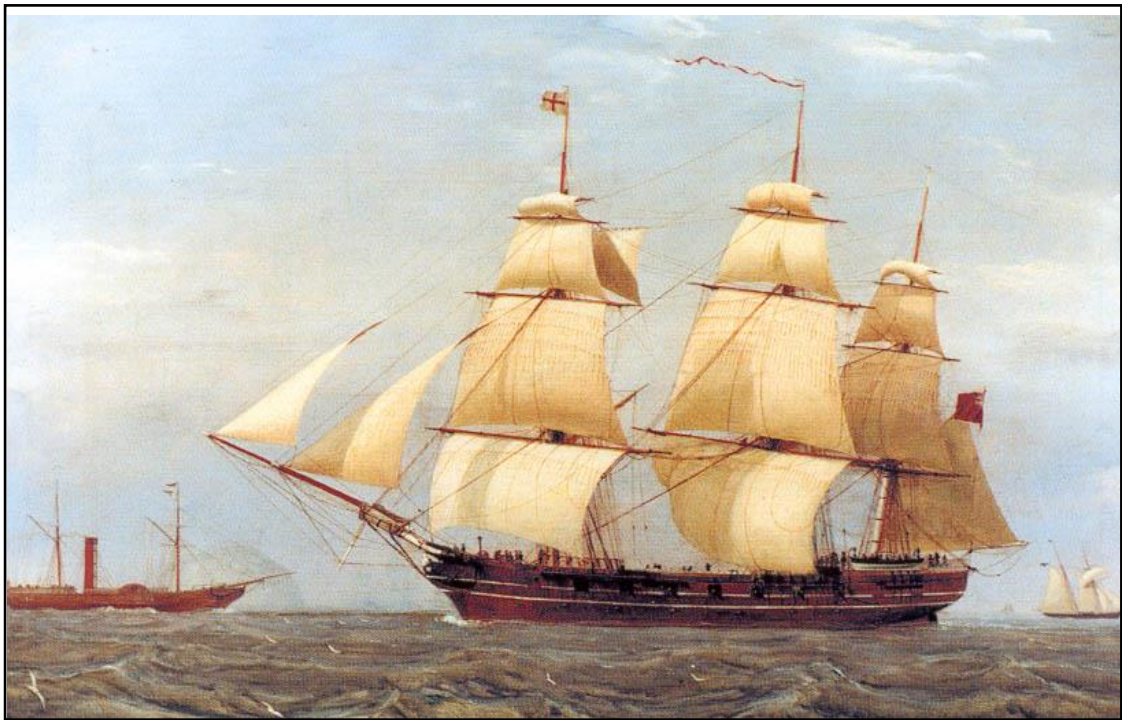


Welsh Wreck Web Research Project
(North Cardigan Bay)
On-line research into the wreck of the:
Tamerlane



A Barque similar to Tamerlane

Tamerlane of Aberystwyth

Report compiled by:

Graeme Perks

Report Title:

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(North Cardigan Bay)
On-line research into the wreck of the:
*Tamerlane***

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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, their history and the cargo carried. The Tamerlane was built in St Martin, New Brunswick in 1824, sailing from St John’s NB to Liverpool and stranding on the first two voyage carrying timber. The Tamerlane afterwards sailed to India several times from Greenock and Liverpool, before sailing to the Southern USA returning with cotton. Tamerlane changed owners several times and masters regularly, even having one washed board after leaving Quebec. It regularly carried emigrants to Canada from Britain, returning with timber. The Tamerlane stranded in 1846 near Aberystwyth in a severe gale and was sold for salvage. Tamerlane was repaired and continued carrying emigrants to Quebec returning with timber. Tamerlane was abandoned with the loss of 5 crew in a severe storm off Spain in 1848.

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2.4 Contributors

Madu

2.5 Abbreviations

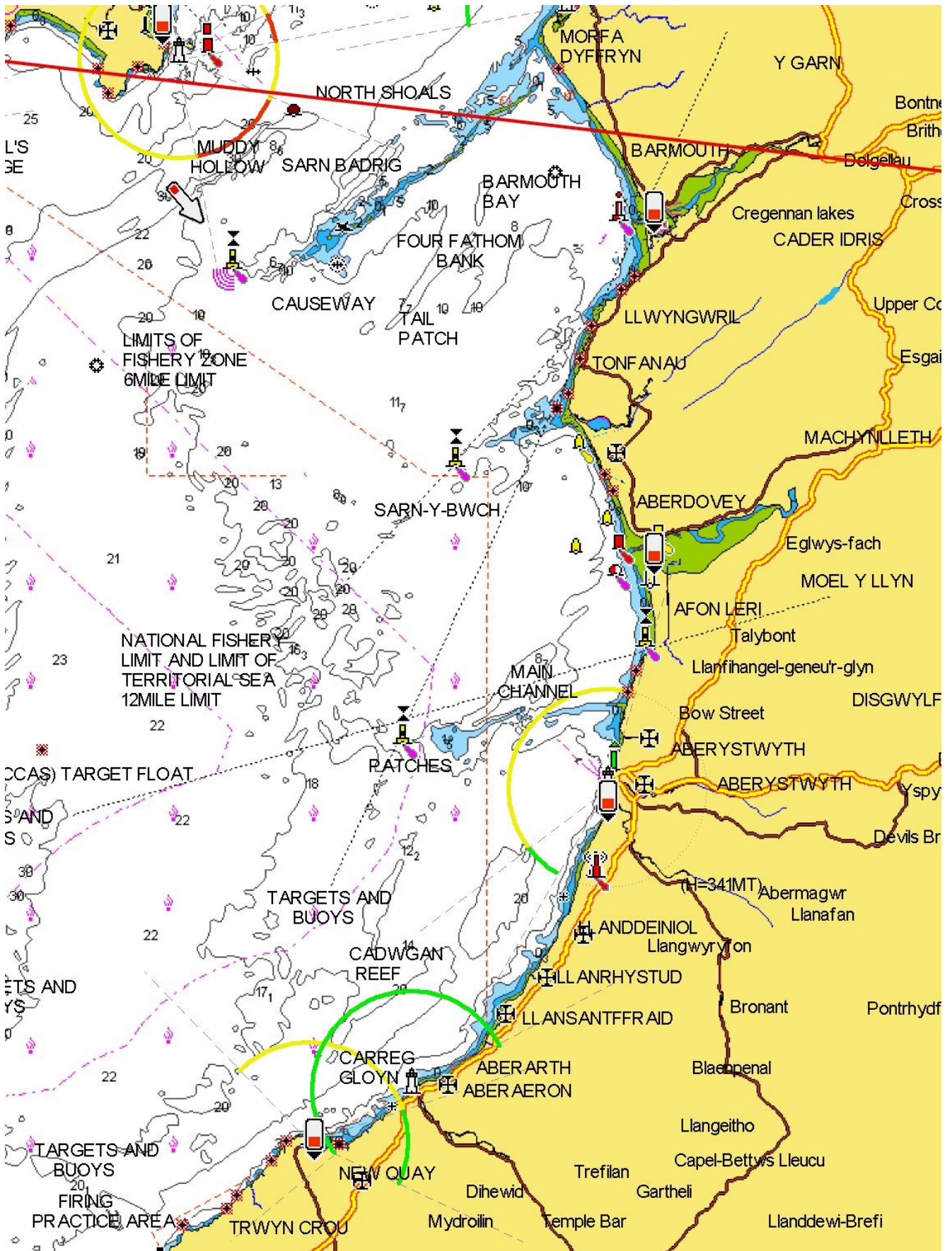
GAT	Gwynedd Archaeology Trust
IJNA	International Journal of Nautical Archaeology
LR	Lloyds Register of Shipping
MADU	Malvern Archaeological Diving Unit
MNL	Mercantile Navy List
NAS	Nautical Archaeology Society
NB	New Brunswick
NPRN	National Primary Resource Number
OS	Ordnance Survey
RCAHMW	Royal Commission on the Ancient & Historical Monuments of Wales
URL	Uniform Resource Locator

3.0 Introduction

- I selected this vessel to research because it was a barque, it was stranded and salvaged. It was likely to have made longer voyages before it was stranded and I wanted to find out what happened to it afterwards.
- Tamerlane was built as a fully rigged ship (390 tons), but was converted to a barque about 1844. The only known dimension is 19 feet draft, she had three masts, was built of Black birch, Pine and Spruce, and was copper sheathed
- Tamerlane's builder in St Martins NB in 1824 is unknown, but she soon started carrying timber to Britain, returning with emigrants before making several voyages to India. She continued sailing between NB and Britain but also sailed to the southern USA carrying cotton amongst her cargo on return. She stranded a number of times sustaining damage, mainly due to severe weather and had a master washed overboard and lost.
- Tamerlane had returned from taking emigrants from Aberystwyth to Quebec, off loaded her cargo of timber and was on route to Cartagena, Spain when she encountered a severe storm, was dis-masted and filled with water. The pumps were unable to keep up with the water entering the hull and the surviving crew abandoned her.
- On both occasions the Tamerlane was wrecked it was the result of severe weather
- The surviving crew of the Tamerlane abandoned the vessel in a ships boat and after spending the night in a small open boat were rescued by a passing vessel being landed at Cherbourg.
- The only previous research I could find was on Wikipedia see below and a newspaper account of her stranding near Aberystwyth transcribed as an entry on google.
- There is no known wreck site for the final loss of the Tamerlane
- Tamerlane was salvaged and repaired after its stranding near Aberystwyth on a lee shore.
- There is an entry on Wikipedia Tamerlane (1824 ship) with a partial transcription of the LR entries for Tamerlane and details of its first two voyages to India, a few early voyages and its final loss with incorrect details of its voyage.

