, mab Mr W. Thomas, Ty'nybuarth, a nai Cancn Roberts, Colwyn Bay. Enillodd ysgoloriaeth sydd yn ei alluogi i fyned i Goleg Ioan Sant, Battersea, Llundain. Addysgwyd ef yn yr Ysgol Genedlaethol.

**Liangynog.** — Gwnaeth aelodau eglwys y Methodistiaid Calfniaidd gryn yndrech i addurno eu capel. Casglwyd symiau o arian at yr achos. Y mae clod yn ddyledus i Mr J. O. Rees, Ysgol y Bwrdd, am ei weithgarwch.

**Liangwnadi.** — Nos Sadwrn aeth y barque "Stuart" yn Porth Ty-Mawr, Llangwnadi. Yr oedd niwl tew ar y pryd. Yr oedd y llong yn myned o Lerpwl i New Zealand gyda llwyth cymysg. Achubwyd yr oll o'r dwylaw — 19 mewn nifer.

## Lloyd's List - Wednesday 17 April 1901

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sailed  
 97  
 a  
 3]G  
 4]  
 ong  
 30  
 assea east  
 [Apr 5]  
 Rosario,  
 hor  
 ew York  
 ter (NS)  
 arrived  
 pr 15]  
 ... sailed

**POLLY WOODSIDE**—*Bristol*, April 17, 1 2 p.m.—Polly Woodside, on passage from Iquique, with nitrate of soda, encountered bad weather on April 3, 9th, and 14th, and some slight damage was done about the decks by sea on the 9th.

**SIDONIAN.**—See Liverpool under "Weather and Navigation."

**STUART.**—*Liverpool*, April 16, 1 55 p.m.—The Liverpool Salvage Association's officer reports the vessel Stuart broke in three pieces about 7 o'clock this morning. Wreck listed seaward and cargo washing out and scattered along the coast, for the most part smashed on the rocks, but he is arranging to salve all possible.

## Appendix O: Stuart Wreck Inquiry Conducted in Liverpool, May 02 1901

(No. 6187.)

## "STUART"

The Merchant Shipping Act, 1894.

In the matter of a formal investigation held at the Magistrates' Room, Dale Street, Liverpool, on the 1st and 2nd days of May, 1901, before JOHN KINGHORN, Esquire, Deputy Stipendiary Magistrate, assisted by Captain W. ERSKINE and Captain HUGHES, into the circumstances attending the stranding and subsequent total loss of the British sailing ship "Stuart," of Liverpool (official number 76,549), at or near Porth Ty Mawr, Carnarvonshire, on the 6th day of April, 1901.

*Report of Court.*

The Court having carefully inquired into the circumstances attending the above-mentioned shipping casualty, finds for the reasons stated in the Annex hereto, that the stranding and subsequent loss of the said ship was caused by her being kept too long on the starboard tack. The loss of the vessel was caused by the wrongful act and default of the master and of the chief officer. The Court suspends the certificate of competency of the master, Robert Logan Mitchinson (No. 025,875), for a period of six months from this date, and the certificate of the first officer, Arthur Samuel Blues (No. 032,451), for a period of three months.

Dated this 2nd day of May, 1901.

JOHN KINGHORN,  
Judge.

We concur in the above Report.

WILLIAM ERSKINE, } Assessors.  
E. M. HUGHES, }

*Annex to the Report.*

This inquiry was held in the Magistrates' Room, Dale Street, Liverpool, on Wednesday and Thursday, the 1st and 2nd days of May, 1901, when Mr. Paxton appeared for the Board of Trade, Mr. Miller representing the master, while Mr. Pedder watched the case on behalf of the owners of the vessel, and the first and second mates attended in person.

The "Stuart," official number 76,549, was a British sailing ship, built of iron by Messrs. Alexander Stephen & Sons, at Dundee, in the County of Forfar, in 1877, and registered at the Port of Liverpool. Her length was 202.5 ft.; her main breadth, 34.2 ft.; and her depth of hold amidships, 19.1 ft.; and she had three masts and was barque rigged; her gross tonnage being 911.78 tons and her registered tonnage 881.58 tons. She was owned by John H. Lea and sixteen others, and Mr. W. M. Richardson, of 14, Irwell Chambers, Liverpool, was her managing owner.

The "Stuart" left Liverpool at noon of the 5th April under the command of Mr. Robert Logan Mitchinson (who held a certificate of competency numbered 025,875), and had a crew of nineteen hands all told, two of whom were apprentices, with a general cargo of about 1,000 tons, bound for Wellington, New Zealand, her draught being 15 ft. 9 ins. forward and 16 ft. 2 ins. aft. There were four compasses on board, viz., a standard compass on the bridge, a steering compass aft, and two spare compasses below. She was supplied with a patent log and also a handreel and glasses, and there was an old deviation card on board which had been used by a previous master. When the vessel left Liverpool she was in charge of a pilot and in tow of the tug "Knight Templar," the owners' instructions to the master being that he was to tow to Holyhead. The pilot left at 2 p.m. of the 5th April, and the tug cast her off at 1 a.m. of the 6th April, at which time the South Stack bore E. by S.  $\frac{1}{2}$  S. by the steering compass and by the standard compass E.S.E., there being about 3° of westerly deviation on that course, and distant about six miles. The wind, which on leaving Liverpool had been from the

N.W., was now blowing fresh from S.S.E. and increasing fast, the barometer was also falling fast, and the master stated that he anticipated a gale or a stiff breeze, but the weather was clear, so that the shore lights could then be seen well, and he did not anticipate any danger, though he stated that had he considered himself entitled to use his discretion in the matter he would have kept the tug till off Tuskar Rock. When the tug left they had the fore and main lower top sails and the fore topmast stay-sail and inner jib set, and the main upper topsail was set soon after, and the ship was then on the port tack keeping as close to the wind as possible, making about a S.W. course. The wind increased as the morning went on and shifted more to the south, and at noon the ship broke off to the west. From 1 a.m. on the 6th to noon the master stated that four points of leeway had been allowed, and the mean course was W.S.W. At 8 a.m. a sounding had been got of 55 fathoms, and at 11.30 a.m. another of 30 fathoms, and this he said agreed with the position as ascertained at noon by observed latitude, which placed her in latitude 53° 14' N. and longitude 5° 38' W. (by distance assumed 27 miles), and also confirmed his calculations from observation as to her speed.

At noon the ship was wore round on the starboard tack, and she was then heading S.E. and S.E.  $\frac{1}{2}$  S. (magnetic), the tide which was then on the ebb tending to take her to the south, the weather being then clear and the wind having moderated. At 1 p.m. the inner jib and mizen staysail were set; the weather got hazy between 2 p.m. and 5 p.m. and then cleared up again, and went on getting hazy and clearing again at intervals, and the wind gradually veered to the westward.

Nothing was seen during the afternoon. At 8.30 p.m. the master before going below told the first mate to keep a good look out and to take a cast of the lead at 10 p.m. and report the sounding to him as he expected to see the Carnarvon Bay light between 10 p.m. and 11 p.m., and he intended to wear ship at 11 p.m. At a few minutes before 9 p.m. the man on the look-out reported a light on the port bow to the first mate, who looked but could see nothing, and immediately after the look-out reported land. The mate then called the master, who came on deck. The weather which had not been very thick when he went below had become much thicker, and the mate having directed his attention to what had been seen on the lee bow, he made out that it was land. He then called to the man at the wheel to "hard-up," and as he got back to the poop he could see land all round. The ship when he came on deck was heading S.E. by S.  $\frac{1}{2}$  S. and she went off about two points, and the men had begun to handle the sails, but it was too late to get her round and she struck just off the mainland about 9.10 p.m. at Porth Ty Mawr, Carnarvonshire. They then burned blue lights to attract attention, but no assistance came, and at 9.30 p.m. as there was a big surf on the shore and the ship was bumping heavily on the rocks and making water, and there was a danger of the vessel going to pieces, the crew took to the lifeboat and drifted about till daylight. They then rowed back to the ship and took off the ship's papers and all the belongings of the crew, and landed at 10 a.m. on Sunday, the 7th April. The vessel has since broken up and become a total wreck.

From the time when the tug left them at 1 a.m. on the 6th April till the stranding at 9.10 p.m. on that day no courses had been set, and the ship had been steered by the wind during the whole of that time; no use had been made at any time of either the patent log or of the hand log which were on board, to ascertain the vessel's speed, which had been calculated merely from observation, and by a rough guess arrived at by looking over the weather side of the ship, and in this way they had fixed it at 2  $\frac{1}{2}$  knots—though from the evidence of Francis Mayer, who was at the wheel from 6 p.m. to 8 p.m. on the 6th April, it was more probably from 4 to 5 knots.