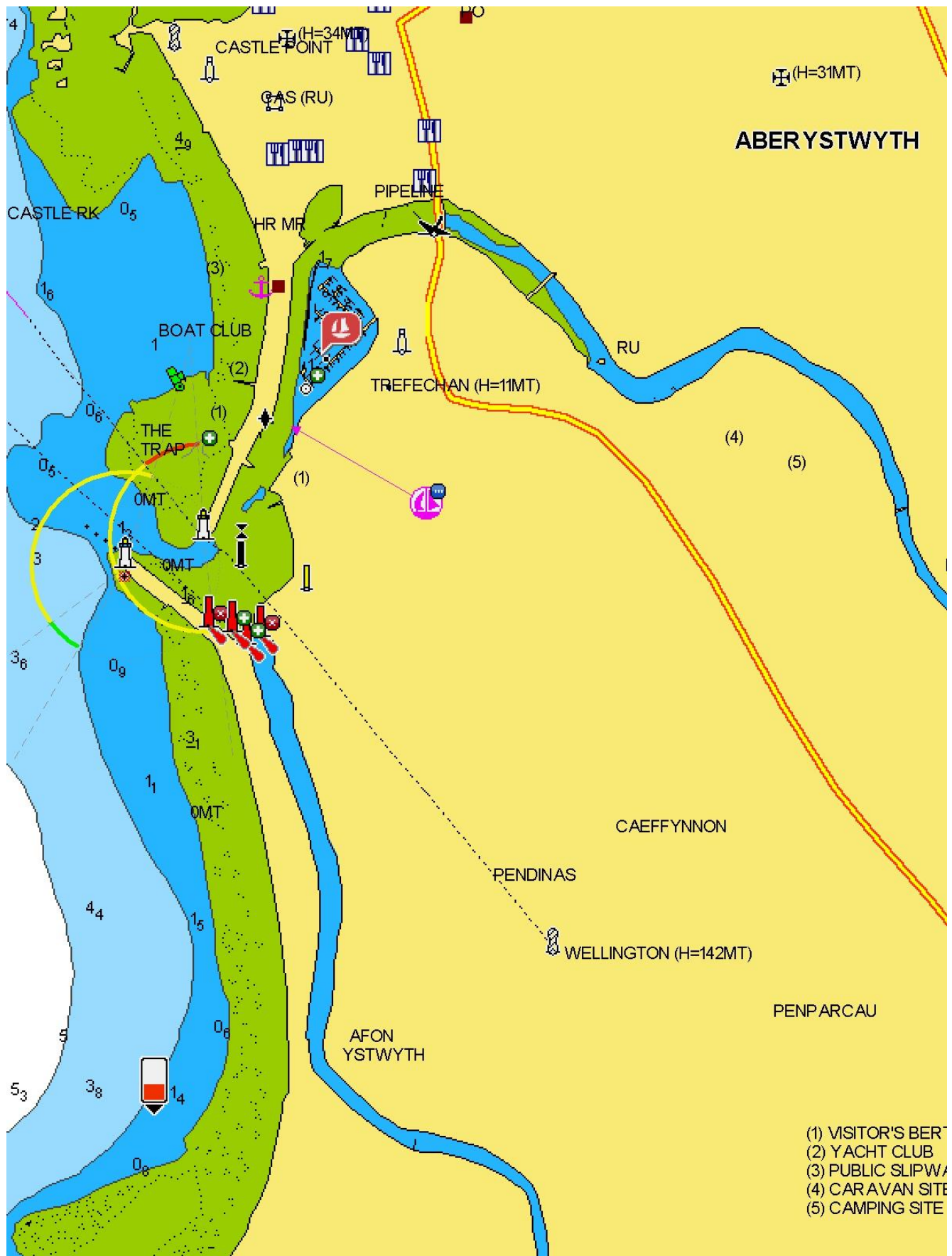
4.0 Background

When I started researching the Tamerlane, I knew it was a Barque that was stranded in October 1846 at Morfa Bychan, Cardiganshire and was salvaged.

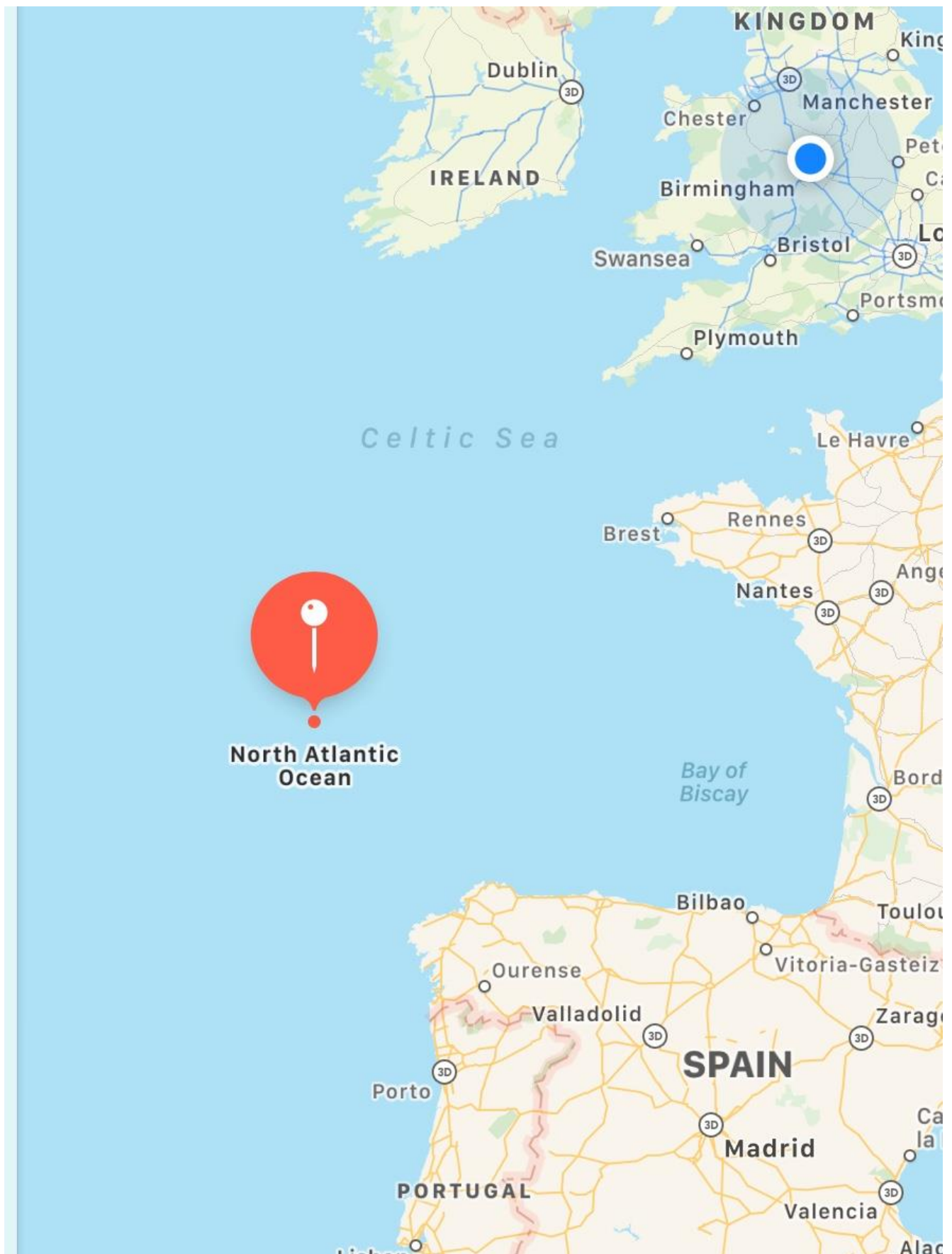


Aberystwyth in Cardigan Bay

Aberystwyth Harbour entrance – Tamerlane stranded 3 miles south near red/white tidal marker



Location given by Robert James, master for abandoning Tamerlane



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. The new internet provider has now connected my home by a fibre connection so it is very much faster than the maximum of 18mb sometimes achieved. The Lap top uses bling search engine but I also use Goggle as it finds more than product adverts.

I searched Lloyds Register of shipping (LR) "Tamerlane" from 1824 and found a match in 1826 and I checked every year until 1849 finding other matches. I was looking for details of the ship, its owners, master, builders, any repairs or modifications and routes of voyages. I searched "Stewart" to find details of other vessels owned by Stewart and company and found a number of matches in 1826. I searched "Froste" 1840 but only found the entry for the Tamerlane. I searched "Rogers" 1826 but only found the entry for the Tamerlane, but more ships in later years.

I searched "New Brunswick (NB) ships" and found the Library and Archives of Canada. I searched "Tamerlane" and found a match for 1824 build date. Reference 1329/24, other Reference, old volume 118,Page 46, micro film reel C-380, Item number 67737 only limited details on line.

I searched "St Martins (NB) ships" and found a book listed, Ships of St Martins: Shipbuilding and a list of vessels built at St Martins, NB 1800 – 1899, by Wright, Ester Clarke published by NB Museum, St John, NB 1978, \$25 only available as a print book, one left. I was looking for details of the builders in St Martins, since that was all the information available.

I searched the internet via Bling for "Tamerlane" and found Shipslist website with details of arrivals in Quebec and some matches. I was checking for any further information on the ship.

I changed from Bling to Google and searched "Barque Tamerlane" looking for any information on the vessel and found more matches including an E book of the House of Lords concerning Canada Affairs with an entry for the Tamerlane's arrival in 1841 in Quebec. I searched "J and W Stewart" and found a match in a port office directory for Greenock in 1841 looking for any information about the firm. I also found a match in the Maritime History Archive, Newfoundland with the history of the company. I searched for " John Evans Aberystwyth shipbuilder " and found a matches, looking for details of his business.

I searched "Semeraris" to find some back ground information and understanding of the charter in 1838 of the Tamerlane by the British Government/East India Company to apparently carry coal from Bombay to Iran in support of gun boat diplomacy in the area. I found a match in Barnettmarine web site with a detailed account of some of the politics and military operations of the period.

I searched the British Newspaper Archives for "Tamerlane" and found numerous matches looking for the sailings, arrivals and events involving the Tamerlane from 1826 until 1848. I searched " Stewart merchant" , "J and W Stewart " , "Stewart shipowner" and "Stewart". The most successful was "Stewart" as the others produced so many possible matches, in the thousands that checking them was unrealistic. The newspapers for the Greenock, Glasgow area were not available on line for many of the years 1830 to 1839. I searched " Froste " and found some matches looking for details of him and his business. I searched "Rogers" but found no matches I can identify to Tamerlane.

I searched the Welsh newspapers on line for "Tamerlane" and found numerous matches looking for the sailings, arrivals and events involving the Tamerlane from 1826 until 1848.

I searched the site WreckEU for "Tamerlane" with no matches for this vessel.

I searched "Tontine" and "Glasgow Tontine" since Tamerlane appeared in a list for Glasgow Tontine ships in the 1830's in newspapers. I found an explanation of what a Tontine is and that the rules, subscribers and papers for the Glasgow Tontine Society are held in the Glasgow Archives and the rules available on line as an ebook from Google.

6.0 Results

Vessel	Name/s	Tamerlane	
	Type	Ship converted to a Barque	
		Cargo	
Built	Date	1824	
	Builder	Unknown	
		St Martins, New Brunswick	
Construction	Materials	Wood	
	Decks	Single deck with beams	
	Bulkheads	none	
Propulsion	Type	Sail	
	Details	Square Rigged, converted to 3 rd mast fore and aft rigged	
Engine	Details	N/A	
	Boilers		
Drive	Type		
	Number		
Dimensions	Length	Unknown ft	ins
	Beam	Unknown ft	ins
	Draught	19 ft	0 ins
Tonnage	Gross	390	
	Net		
Owner	First recorded	Stewart & Co	
		Newfoundland and Greenock	
	Last	John Evans	
		Aberystwyth	
	Others	Rogers & Co, Glasgow	
Registry	Port	St John's, New Brunswick, reregistered at Greenock and Liverpool	
	Flag	British	
	Number		
History	Routes	Quebec to Greenock or Liverpool	
		Britain to India (Bombay), Liverpool to Southern USA	
	Cargo	Timber, emigrants, cotton, bones	
Final Voyage	From	Newcastle (Shields) 4 th February 1848	
	To	Cartagena	
	Captain	Robert James	
	Crew	Unknown	
	Passengers	None	
	Cargo	80 chs	
Wrecking	Date	26 th February 1848	
	Location	45 deg. 45 sec. Longitude 11, off Spain	
	Cause	Severe weather	
	Loss of life	5 crew in 1848	
	Outcome	Abandoned 1848	

Library and Archives Canada

Item No.67737: TAMERLANE

Ship name	Tamerlane
Year of Registration	1824
Port of Registry	St John, New Brunswick
Where built	St Martins, New Brunswick
Gross Tonnage	390
Remarks	Transferred to Liverpool

Public Ledger and Daily Advertiser - Friday 29 October 1824

A letter from Liverpool, dated October 26, says— The wind early this morning was moderate from S. by E. at 11 am. it came round suddenly W.N.W. and blew tremendous gale, continuing until half past 12 p.m. this evening moderate. The Shipping in the Docks have received injury, more or less, in losses bowsprits, yards, etc. The windmills have likewise received considerable damage, several of them having lost their sails. The Tamerlane, from St. John's, N. B. was driven on shore near Jackson's dam.

Lloyd's List - Friday 29 October 1824

Liverpool 27th Oct.

In consequence of the water not rising so high last night's tide by 5 feet, as it was yesterday when the Tamerlane got on shore, and as tides are taking off, she must remain till next Springs. The Cargo will in the mean-time be discharged.

Liverpool Mercury - Friday 05 November 1824

IMPORTS
BRITISH AMERICA

Tamerlane, T. Corfield, from New Brunswick, with 1618 Ig birch timber, 810 Ig pine do, J. 10 deal, 235ic 15 staves, Cannon and Miller.

Morning Advertiser - Wednesday 10 November 1824

The Tamerlane, Corfield, from St. John's, N. B., which was shore near Liverpool, was got off on Sunday, and carried into Brunswick Dock.

Sun (London) - Monday 05 December 1825

LIVERPOOL Dec.3

The Tamerlane, - from Lisbon to the Clyde, was on shore water logged with loss of rudder, near Belfast, on Wednesday.

Caledonian Mercury - Thursday 08 December 1825

Greenock, Dec. 6.

The ship Tamerlane, McKillop, from Quebec for this port, was driven on shore during a heavy gale, on Tuesday night last, between Bangor and Grav Point, Belfast Loch. She was towed off, water logged and left in a place of safety by the Ailsa Craig steam packet.

The Scotsman - Saturday 10 December 1825

BELFAST - Nov 30 -The Tamerlane , McKillop from Quebec to the Clyde ; dragged her anchor last night and went on shore near Gray Point; she is water-logged and has lost her rudder.

Lloyd's List - Tuesday 13 December 1825

Belfast, 7th Dec.

The Tamerlane, from Quebec the Clyde, which was on shore near Gray Point, was got off 3rd inst, and brought up to near Gamoyle, where she now remains water-logged.

Belfast Commercial Chronicle - Saturday 24 December 1825

Sale This Day.
AUCTION.
UNDERWRITERS' SALE

Twenty logs Quebec timber, (landed from the Tamerlane, stranded near Grey Point, the road that goes down from Crawfords burn). will be SOLD AT AUCTION SATURDAY, the 24th inst. at TWELVE o CLOCK to be set up in single Logs. For further particulars apply to

JOHN GILLIES.

Belfast, 19th December, 1825.

Belfast Commercial Chronicle - Saturday 24 December 1825

TIMBER CARGOES.

JOHN GILLIES offers for Sale the Cargoes, now landing, of the Tamerlane, from QUEBEC:

12 MASTS,
250 Pieces OAK TIMBER,
85 Ditto Yellow DITTO,
164 Ditto Red DITTO,
6 Ditto, ASH DITTO,
717 DEALS.
1220 20 STAVES, and
15 Tons of WHEAT,

Per the Tamerlane,
from QUEBEC.

Belfast, 20th Dec. 1825.

Bell's Weekly Messenger - Monday 23 January 1826

Greenock, Jan. 12 - The Tamerlane, M'Kellip, arrived here yesterday from Quebec, water-logged having been ashore in Belfast Loch.

Glasgow Herald - Monday 16 January 1826

ARRIVALS AND IMPORTS AT PORT-GLASGOW. Jan. 12. Tamerlane, M'Killip, from Quebec, with 225 pieces pine, 250 pieces oak, and 6 pieces ash timber, 12 masts, 6. 1. 15. deals, 106. 0. 28. staves, to John Parker.

The shiplist August 12 1826

The Tamerlane, McKillop arrived last Friday from Greenock, it is that ship that was reported ashore on Apple Island. She was aground for 24 hours, but has not received any damage.

Glasgow Herald - Friday 19 May 1826

FOR QUEBEC,
To Sail the 1st of June,
The beautiful Ship TAMERLANE,
EDWARD Mc KILLOP, Commander,
600 Tons burthens

This fine Ship is admirably adapted for, carrying Passengers, being 6 feet between decks, coppered and copper-fastened, only eighteen months old, and sails remarkably fast. She is navigated by an experienced master, who will do all in his power to make the passengers comfortable and a qualified Surgeon will go with the vessel, For freight and passage apply to Mr. JOHN CREE, Hutcheson Street, Glasgow; or here, to J. & W. STEWART.
Greenock, 18th April, 1826

The shiplist October 4 1826

Passengers

In the Tamerlane, sailed this day for Liverpool, Messrs. Andrew McGill and David McCallum

Liverpool Mercury - Friday 08 December 1826

Swindling. - The public are cautioned against the arts of a fellow with the exterior of a gentleman, who has been passing himself off to Mrs. Oxley, in Cornwallis-street, as captain of the ship Tamerlane; and, by a succession of well-told fabrications, obtained board and lodging in her house for several days, when he prudently decamped. He is genteely dressed in black, is tall and slender, and has dark brown hair and bushy whiskers. He is, apparently, about fifty years of age.

Bombay Gazette - Wednesday 12 December 1827

For Passage to the Clyde,
THE FAST SAILING SHIP TAMERLANE,
400 TONS,
Robert Miller
COMMANDER.

WILL be dispatched on 6th JANUARY.—Apply to Messrs. ADAM SKINNER AND CO.
Bombay, 12th December 1827.

Public Ledger and Daily Advertiser - Saturday 21 June 1828

At the LONDON COMMERCIAL SALE ROOMS
On TUESDAY, the 24TH Inst at one precisely
FOLLOWING GOODS viz ;

1 Box Malabar Cardamoms, ex Tamerlane
Etc.

Bombay Gazette - Wednesday 17 February 1830

For Freight or Passage to London,
TAMERLANE.
of 400 TONS

R. Miller, . Commander.

APPLY to Messrs. ADAM, SKINNER AND CO.
to Sail all March.
Bombay, 17th February, 1830.

Bombay Gazette - Wednesday 03 March 1830

PASSAGE TO CALCUTTA
THE SHIP

TAMERLANE. OF 400 TONS.
WILL Sail on the 10th March.

Apply to ,Messrs. ADAM, SKINNER AND Co.
Bombay 3rd March 1830.

Reading Mercury - Monday 11 July 1831

Yesterday the Tamerlane sailed from Greenock for Quebec, with 357 passengers. This is the largest number of passengers that has gone in any vessel this season from Greenock. These emigrants are all from the Highlands, and, it is said, take vast quantity of specie and London bills with them. So great is the scarcity of specie, caused the unusually great demand, that scarcely a sovereign or dollar is to be had in Greenock at present. The Greenock dollar mongers have made good speculation by supplying the wants the emigrants. Total emigrants from Greenock for Quebec, this season, 2,085; New York, 856— grand total 2941.
Greenock Chronicle

Caledonian Mercury - Thursday 11 August 1831

The ship Tamerlane, Black from Greenock to Quebec, with passengers, was spoken, with in lat. 46. 50 N. long. 34. 15 W., by the Pitt, of. Ayr, arrived at Girvan.

TheShiplist.com August 23 1831

Married:

At Quebec, by the Rev. Dr. Harkness, Captain James Black, of the ship Tamerlane, of Glasgow, to Miss Agnes Howie, of Ayrshire.

Caledonian Mercury - Saturday 24 September 1831

GLASGOW TONTINE LIST.

Isabella, Mc Donald from Antigua at Greenock
Tamerlane, Black from the Clyde at Quebec

Inverness Courier - Wednesday 25 April 1832

NOTICE TO PASSENGERS.

Greenock, for QUEBEC,

The fast-sailing,

very Fine Coppered and Copper-Fastened ship,

TAMERLANE, 500 Tons Burthen,

JAMES BLACK, Commander,

now fitting out at Greenock, and it will Sail pointedly for the above Port, on the 25th May.

This superior Ship is admirably adapted for carrying Passengers, being 6 ½ feet between Decks, and well known a fast sailer ; and the Master gave great satisfaction to his Passengers last year.

SHE CARRIES A SURGEON.

For Freight Passage, (having spacious accommodations,) apply in Greenock, to Messrs James William Stewart ; or here, at the Canada Company's Office, to

- GILKISON & BROWN, Agents, 23, Miller Street.

From whom Persons intending to Emigrate to the Canada, will receive useful and valuable information.

Glasgow, 20th April, 1832.

Evening Mail - Wednesday 02 May 1832

The price of a steerage passage is 4s., being about 23 per cent, higher than of late years.

The following vessels are taking in passengers for the ports mentioned : the figures specify the number which each is entitled to take:— Hero, New York. Portaferry, Quebec and Montreal, 200; Iris, ditto, 200; Duchess of Richmond, ditto, 230; Tamerlane, ditto, 300;

Perthshire Courier - Thursday 18 April 1833

The Roup will begin at 11 o'clock tomorrow.
Perth, 12th April, 1833.

NOTICE TO PASSENGERS,
To Sail positively 25th May.

AT GREENOCK, FOR QUEBEC,



THE well-known very fast sailing Coppered SHIP,

TAMERLANE

(A Regular Trader,)

385 Tons per Register,

THOS. MARTIN, Commander,

Is now fitting out at Greenock, and will sail for the above Port pointedly on the 25th May.

This superior Ship is admirably adapted for carrying Passengers, being Seven feet between Decks. She is well-known for having carried her Passengers in safety and comfort, for several seasons past, and no expense will be spared to accomplish this object.

WILL CARRY A SURGEON.

For Freight or Passage, apply in Greenock, to Messrs JAMES & WILLIAM STEWART, or here, at the CANADA COMPANY'S OFFICE, to

GILKISON & BROWN, AGENTS,
23, Miller Street.

Who have this Spring received additional information relative to the operations of the Canada Company; which they will gladly, personally, or by Letter (post paid) communicate to Persons Emigrating to the Canadas.

Glasgow, 10th April, 1833.

ROUP OF GRAZINGS.

Morning Post - Thursday 20 June 1833

The precise number of passengers who sailed in the Tamerlane for Quebec on Friday last was 289 ; and on Tuesday 121 emigrants left this port in the Francis for New York.— (Greenock Advertiser.)