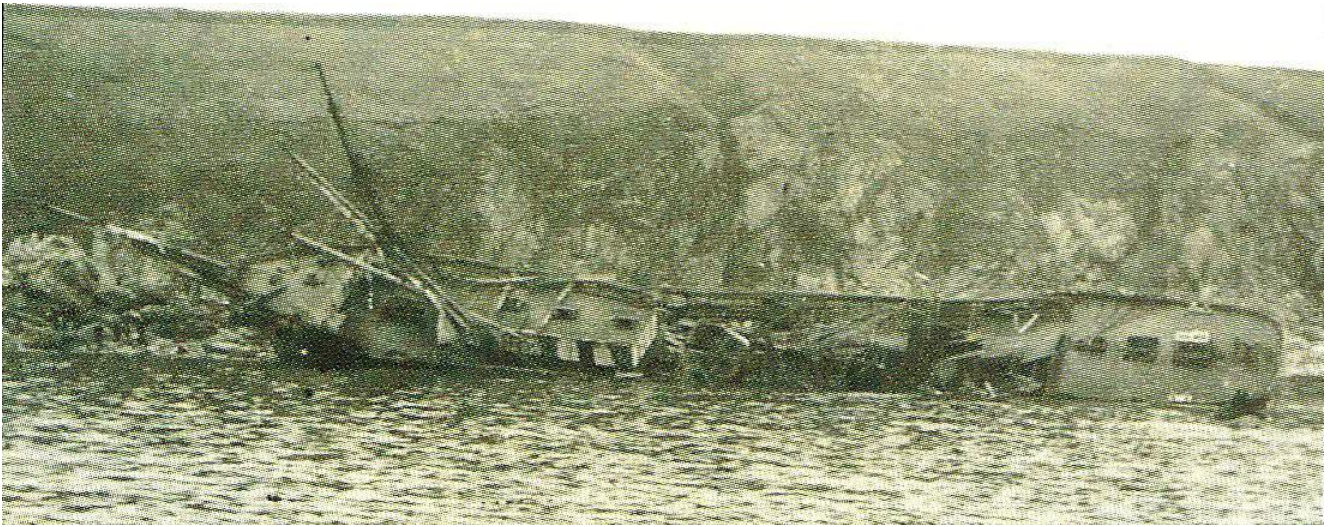
The Court desires to add that it cannot too strongly condemn the utterly reckless way in which this vessel appears to have been navigated from the time when she was cast off by the tug till the stranding.

At the conclusion of the evidence, the following questions were submitted to the Court on behalf of the Board of Trade:—

(1) What number of compasses had the vessel, were they in good order and sufficient for the safe navigation