Mayo Constitution - Thursday 20 June 1833

Since we last noticed the emigration from the Clyde to Canada and the United States of America several vessels have sailed from Greenock with passengers. In the early part of the season few passengers, comparatively speaking, went with the regular line vessels trading to and from New York, and Quebec, and Montreal, but within those few weeks scarcely a vessel has left Greenock without her full complement of passengers. It has been again and again remarked that the emigrants from the Clyde this year, are of a more "bein" and wealthy class than those that have gone in former years, and are principally of the agricultural part of the community, as it is known that they have taken money with them to an immense amount. Few vessels have been chartered for emigration from the Highlands, and we are inclined to think, from what we have heard, that the Highland proprietors have become alive to the necessity of preserving the stock of human beings on their estates, and are more lenient in their measures regarding the letting of their farms, and the collection of their rents, than hitherto, which has tended to lessen the desire for emigration, from the western isles. Only two vessels have yet been chartered for taking passengers from the Highlands. On Friday last, the Tamerlane, with 289 passengers, sailed from Greenock for Quebec, and yesterday the Francis for Now York cleared out with one hundred and twenty one passengers, her full complement of passengers, according to the laws of the United States.

Inverness Courier - Wednesday 21 August 1833

[To the Editor the Inverness Courier.]

Kindeace, 2dth August, 1833. Sir, I adverted some time ago to the ill-judged expression of wicked, used by a sub-committee of the Synod of Ross in their public printed address calling upon the inhabitants of this County to furnish them with money to send misters to British North America. I find the subscribers are to have no voice in the selection of ministers, nor in the application of the fund ; the Clergy propose to manage this part the scheme. The rate contribution expected from the poor people in this part of the county has been intimated, and to make it effectual, schoolmasters and Others have been appointed to collect. The object in now addressing you is express hope that the poor people will be allowed think and act for themselves, and to give as much, little, or nothing, just they please, without censure. I am sure (indeed may say, I know, for I have it from highly respectable Clergyman) that the Clergymen do not wish or intend the least

compulsion this is right, and cannot be made too public. I allude to the poor and the least informed, because the intelligent and better informed part the public can act, and will judge for themselves. I know there are several respectable individuals in this parish, who find great difficulty to meet the quarterly school fees for the education act for their children, and such persons, when waited upon by a collector with a long subscription paper, may consider themselves obliged to give what they really cannot afford, and would not give, but from a fear of being marked if they do not; such persons should be told they cannot be punished for subscribing, not subscribing it does not appear that the people of North America have applied to the of Ross for preachers, and I have heard nothing to convince me, that the inhabitants of North America are not least able to pay their Clergymen, the poor people of this county are to give out of their scanty means for that purpose. In course last year 51,746 emigrants were landed Quebec and Montreal, of these 5,500 were from Scotland. Mr Buchanan the Government agent estimates the property brought with the collective body £600,000 to £700,000; he describes employment abundant, wages good, and emigrants doing well. This season the Corsair sailed from Greenock for Canada with respectable passengers, who possessed among them about £40,000. The Tamerlane sailed from the same port with 300 emigrants mostly in comfortable circumstances." The Quebec Mercury the 10th May contains the following extract from hand bill from the Government agent:—" All emigrants who reach York (Upper Canada) and may require it, will be employed by the Government." These are not signs great poverty, nor the necessity of the poor people this country being taxed to send Ministers to British North America. To be sure, in the printed address, extracts are given from letters &c. forwarded by Missionary preachers the Glasgow Colonial Society, to the import that more missionaries would be desirable and if the Synod of Ross sends out young aspirants for church preferment at the expense of the people of this country, I have no doubt they will themselves receive similar communications and recommendations. I am, Sir, your most obedient servant, C. Robertson.

P. S.—Sir George Murray, when Colonial Secretary recommended that the members of the Secession of Synod, who join the vast majority of the emigrants, as well as the members of the Established church here, should unite together and join into one Presbyterian altogether independent of the established church in this country, which, the laws of this land, have no authority or jurisdiction beyond Scotland." This recommendation has not only not been carried into effect, but is opposed by the church of Scotland.

Inverness Courier - Wednesday 11 December 1833

Greenock Dec. 2nd;- We have received from William Daw, pilot, who Friday left Gourock Bay with the Condor, in company with the Tamerlane, the David, the Hero, and another vessel supposed be the William and Ann, some particulars of the effects of the storm in this neighbourhood on that day. They left about nine o, clock, and about noon, when near Dunoon, the wind began to blow a perfect hurricane and carried away several sails, particularly from the Tamerlane and

David. The Hero, and the William and Ann. ran back to the Tail of the Bank, and the other vessels took shelter in Balloch Bay, near Largs.

Caledonian Mercury - Monday 10 February 1834

Excerpt of a letter, dated Cowes, 3d February Captain John Putter, brig Carron :-
' On the 28th January spoke to the ship Tamerlane of Glasgow. Lat.37 N. Long. 27. W. outward-bound ; desired to be reported as she had been a long time out, and had much bad weather.

Lloyd's List - Thursday 27 March 1834

Fayal arrived 18th March Tamerlane, Martin Greenock for New York—cargo shifted and with loss of sails, bulwarks, &c. Part of the cargo discharged in a very damaged state

Public Ledger and Daily Advertiser - Wednesday 23 April 1834

VESSELS SPOKEN WITH;

The Tamerlane, from Greenock for New York, the fifth February, in lat. 30. long. 31. in distress, and making for the Western Islands.

Caledonian Mercury - Thursday 09 October 1834

Greenock, October 6.-Arrived here yesterday morning, the Cartha, Morrison, from Quebec; sailed 2d Sept., in company with the barque Rackers, for London; barque William, and ship Atalanta, for Liverpool, Left loading, the brig Gleniffer, to sail in six days:; brig Corsair, in eight days; and ship Tamerlane, in about 14 days.

Public Ledger and Daily Advertiser - Tuesday 24 November 1835

At the LONDON COMMERCIAL SALE-ROOMS, THIS DAY. Nov. 24, at One,
FOLLOWING GOODS,
VIZ. x 2.000 Bags Saltpetre, Tamerlane. ,
JOHNSON and BENNY, Broker

Lloyd's List - Tuesday 08 November 1836

Greenock, November 5

The Tamerlane, of Glasgow, had been on shore below the Traversel and got off with loss of rudder."

Bombay Gazette - Friday 18 May 1838

TENNENTS GLASGOW BEER. On sale at the Godowns of Messrs. SKINNER and Co., just landed ex Tamerlane, at 75rs. per Hhd.—Dady'4 Buildings. 18th May 1838.

Bombay Gazette - Wednesday 30 May 1838

The only arrival since our last issue(yesterday) the ship Java, Todd, Commander, from London, January 8th,1838. The arrival of this vessel is a proof how little common report is to be depended upon when not founded upon sufficient data. Because she had been in a hurricane off Madeira, along with the General Palmer, she was reported to have gone down, not having arrived at the same time with the latter. As a proof, of what we have said of the fitness of the *Benares* proceed directly, if so required, to the Persian Gulf, instead of a hired vessel for which Government has paid an enormous freight, we may mention that that vessel since her sale for Rupees 20,500 has been chartered to go to China for Rupees 23,000, and is now taking in cargo in fulfilment of that engagement. If a vessel of the tonnage of the *Benares* could be got to go to China for such a sum as the above, why should not the Government have been able by inviting tenders to obtain a transport for the Persian Gulf, a great deal under the rate which has been agreed upon for the *Tamerlane* ? No one can find fault with a mercantile house for accepting what it could get, but great blame is surely due to Government for the part it has acted in tasking up a vessel without competition, when much better terms might have been obtained, had the mercantile community been invited to hand in tenders for tonnage.

"There is a time for all things under the sun." saith the preacher. There is of course a time to invite tenders and a time to be silent altogether on the subject of them. We have been hitherto silent on the subject of the *Tamerlane* and her engagement by government, because we thought it possible that Circulars may have been addressed to the mercantile community, applying for tonnage, although no advertisement appeared in the official Gazette. But we now find that in regard to this affair our wise and considerate Government preserved an eloquent and impressive silence, thinking it better to be laughed at by the public for making a disadvantageous bargain than to put into the power of the shipping interest of Bombay to place at its disposal the elite of the shipping in the harbour. We may be wrong in the reason we have stated for the religious silence maintained in this matter by our worthy authorities, but of this we are certain that there were other vessels in port which would have been tendered, had tenders only been invited, and the consequence might, have been not only the obtaining of a better ship but the chartering of her at a saving of half of what will be expended on the *Tamerlane*. That vessel is stated not to be altogether worth the sum for which she has been engaged for so short a time as two months, and the consequence is that while the owners will pocket their cash, they will laugh in their sleeve at the simplicity of Government. It is fortunate however that a great present outlay will not be required as the purchase money of the *Bemires*,

(Rupee. 20,500) will go a great towards discharging the charter money of the Tamerlane— This is so far good but in sober sadness what did our Government mean by selling the Benares when a vessel was wanted to go up to the Persian Gulph, and when by the employment of the Bemires, so great a saving to the public treasury might have been effected. Why here is an amount equal to that set apart during a whole year for improvements throughout the presidency, thrown away, literally cast into the sea, in a single day, when there was not only the Benares ready to be turned to public account, but other Shipping, including several fine China vessels, ready to be offered immediately on tenders being invited, on lower terms than those which have been voluntarily accorded to the Tamerlane.

But after all there is a wonderful virtue in a name, and who knows what effect that of the great conqueror of the East may have had on the susceptible minds of the Governor in Council or on that of the Secretary who recommended the employment of a vessel bearing so redoubtable a designation ? The name of Tamerlane is one of power in those parts to which the vessel which bears his name is about ,to proceed. and there is no doubt that the gallant Ship will by many be regarded as an avata of the hero whose sword swept in it's career of conquest from the shores of the Bosphorus to the gates of Delhi. Perhaps then may be the reason why Government in the present case instead of inviting tenders, made a tender itself, and preferred the craft it has got to the other noble shipping in the harbour. The General Palmer in particular, although perhaps in all other respects an excellent vessel, was in this way incompatible with the service on which it might have been despatched, in that it's name by only reviving recollections of the 'pleasures of the table would have probably disinclined the gallant armament from that watching and fasting which ought to be inseparable from a campaign against the fierce warriors of Iran.

We trust Government will not find it necessary again to play off such a prank as this ; if it does, the displeasure of the court for so wanton and inexcusable a waste of public money would undoubtedly ensue, and the present Bombay Government has of a verity no cause to sigh for want of sufficient matter for the censure the of the authorities in England.

Bombay Gazette - Wednesday 04 July 1838


The Tamerlane had made a good passage runs Bombay to Muscat. having left the latter place for Bushire on the day the Semiramis arrived. She had not however at the latest date, made her appearance at Bushire, and could hardly be expected there before the 25th, the Susmaul or N. W. winds having been blowing for about twenty days, causing a very heavy , swell which must greatly have tended to retard her progress. The Resident we are told, intends as soon as the Hugh Lindsay can get coals from on board the Tamerlane, to take a cruise around the Gulph, in order to accommodate certain quarrels among the Arab Chiefs at Debas and other places.

These are all the particulars we have heard; it will be acknowledged they are meagre enough, considering how much we expected.

Bombay Gazette - Wednesday 8 August 1838

...sage, apply to Captain ...
Messrs. FOSTER and Co.—Bombay, 8th August, 1838.

 **FOR LIVERPOOL.—**The ship
" **TAMERLANE,**" 400 tons
burthen, **JAMES SMITH** Commander; will
sail for Liverpool with all dispatch.—
For freight or passage, apply to Messrs.
SKINNER and Co.—Dady's Building, 8th
August, 1838.

 **FOR LINTIN IN CHINA.—**The
fast sailing Clipper Barque **Sir**
HERBERT COMPTON, F. S. BOULTON.

Liverpool Mail - Thursday 17 January 1839

horns, for Dirom, Richmond and co—129 cappers terra japonica, 125 planks blackwood, 83 pces ebony, 178 bags coffee, 700 bags pepper, to order—about 7 bales of the above wool thrown overboard during a gale,—412 tons, 19 men, W. Dk.

Tamerlane, J Smith, from Bombay, with 1471 bales 16 hf-bales cotton, to order—407 bales 8 hf-bales do, Barton, Irlam and co—80 bales do, Daniell, Dickson and co—67 chests gum arabic, 185 bags coffee, 930 bags pepper, 408 pkts gall nuts, 763 bags ginger, to order—800 bgs ginger, 185 elephants' teeth, Skinner and co—1 bundle tea, Whyte and Morton—1 bx cornelians, Dudgeon, Balleny and co—1 bx samples, Bibby and Son—2 boxes shells, J Harrison—1 box shells, 2 cashmere shawls, 2 boxes fruit and pickles, the master—399 tons, 18 men, W. D.

Mary Sharp, J Gray, from Calcutta and the Cape of Good Hope, with—from Calcutta, 3653 bags sugar, 4411 pces sapan wood, 200 bags rice, 21 bales silk, to order—334 bags linseed, Richard, Little and co—1 tin box, C Groves—862 bags linseed—1 bag sugar, 2 bags rice, A M'Gregor—From the Cape of Good Hope, 1 hf-aum wine, Dickson, Burnie and co—1 bx bulbs, 1 bx seeds, Bearright and co—1 bx natural curiosities, Rev. D Griffith—228 bags rice, Landed at the Cape of Good Hope.—338 tons, 17 men, W. Dk.

WEST INDIES.

Los Ninos, S de Lanceric, a from Havana, with 1 case manufactured tobacco, for W Atherton—8 do, Walrond, Browne and co—1 do, M Robertson—6 do, A Johnstone and co—4 do, Burgess and Townsend—2 do, R P Carter—1 do, J Reckless—4 do, to order—2 do, the master—4 do, Maury, La ham and co—25 bales leaf tobacco, J Reckless—15

Tamerlane, J Smith, from Bombay, with 1471 bales, 16 hf-bales cotton to order—407 bales, 8 hf-bales do. Barton, Irlam and co— 80 bales do. Daniel and Dickson and co—967 chests gum Arabic, . 185 bags coffer, 930 bags pepper. 408 pkts gall nuts. 763 bags ginger, to order-800 bags ginger, 185 elephant teeth, Skinner and co, - 1 bundle tea, Whyte and Morton—1 bx cornelians, Dudgeon, Balleny and co—1 bundle of samples, Bibby and Son—2 boxes shells, J Harrison—1 box shell, 2 cashmere shaws, 2 boxes fruit and prickles, the master—399 tons, 18 men, W D

Shipping and Mercantile Gazette - Tuesday 02 July 1839

GREENOCK—Jane 29 : Arrived here the following—The Tamerlane, Smith, from Charleston sailed on the 21st May; was detained in the Channel for eight days with light easterly winds.

Lat. 46, long. 40, spoke the brig Emelina, from London for Quebec, out 21 days.

Gore's Liverpool General Advertiser - Thursday 12 September 1839

Wednesday, the 25th instant, twelve o'clock,
at Gladstone and Serjeantson's Sale-room, Oldhall-street,
2000 bags BLACK PEPPER, ex- William and Tamerlane, from Bombay
Apply to GLADSTONE and SERJEANTSON, Brokers.


Gore's Liverpool General Advertiser - Thursday 31 October 1839

Brunswick Dock The Tamerlane, (399, Glasgow) J Smith, from Quebec, with 98 pcs oak. 64 pcs elm. 66 pcs red and 856 pcs while pine, 1183 pcs deals, 1 red pine plank, 9070 staves, 5 fms lathwood for Chaloner and Houghton

Liverpool Standard and General Commercial Advertiser August 4 1840

Tamerlane, (432) G Fisher. from Quebec, 26 pieces oak, 5 pieces ash, 70 pieces elm, 3 pieces w pine, 1538, deals, 6130 pieces standard staves and heading, 11032 pieces W I staves, Chaloner and Houghton —137 barrels pearl and 10 barrel pot ashes, 3154 barrels flour, order—B D

Gore's Liverpool General Advertiser - Thursday 13 August 1840

 **J. A. TAYLOR, Commander;**
 Burthen per register 336 tons, and will be found a most desirable conveyance for goods or passengers, having superior accommodations. — For particulars apply to **BOLD and STARKEY.**

A regular trader
For MONTREAL,
 The well-known Ship **TAMERLANE,**
GEORGE FISHER, Commander;
 Burthen per register 400 tons. — Apply on board, Brunswick Dock; to Messrs. **CHALONGA, HOUGHTON and FLEMING,** or to
HENRY SMITH and Co. King-street.
 Freight will be collected at 8 per cent. premium.

In lieu of the BONANZA.
For ST. JOHN'S, NEWFOUNDLAND,
 The fine Barque **MANCHESTER,**
THOMAS BUTTER, Master;
 164 tons per register; well known in the trade as

Accounts and Papers, Volume 4

By Great Britain. Parliament. House of Lords

Canada Affairs

Report of vessels boarded at Grosse Island Quarantine station 21st May to 23rd May 1841

Barque Tamerlane. Master George Fisher sailed from Liverpool on 5th April arrived 22nd May with general cargo, 5 cabin, 191 steerage passengers, released 22nd May, consigned to Froste and Company, one crew member died of apoplexy.

Gore's Liverpool General Advertiser - Thursday 05 August 1841IMPORTS
BRITISH AMERICA

Brunswick Dock The Tamerlane, (493) Morris, from Quebec, with 300 barrels flour 55 pcs oak 1 pce Basswood I pce birch 20 ps ash 24 ps elm 210 pcs pine and 1 pce maple timber 11,430 battens 430 deals 14,715 staves order

Liverpool Standard and General Commercial Advertiser August 6 1841

AUCTION SALES

TOMORROW, (Saturday,) the 7th instant, at Twelve o'clock, on the Quay, east side Brunswick Dock,

6830 White Oak Puncheon STAVES,
6000 " Barrel DITTO,
1884 Standard DITTO,

Now landing ex Tamerlane, from Quebec.

apply to Messrs. W. FISHER and Son, Merchants.
Also, on the Quay, east side of the Queen's Dock,
170 MASTS and SPARS,

Now landing ex William, from Libau.—Apply to Messrs. R. ZWILCHENBART and Co., Merchants, or to CHALONER, HOUGHTON, and FLEMING, Brokers.
(Three interests.)

Lloyd's List - Friday 20 August 1841

LIVERPOOL 19th Aug.

The Tamerlane, bound to Quebec, grounded last evening in the North Channel, but came off this morning, without apparent damage,- and proceeded.

Liverpool Standard and General Commercial Advertiser April 19 1842

THURSDAY

On THURSDAY next, the 21st instant, at Twelve o'clock, in the Brokers' Bonded Sheds and Free Yard, Sefton-street and Harrington Dock, the following cargoes of Timber, &c., namely,

In the Bonded Sheds, Sefton-street,
38 Logs RED PINE, 1099 feet,
34 Logs OAK, 2681 feet,
52 Logs ELM, 1578 feet,
874 DEALS,
2533 Standard STAVES,

4058 W. O. Puncheon DITTO,
 3 2-12ths Fathoms LATHWOOD,
 Just landed ex Tamerlane, from Quebec.—Apply to THOMAS FROSTE, Esq.,
 Merchant. In Free Yard, Harrington Dock,
 or to CHALONER, HOUGHTON, and FLEMING, Brokers.

Liverpool Standard and General Commercial Advertiser August 26 1842

IMPORTS BRITISH AMERICA.

Tamerlane, (493) J Morris, from Quebec, 18 pces oak and 9 pces white pine timber, 4 cords lathwood, 1470 pces pipe 5469 pces W I and 4800 pces brl staves, 742 pces deals, 63 pces oars, T Froste-5 126 brls flour, Archer, Daly and co—P D

Gore's Liverpool General Advertiser - Thursday 06 April 1843

The Tamerlane (493 of Quebec) j Morris from Mobile, with 1219 bales cotton order – Princes Dock

Gore's Liverpool General Advertiser - Thursday 10 August 1843

The Tamerlane, T Bennett, from Quebec, with 3 pcs oak 36 pcs elm 91 pcs red and 37 ½ pcs white pine timber 1649 pcs deals 1480 pcs pipe and 1700 pcs W I staves for T Froste – Brunswick DK

Globe - Thursday 21 December 1843

Maritime Extracts.— The Syria, Cox, from Quebec at Liverpool, reports that the 3d Dec., while lying to during gale of wind, had decks swept, lost bowsprit, foretopmast, sails, &c., and one man overboard : was in company with the Tamerlane and the Gulf.

Liverpool Mail - Saturday 30 December 1843

Tamerlane - , from Quebec at this port. The master was washed overboard on 3rd instant, long 52; the vessel is leaky.


Cork Examiner - Friday 05 January 1844

Melancholy Accident.— It is with regret we announce that Captain Bennett— (formerly of this port), of the Tamerlane, of Liverpool, was washed overboard by a tremendous sea, whilst crossing the Newfoundland bank, in long. 52. The mate was knocked down by the same sea, but fortunately escaped the melancholy fate of the master.— Waterford Chronicle

Gore's Liverpool General Advertiser March 6 1845

apply to **CROZIER BROTHERS and Co**
21, Canning-place.

REGULAR TRADERS.
To sail about the 20th instant.
For MONTREAL, Direct,
The new Barque **ASENATH**,
JOHN VICKERS, Master;




A 1 at Lloyd's, 321 tons coppered, sails fast: now loading in Queen's Dock, and is a desirable conveyance for measurement goods.

For MONTREAL and QUEBEC,

TAMERLANE	To sail 25th March.
ABERDEEN	24th "
SYRIA	1st April.
ROCKSHIRE	15th "

Apply to **THOMAS FROSTE,**
(Two interests.) Orange-court, Castle-street.

To sail with the first Spring Ships.— Takes no salt.
For **QUEBEC,**
The regular trader and well-known A 1 Brig



Lloyd's List - Monday 08 April 1844

MILFORD arrived 6 April - Tamerlane, Thomas Liverpool for Quebec —to stop a leak.

Sun (London) - Monday 15 April 1844

MILFORD, APRIL 12.— The Tamerlane, Thomas, from Liverpool to Quebec, which put in here 6th inst., leaky, has been lightened.

The Pembrokehire Herald and General Advertiser April 19 1844

MILFORD. The Tamerlane, from Liverpool to Quebec, which put in here on the 6th instant, leaky, has been lightened.