## **Appendix P: Photos of Stuart Wreck April 1901**

### **Stuart Broadside on Rocks**



### **Stuart Broadside on Rocks at low tide**



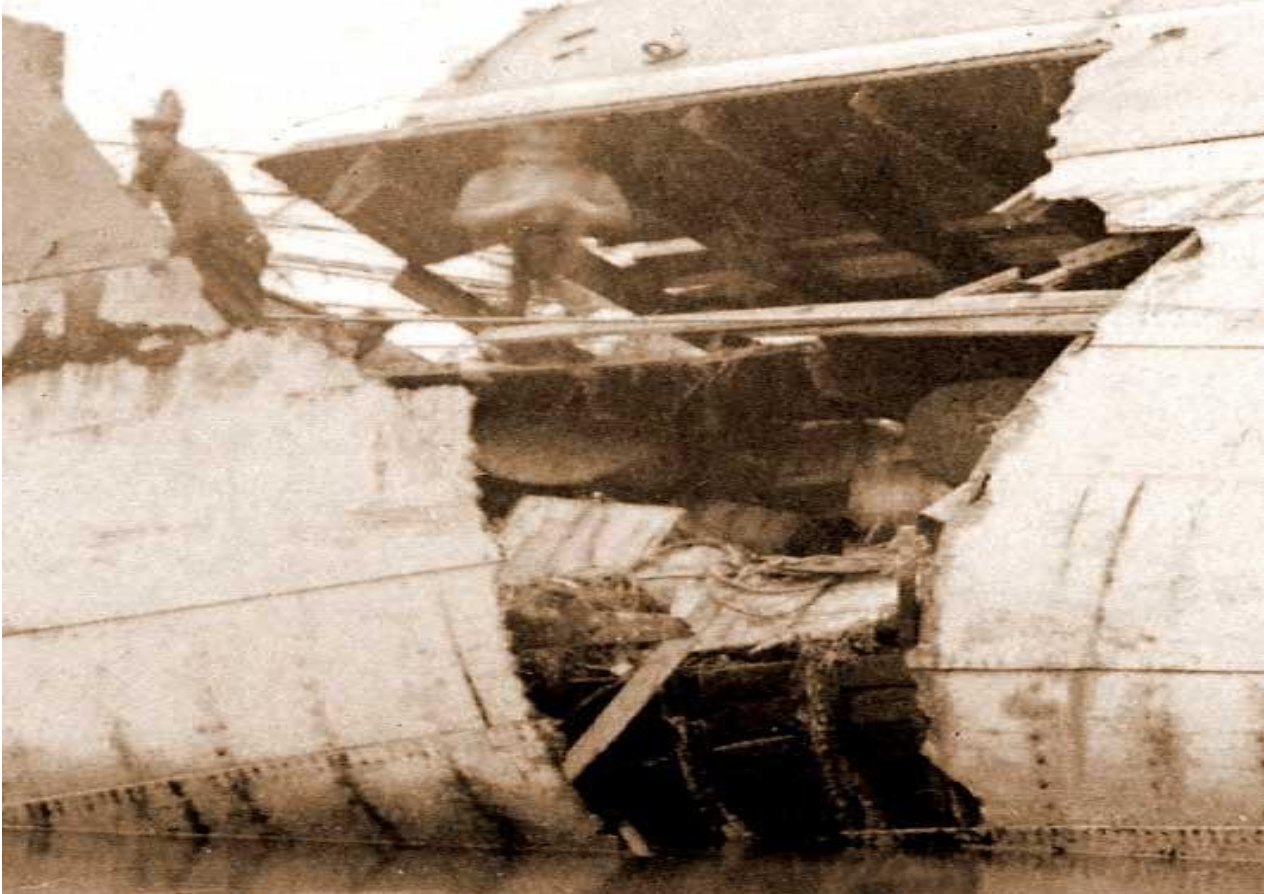
**Stuart Wreck**



**Stuart Bow (with name clearly shown)**



**Stuart wreck with cargo exposed (cotton bales)**



## Appendix Q: Remains of Stuart Wreck

### Wrecked Keel looking Southwest



### Wrecked Keel looking Northeast



**Wrecked Plate (possibly rudder plate)**



**Hauling Gear (dead-eye)**



**Appendix R: Salvaged Items from Stuart**



**Bottles & Jugs**



**Full Whiskey Bottle**



**Serving Plate**



**Milk Jug with Nautical Decoration**



**Teapot**

**Appendix S: Original Gifford Plowman Bottles from 1900, 1901 sold at auction in New Zealand, December 2020 (not from Stuart wreckage)**

Photos from Kiwi Auctions Presents an Absentee/Timed Auction of Antique Bottles, Colonial Pottery & Collectables Dec 6<sup>th</sup> 2020 Brochure



**250. GIFFORD PLOWMAN  
NAPIER CODD 2**

Codd 589, 6oz 2T Cannington  
Shaw maker, Gifford Plowman  
Napier, entwined letters in shield  
trademark, internal haze/crate  
wear, minor marks, 1900 to base,  
Rarity A, Good 6/10



**251. GIFFORD  
PLOWMAN NAPIER  
CODD 3**

Codd 591, 10oz 4T Cannington  
Shaw maker, Gifford Plowman  
Napier, entwined letters in shield  
trademark, internal haze, minor  
marks, 1900 to base, Rarity B,  
Very Good 8/10

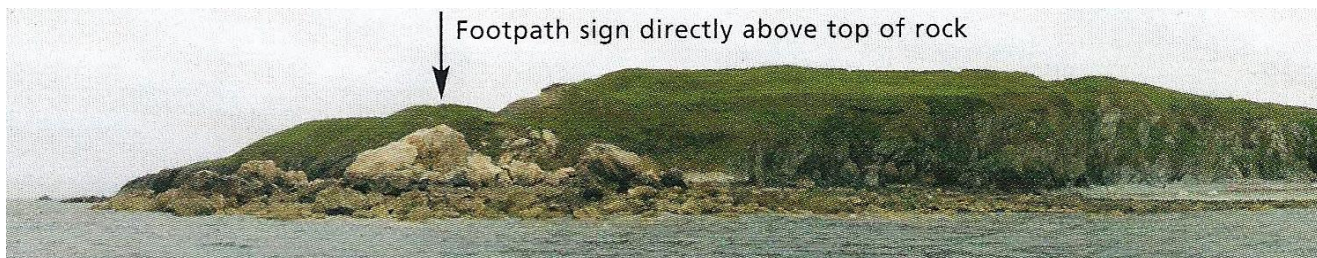


**252. GIFFORD  
PLOWMAN NAPIER  
CODD 4**

Codd 592, 6oz 4T Cannington  
Shaw maker, Gifford Plowman  
Napier, entwined letters in shield  
trademark, Very Good, 1901 to  
base, Rarity B, Very Good 9/10

## Appendix T: Diving Information for Stuart Wreck

Name	Stuart	Type	Sailing Vessel
Date Lost	6/4/1901	Location	Porth Ty-Mawr
Cause	Poor visibility	How Lost	Ran ashore
Hull	Iron	Weight	912 tons (gross)
Cargo	General cargo	Access	Boat
Latitude	52° 51.870'N	Longitude	004° 41.580'W
Position Fix	Differential-GPS	Datum	WGS84
Seabed	1 to 6 metres	Wreck Height	1.5 metres
Charted as	Uncharted		
Slipway (1)	Porth Colmon	Distance	1 mile
Slipway (2)	Porth Ysgaden	Distance	3 miles
Tidal Data	Little current		



For more information see:

The Essential Underwater Guide to North Wales. Volume One, Part One ...Chris Holden