Shipping and Mercantile Gazette Saturday 20 April 1844

MILFORD, April 18.— northerly, very fine. Sailed, 18—The Tamerlane, Thomas, from Liverpool for Quebec, having had her leaks stopped and reshipped her cargo

Gore's Liverpool General Advertiser - Thursday 22 August 1844

King's Dock Tamerlane. Thomas, from Quebec, with 439 pcs white pine and 66 pcs elm timber 500 pcs deals 2166 pcs standard and 7290 pcs W I staves for Froste—Brunswick Dock

Gore's Liverpool General Advertiser - Thursday 06 November 1845

Brunswick Dock . Tamerlane, (483) McLeary from Quebec, with 74 brls pearl ashes 1000 pcs deals 2626 pcs standard staves 2400 pcs W.I. staves for T Froste, 3000 brls flour Sandars and Claxton, 2294 do order – Princes Dock

Shipping and Mercantile Gazette - Tuesday 18 November 1845

DUBLIN BAY. Arrived [Nov. 15] from Tamerlane, McLeary, Liverpool for New Orleans, leaky, having struck on the Krish Bank, and can only be kept free by constant pumping

Shipping and Mercantile Gazette - Tuesday 18 November 1845

LIVERPOOL.-Nov.17 : Wind N.W., fresh ; high-water, putting back Tamerlane, for New Orleans, leaky, having struck on the Kish Bank.

Liverpool Mail - Saturday 16 May 1846

WEDNESDAY

On WEDNESDAY next, the 20th instant, at Twelve o'clock, at the
Broker's Office, 34. Exchange-street Last,
20 Tons CATTLE BONES.

To be seen on board the Tamerlane, Orleans southeast corner of Victoria Dock.—
Apply to THOMAS SILL. Broker.

Newcastle Guardian and Tyne Mercury - Saturday 30 May 1846

AMERICAN PRODUCE. The importation of provisions into the ports of London and Liverpool from the principal shipping ports of the united States of America, the produce of that country, have continued to be of an interesting and extensive character. The following are the most important which have taken place since our last notice of the subject :— the Tamerlane, from New Orleans an ,immense quantity of Cotton, 62 packages of hemp Seed, 211 of lard, 91 of beef.

Saint James's Chronicle - Tuesday 27 October 1846

ABERYSTWITH, Oct. 23. The Three Sisters, from Pentewan to Liverpool, grounded to-day near here, and filled must discharge. The schooner Mary Jones, of Aberdovey, is said to have gone on shore to-day at the mouth of the Dovey. Oct. 24. The Tamerlane, from Liverpool to New Orleans, is on shore near here, and is likely to become a wreck, crew, stores, and materials saved.

Liverpool Standard and General Commercial Advertiser October 27 1846

ABERYSTWITH, 23rd Oct.—The Tamerlane, Ackland, from Liverpool for New Orleans, drove on shore near this harbour this morning, with loss of both anchors, rudder unshipped, copper much torn, and bilges chafed; the cargo and materials are now being landed. Crew saved.

Welshman - Friday 30 October 1846

THE LATE GALES AT ABERYSTWITH. SATURDAY, OCT. 21. The weather for the past week has been extremely stormy, accompanied with much rain. and the sea in the bay has been running very high. We have not been visited for many year. with such a storm, that continued for so many days.

At day break on the 23rd, a barque was observed drifting for the shore about miles south of this port. The life boat was immediately manned and sent to the barque to render all necessary assistance, but before the boat reached the spot, the vessel was driven up the beach so high that the boat was not required. Upon inquiry we find her named the Tamerlane, about 700 tons burthen Captain Ackland, from Liverpool for New Orleans, cargo rock salt, with loss of chains and anchor, and likely to become a total wreck.

The Welshman 30th October 1846

ABERWRSTWITH.- Tamerlane, about 700 tons burthen. Captain Ackland, from Liverpool for New Orleans, cargo rock salt, with loss of chains and anchors, and likely to become a total wreck; crew, stores and materials saved.

Morning Advertiser - Thursday 05 November 1846

ABERYSTWITH, Nov. 2.—The Tamerlane, Ackland, from Liverpool to New Orleans, which was stranded near this place, 23d ult., has been hove off and assisted in here.

The Welshman 6th November 1846

ABERYSTWITH HARBOUR.—EFFECTS OF THE LATE STORM.
During last Monday evening's tide, the barque Tamerlane, Ackland, master, was brought into this harbour, having been driven ashore on the beach south of this port, during the late severe storm, as stated in our last.

Monmouthshire Beacon - Saturday 07 November 1846

Aberystwith, on Thursday, the hurricane was so violent that it was necessary to suspend the usual service at the church, the windows of which were much scattered. Friday Willoughby Miller, Esq., solicitor, and eight gallant sailors, succeeded in affording succour to the barque Tamerlane, which had grounded on the Morfa Rocks. The crew, who were quite exhausted, were saved, and five of the noble deliverers were engaged the captain of the vessel to enable her to proceed on her voyage.

Awful Storm On Saturday afternoon accounts reached Lloyds of a most fearful storm occurring off the western coast during Thursday and Friday. The loss life and property has been truly frightful.

The Welshman December 4 1846

ABERYSTWITH.-The Barque Tamerlane, of about 700 tons burthen, that was driven ashore during the gale of the 23rd of October last, about 3½ miles of this port and was afterwards floated off, has been purchased by Mr. John Jones, ship-builder, of this town, and will soon belong to this port.

Carnavon and Denbigh Herald, January 2, 1847.

The fine vessel called the Tamerlane, formerly of Liverpool, stranded on Morfa Bychan Sand, during the memorable gale which occurred on the coast, in the month of October last, is now the sole property of Mr. John Evans, of St. Michael's Place, Aberystwyth, shipbuilder. This vessel may well be called the Leviathan of the port, being upwards of 600 tons register, and she will carry 1,000 tons. It is with a considerable degree of pleasure that we announce the fact of this fine vessel proving herself, upon examination, to be the best heart of oak; and Mr. Evans, the lucky purchaser, will realise a handsome sum by her having become his property, we may add that, with a very little outlay, Mr. Evans will be able to send the vessel out to sea very early, for Baltic timber; and, from enquiry we find, that her freight on one voyage will exceed £1,300. Our readers will see at a glance, that Mr. Evans has been exceedingly lucky in his treaty, for we understand that he gave for the vessel, together with her rigging, materials, &c., only £200.

Welshman - Friday 30 April 1847

EMIGRATION.—ABERYSTWITH —A greater proportion than the usual annual average of the agricultural population of the upper part of Cardiganshire, seem determined this year to improve their fortune by emigrating to America. Last week the new barque, the Anne Jenkins of 400 tons, the property of Mr. Thomas Jones, Ropewalk, sailed from Aberystwith for New York with upwards of 80 emigrants; and it will be seen by our advertising columns that in the beginning of June, the Tamerlane, of 700 tons, the property of Mr. John Evans, capable of accommodating 200 passengers, is expected to sail for Canada. These emigrants consist chiefly of small freeholders, farmers, and the more respectable of the rural labouring class.

The Welshman May 7 1847

per and Advertising Agent, 29, Charing Cross, London.

**TO PARTIES INTENDING TO EMIGRATE
TO AMERICA.**



THE Barque **TAMERLANE**, Robt. James, Commander, 700 Tons Burthen, will Sail from the Port of Aberystwyth, (weather permitting) the **FIRST WEEK IN JUNE NEXT**, Direct for **QUEBEC**, and will take Passengers upon the following terms and conditions:—

	£	s.	d.
Adults, 14 years of age and upwards.....	3	0	0
Children, 1 year and under 14 years of age	1	10	0
Infants, under 12 months	FREE.		

In addition to the above, there will be 5s. to be paid as Head Money, upon each individual Passenger.

Water, Fuel, & Bed Places will be found.

Passage to be secured by the 10th of May at the latest, at which time a deposit of £2 for each adult, and £1 each child, must be made, which will be forfeited in the event of the Passenger declining the voyage. The Passengers to be on board not later than the 1st of June, when they will be required to pay the remainder of the Passage Money, and the Head Money. The vessel is capable of accomodating 200 Passengers.

Any further information that may be required, can be obtained on application to Mr. John Evans, Shipbuilder, Aberystwyth, or to the Master on Board.

Aberystwyth, April 28th, 1847.

GAME LISTS.

COUNTIES OF SOUTH WALES.

The Pembrokehire Herald and General Advertiser May 28 1847

ABERYSTWYTH.—The barque Tamerlane, the property of Mr. John Evans, Ship-builder, commanded by Captain R. James, formerly of the Susan, of Chester, intends sailing on Saturday next, with about 250 passengers, for Quebec. Two sermons were delivered on board on Sunday last, previous to her departure, by the Rev: Griffith Hughes and the Rev. E. Williams, Wesleyan ministers.

The Welshman 4th June 1847

EMIGRATION TO AMERICA. On Monday morning the ship Tamerlane, of 700 tons burthen, left the port of Aberystwith for Quebec, with the greatest number of emigrants that ever sailed from that port in one vessel. The number on board, including infants and ship's crew, amounted to 462. They came chiefly from the eastern parts of Cardiganshire, from the neighbourhood of L'edrod, Mynydd Bach, and Tai-hirion-y-rhos. Having, by the kindness of Mr. John Evans, the owner, had a view of the list of passengers, on analysing it, we found that 73 consisted of the class of farmers and their families, 65 of labourers, do., 13 of carpenters, do., 17 of tailors, do., 6 of blacksmiths, do., of hatters, do., and 10 of miners, and the rest were of miscellaneous occupations. Of the above, 18 individuals were of different ages, ranging from 52 to 65, the rest were chiefly young, some were infants. The passengers were all aboard on Saturday and it was remarked that there was not an English family amongst the whole and from their coming from the same neighbourhood, they appeared as if they were all of the same family. There was all number of the towns people on the beach on Sunday, who had access to the ship by means of scaffolding; and the monotony of the scene was diversified by one of the female passengers falling in the river; however, she was immediately picked up the ship's crew, with no other injury than a sound ducking. On Monday morning, about 8 o'clock, the ship got under weigh, and left the harbour with all her passengers on board, with the exception of a young couple. These had paid their passage, but were not themselves forthcoming, though all their luggage had arrived on Saturday. For the benefit of our young readers, and because it enables us to point a moral we will just state the particulars of the above narrow escape with a view of impressing the necessity of avoiding, in love matters especially, to leave anything to the last moment. Such IS the "moral," now to the "tale." The above young couple having taken their passage, were to be married on Sunday last, and walk together in the cool of the evening to Aberystwith to go on board. It matters not how the calamity occurred, it was no fault of theirs—they were ready, but the parson was not—at least so it

is said. At any other time, a day, sooner or later, would not signify much, but here it I signified everything, for the ship was sailing, and the fare was paid. However, doed a ddel, they were determined to get married, and married they were on Monday morning and with all their speed they arrived at Aberystwith, *but the ship was gone*. However as luck— we beg pardon—as Hymen would have it, although it was now two o'clock, the ship had been quite becalmed, and was scarcely more than three miles from the harbour when the breathless pair arrived. Mr. John Evans immediately manned a boat and rowed the young couple on board to their no small joy and satisfaction

The Welshman 18th June 1847

THE "TAMERLANE" EMIGRANT SHIP.- It may be satisfactory to the relatives and friends of the numerous emigrants by the above ship to be informed that a letter has been received from her, dated the 5th of June, 20 miles west of Cape Clear, stating that the passengers had recovered from their sea-sickness, and everything was going on quite satisfactorily. The ship sails well and tight; requiring no more pumping than just sufficient to wash the decks.

Liverpool Standard and General Commercial Advertiser July 13 1847

The Tamerlane left the port of Aberystwyth for Quebec, a few days since, with the greatest number of emigrants that ever sailed from that port in one vessel. The number on board, including infants and ship's crew, amounted to 462.

Morning Post - Monday 06 March 1848

Cherbourg, March 1. — The Tamerlane, James, of Aberystwith from Shields for Carthagen, was abandoned 26th ult., dis-masted, and with loss of rudder ; crew, with the exception of four men, who were drowned, brought into this port.

Shipping and Mercantile Gazette - Monday 13 March 1848

Brig Castor, Lambton, from Cherbourg for Swansea, having on board seven seamen, part of the crew of the barque Tamerlane, of Aberystwith, wrecked Western Ocean, picked up by a French vessel, and taken Cherbourg. They

returned sincere thanks to Mr. Lambton for the kindness they received from him while on board his ship Castor.

The Welshman 10th March 1848

ABERYSTWITH.- TOTAL LOSS OF THE TAMERLANE OF 700 TONS BURTHEN-, WITH FOUR OF THE CREW —It will be within the memory of many of our readers that the above splendid vessel sailed from Aberystwith on the 1st of June last, with emigrants for Quebec. That voyage was accomplished with perfect safety, and the vessel after having returned to England, was on its voyage from Newcastle to Carthagena, when it encountered a violent storm, in which she was lost on the coast of France, together with four of her crew. By the favour of the owner, Mr. John Evans, shipbuilder, of Aberystwith, we are enabled to make lengthened extracts from the interesting letter of Capt. James, announcing the melancholy catastrophe, which has excited great interest amongst all classes in Aberystwith and Cardiganshire :— Dear Sir,—It is my painful duty to report to you the sad news of the loss of the unfortunate Tamerlane; in doing so I feel acutely my situation, and my heart is overwhelmed with sorrow at the sad event, and if it were possible I could shed tears of blood over the loss of 4 of my brave crew. After leaving Poole I had a fine run for one day, then it commenced bad weather—very bad indeed and we made the land about Corrunna in Spain, and were obliged to tack off. On Tuesday, the 22nd of February, I hove the ship to under a close reefed topsail, but drifted back again. On Friday it blew a hurricane, and at 4 p.m. the wind increased to such a degree that the ship was hove down completely, and it was as much as we could do to keep the vessel free with the pumps, and the water making such a breach as to drive the people away from them. In this extremity I consulted my brother, Richard Humphreys, and one or two of the best of my seamen, and our united opinion was to try to save your ship and to put her before the wind. I cut away the mizen mast and with the help of the yards got her before the wind, when she appeared to make a little better way, but some ropes getting in the wheel chain, she broached to again, during which time one sea broke on her and knocked in the dead-lights in the cabin. My brother and the carpenter went below to secure the stern in the best possible manner. I stationed R. Humphreys and Geo. Thompson at the wheel, while I proceeded to cut away the main mast and get it over the side. I was in the act of sawing through the main and top-mast stays, when a dreadful sea broke on her, took away the bulwark staunches, and coming aboard from aft all the way to the main gangway carried everything with it., in fact all that was left was a broke; off one pump, everything clear to the deck, and swept off my 4 men. Unfortunately poor Richard Humphreys, was one of them, George Thompson, and a fine young man I shipped at Poole, and the boy Jack. I

immediately ran aft to see the amount of damage when I saw what was done you may judge my consternation, and when I heard the faint cry of the poor dear fellow's last voices. Another of my men was crushed by the fall of the mast. But we did not see the true state of the ship till next morning. In the mean- time we continued at the pumps, and nailed a sail over the companion, and did the best we could to prevent the water from going down below. At daylight I sounded the broken pumps at 6 feet water. We then secured everything to keep the water from going down, and tried if it were possible to gain on her by the pump, but at 12 or mid-day, I found she was gaining upon us, and as of course every sea was sweeping I found there was no possibility of saving the ship. Had she been laden with gold and all my own, I could do more than I have done to save her. I then determined to leave her in the boat. We succeeded at last to get two beakers of water, two bags of wet bread, and the remaining two packets which had not been washed overboard. I put a few of my most valuable things in a small trunk, the crew got a few clothes, but we all cared little or nothing about taking them, as we never expected the boat would live the night out. At 4 we parted with the unfortunate Tamerlane; hoisted a hammock on an oar for sail, and run before the wind without a compass from Latitude 45 deg. 45 sec. Longitude 11 deg. west. The men were employed during the night in bailing the water out, which broke over the boat. At midnight passed close to a brig, but could not do anything with her. At 7 a sea broke-knocked me away from the stern with the tiller in my hand filled the boat up to the rouser, but, here-mark the providence of God, she did not upset, and as it were at that moment as if the Almighty had spread out his hand over the sea, it was smooth until we had time to clear the boat of the water. At half-past 10 we made a ship to leeward, at 11 got along side, but the sea was running to that extent that the boat filled before we got on board. Everything in the boat was lost. The ship was the Stanislaus, from Calcutta, to Havre-de-gras. The only thing saved is poor Richard Humphrey's watch, mine, the mates and carpenters are all gone. Please tell his (Richard's) poor mother of my grief at his loss. I must confess I feel more for him and the rest than for my own loss in the Tamerlane, though all my fittings out for the last 12 years, as also my linen-my little all, is gone. I feel acutely for you in your loss, because you reposed great trust in me; but I cannot control the providence of the Almighty. He has seen proper to afflict, and under his afflicting rod we must abide. My mind is greatly pained, but I have done my duty. The Richard Humphreys, one of the men who was lost, and who is spoken of with so much kindly feeling in the above letter, was son of Mrs. Humphreys, of the Jolly Sailors, Aberystwith, widow. He was a fine young man, of excellent character, and as much distinguished by his skill and courage as a mariner, as by his dutiful conduct to his widowed mother. The boy Jack" another of the crew that was lost, though not a native of Aberystwith, was well known there from having saved the life of one of the female emigrants, who accidentally fell over board from the

Tamerlane in May last; Jack jumped after her from the ship's side and saved her from a watery grave. Though called a boy in the Captain's letter, he was about 18 when he perished. We are glad to say the Tamerlane was insured.

Crewlist Project

Aberystwyth Shipping index 1840 - 1853

Folio No.116 Tamerlane on 22/5/1847 registered at Aberystwyth 1847

St Martins, Bay of Fundy. NB

St. Martins was the 2nd largest producer of wooden sailing vessels in New Brunswick and the 3rd largest in the Maritimes. Between 1803 and 1900, over 500 vessels were built and launched in over 12 shipyards along the beaches, coves, and rivers.

India

The Principality January 26 1849

The East India Company is, perhaps, one of the most anomalous things ever known. It is an imperium in imperio of a most singular kind. Leadenhall-street rules the destinies of one of the most rich and magnificent territories in the world. A few British gentlemen in London, chartered by Parliament, governs millions beyond the Himalayas. The means by which this power was acquired, history tells in tones of condemnation. A commercial adventure at first; it became a civil authority at last. An incorporation for trade under James T. it became a sovereign power, with civil and military jurisdiction, under Charles II. The Company purchased the renewal and extension of their successive charters from the kings and parliaments of this country, by the most unblushing bribery. In 1693 the House of Commons, jealous of the company who had hitherto received all their privileges and charters direct from the monarch, declared their right alone to regulate our Indian trade, a principle ever after acted upon. But,

notwithstanding, the great wealth and influence of the company obtained from the Commons an acquiescence in their schemes. The Commons, in fact, was overborne. Members were bribed, seats in Parliament purchased, and electors hushed with gold; so that, although the right of interference was allowed, it was no check on the designs of the company, but rather became contributory to their aggrandisement. A gross monopoly was granted, and continued to them until very recently, of all the trade to and from all ports and districts between the Cape of Good Hope and the Straits of Magellan. In 1834 only was that monopoly finally destroyed. Since that time the trade to that vast district has been to all British merchants alike. A vast improvement this, but there is greater lacking.. This mighty continent, with its teeming millions and inexhaustible treasures, is a fine field for enlightened statesmanship. It is a high crime that it should be governed by, a double Dictatorship, consisting of the Court of Directors and a Board of Control, thousands of miles away, and mocked by the semblance of a chief magistrate who, whatever his qualities, and however the people may regard him, is imposed or taken away according to the whims of the leaders or the power of political factions. Under such a state of things no wonder that nothing is done well in the East but fighting no wonder nothing has been done comparatively to better the condition of the people no wonder that they are taxed to death, and that the land is left uncultivated; no wonder that in this perhaps finest country in the world its people rob and are robbed, murder and are murdered, and suicide covers the land. (edited)

Thomas Froste , Orange Court, Castle Street, Liverpool

Vessels owned by T Froste 1845

Rockshire Barque registered Liverpool sailing to Savannah from Liverpool

Asenath Barque registered Liverpool sailing to Montreal from Liverpool

Syria Barque registered Liverpool sailing to Quebec from Liverpool

Tamerlane Barque registered Liverpool sailing to Quebec from Liverpool

Aberdeen Fully rigged ship not recorded as owned but included in advertisement for regular trade to Canada.

Liverpool Standard and General Commercial Advertiser February 11 1840

NOTICE.


THE co-partnership heretofore existing between ROBERT FROSTE, THOMAS FROSTE, and. JOSEPH FROSTE, under the firms of " Robert Froste and Co., Montreal," " Thomas Froste and Co., Quebec," and " Joseph Froste and Co., Liverpool," expires, by limitation of articles, this day, and the same is hereby dissolved. Robert Froste is hereby authorised to settle and wind up the. affairs of the Montreal firm, Thomas Froste to settle and wind up the affairs of the Quebec firm, and Joseph Froste, in like manner, to settle and wind up the affairs of the Liverpool firm.


ROBERT FROSTE, By his Attorney, Rob. D. Watters.


THOMAS FROSTE. JOSEPH FROSTE,

By his Attorney, Rob. D. Waters. Quebec, 1st May, 1839.

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 For QUEBEC,
 The fine new Ship ABERDEEN,
 CHARLES DUGGAN, Master;
 (*Who is well acquainted with the trade;*)
 Burthen per register 560 tons, A 1 at Lloyd's: now loading
 in the Union Dock, and will be punctually despatched as
 above.—For freight or passage, having good accommoda-
 tions, apply to
**JOSEPH FROSTE and Co. or to
 S. STOKES.**
 Freight payable at 8 per cent. premium.


 To succeed the ABERDEEN.
 For QUEBEC,
 The fine first-class Ship LEANDER,
 — PHILAN, Commander,
 813 tons per register, sails well and is a most
 excellent conveyance for goods and cabin passengers: will
 meet quick despatch.—Apply to the Captain, on board,
 Prince's Dock, or to
**JOSEPH FROSTE and Co. or
 S. STOKES.**


 To sail with the first Spring Ships.
 For MONTREAL, Direct,
 The remarkably fine British-built Brig
ROBERT WATSON
 W. ELLIOTT, Master,
 (*Who is well acquainted with the St. Lawrence navigation;*)
 360 tons register, A 1, copper fastened, and now being cop-
 pered, and is a most desirable conveyance for fine goods:
 lying in George's Dock.—Apply to
**JOSEPH FROSTE and Co. or to
 S. STOKES.**
 Freight payable at 8 per cent. premium.


 For MONTREAL, Direct,
 The fine first-class Ship LORD KEANE,
 JOHN ROBERTS, Master;
 299 tons register, copper fastened and coppered,
 sails fast, and now on her second voyage, and will be de-
 spatched early in April: lying in the Prince's Dock.—For
 terms of freight apply to
**JOSEPH FROSTE and Co. or to
 S. STOKES.**
 Freight payable at 8 per cent. premium.


 To sail with the first Spring Ships.
 For MONTREAL, Direct,
 The fine British-built Brig ARION,
 246 tons register, A 1 at Lloyd's and in every
 respect an excellent conveyance for goods: lying
 in the Queen's Dock.—For freight apply to
**JOSEPH FROSTE and Co. or to
 S. STOKES.**
 Freight payable at 8 per cent. premium.

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Liverpool Standard and General Commercial Advertiser October 20 1840

RADICAL VERACITY. (?) TO THE EDITOR OF THE LIVERPOOL STANDARD. SIR.— Observing in the Journal, of to-day, a report of a speech delivered by Mr. Wm. Hardy, at a meeting of Reformers, held in West Derby Ward, last night, in which he asserts, that my brother-in-law, Mr. Froste, had discharged his (Mr. H. s) son, in consequence of the vote which he (Mr. Hardy) had given some years ago, I beg leave, through the medium of your paper, in the absence of Mr. Froste, who is at present in Canada, to give to such statement the most unqualified contradiction. Mr. Froste, to my knowledge, never did interfere in political matters, nor did he care one straw how Mr. Hardy or any other individual might think proper to vote. I enclose a note on the subject from Mr. Ashlin, Mr. Froste's present partner, and who was with him at the time alluded to, which fully bears me out in what I have here stated.--I am, Sir, your obedient servant, Hanover-street, Oct. 17, 1840. JOHN SMITH. Exchange-buildings, 17th Oct., 1840.

MY DEAR SIR,—In reply to your note of to-day, calling my attention to a statement in the Liverpool Journal, reported to have been made at a meeting of the Reformers of West Derby Ward, last evening, by Mr. Wm. Hardy, I can feel not the least difficulty in affirming ; that Mr. Hardy's son was not discharged from Mr. Froste s service for the cause assigned bf his father, inasmuch as Mr. F. was not aware, at the time alluded to, of the manner in which Mr. Hardy voted, nor would he at any time trouble himself to make any such inquiries, nor suffer such considerations to influence him in the slightest degree in his conduct towards any individual.-- Yours, very truly. I. ASHLIN. John Smith, Esq. [

The London Gazette - Part 5 - Page 5241 - Google Books Result

WHEREAS the Commissioner acting in the prosecution of a Fiat in Bankruptcy awarded and issued forth against Joseph Froste and Isaiah Ashlin, of Liverpool, in the county of Lancaster, Merchants and Copartners, hath certified to the Judge of the Court of Review in Bankruptcy, that the said Joseph Froste and Isaiah Ashlin have in all things conformed themselves according to the directions of the Acts of Parliament made and now in force concerning bankrupts; this is to give notice, that by virtue of an Act, passed in the fifth and sixth years of the reign of Her present Majesty Queen Victoria, intituled " An Act for the amendment of the. law in bankruptcy," the Certificate of the said Joseph Froste and Isaiah Ashlin will be allowed and confirmed by the Court of Review in Bankruptcy, unless cause be shewn to the said Court to the contrary, on or beibre the 10th day of February 1843.

John Evans, Shipbuilder of Aberystwyth

Purchased salvage of Tamerlane and re fitted for sea

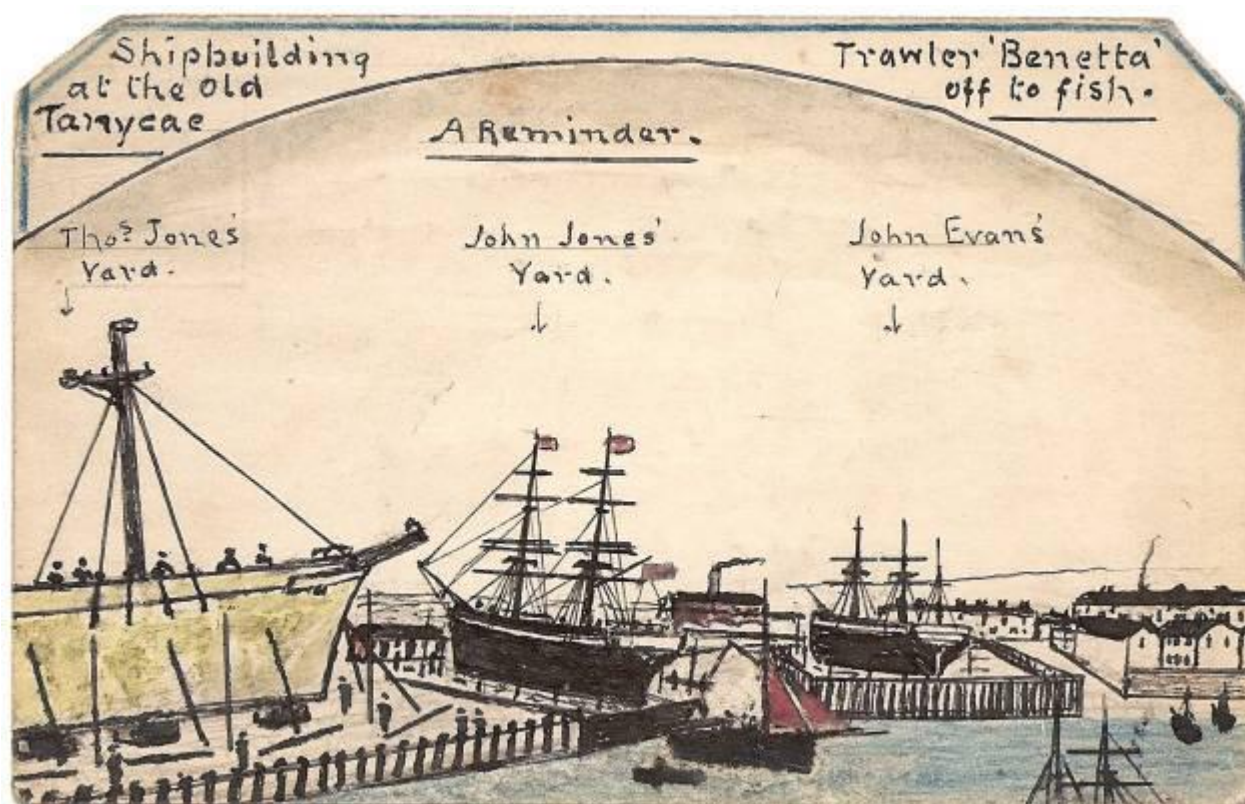


Fig. 1

The Harbour at Aberystwyth - People's Collection Wales

Before the mid-nineteenth century, the sandbar that dominated Aberystwyth harbour made it impossible for larger vessels to make port. In 1836 measures were taken to remove the sandbar and improve the harbour, so that by the mid-1800s Aberystwyth harbour was home to much larger vessels, such as schooners, brigs and barques.

During the nineteenth century, Aberystwyth was exporting material such as lead, zinc ore and tanning bark and importing coal, limestone, slates, flagstones, timber and household goods. By the 1840s trading ships were taking passengers from Aberystwyth to North America returning with exports such as timber.

Aberystwyth also supported a small shipbuilding industry, providing trade for local rope and sail-makers. The harbour had timber yards and a large saw mill sited on ground to provide resources. Throughout its career as a ship-building harbour, the total number of ships built at Aberystwyth, 242, was the work of three generations of the Evans family; Faulk Evans, his son, John and his grandson, John Faulk Evans. The ship building industry in Aberystwyth finished with the smacker EDITH ELEANOR in 1881.

J & W Stewart

In 1826 Stewart & Co arrive on LR as the owners of the following vessels;

Rose & Thistle	Schooner	Greenock to Newfoundland
Mariner	Schooner	Lo Coaster
Diana	Ship	Greenock to Newfoundland
Dainty Davie		Lo Coaster
Peggy	Sloop	Lo Glasgow
Vittoria	Brig	Greenock to Newfoundland
Archduke	Sloop	Lo Coaster
Roger Stewart	Ship	Greenock to Christiana
Friends	Ship	Greenock to New York
William	Sloop	Lo to Dunkirk
Tamerlane	Ship	Greenock to Quebec

I have not included any vessels with the owner shown as J Stewart or Stewart

Saint James's Chronicle - Thursday 08 August 1839

PARTNERSHIPS DISSOLVED.

-J. and W. Stewart, Greenock and Newfoundland, Merchants

Hutcheson's Greenock register, directory, and general advertiser > 1841-1842

Stewart, J. & W. merchants & shipowners, 2, West quay.

Dundee Evening Telegraph - Saturday 06 August 1881

ACCLIMATISING IN THE ARCTIC REGIONS. expedition of a eery important character, organised under the auspices of the American Government, has recently sailed from Newfoundland on board the steam sealer Proteus, belonging to Messrs J. and W. Stewart, Newfoundland, merchants, Greenock. The expedition, which is placed under the care of Lieutenant Greely, consists of 25 men, is, in the first instance, to proceed to Lady Franklin Bay, where station is be established, from which future scientific research and exploration operations are to be directed.

Maritime History Archive.

J. and W. Stewart (firm) (1819-1893)

Administrative history

J. and W. Stewart was one of Newfoundland's most prominent mercantile firms during the nineteenth century. The firm was a major import-export company which was heavily involved in the Newfoundland cod and seal fisheries. Although based on Water Street in St. John's, J. & W. Stewart and its predecessors had strong commercial ties with outport merchants including William Alexander (Bonavista), John Thomson (Catalina) and James Joseph MacBraire (Kings Cove). The firm also opened a branch operation at Greenspond (ca.1872) with John C. Dominy as agent, which immediately became the principal mercantile firm in the region. J. & W. Stewart supplied the smaller-scale outport merchants with goods on credit in exchange for products collected from their clients.

J. & W. Stewart was the successor to John Stewart and Co. of Greenock, Scotland, whose activities in St. John's dated from circa 1781. In the period 1790-1800, John and James Stewart operated a firm, Stewart & Rennie, in partnership with David Rennie. In 1819, James Stewart Jr., the managing partner at St. John's, established J. & W. Stewart on premises acquired from the insolvent estate of William Bevil Thomas. In 1820, the Stewarts sold this property back to the Thomas family and leased the Water Street premises of

Parker, Cheevers & Company, which had left the Newfoundland trade. In 1832, Stewarts purchased the former premises of Gaden & Scott.

James Steward Jr. left Newfoundland in 1827 and the firm J. & W. Stewart was managed by Kenneth MacLea (1827-48). In 1836 the firm was restructured under a new partnership including James and William Stewart, James Stewart Jr., (third generation), Walter Baine Jr. (Greenock) and John Thomson (Catalina). The premises of J. & W. Stewart were destroyed by fire in 18 June 1846, and the firm then leased the premises of Newman & Company at Riverhead, Water Street West, St. John's.

In the period (1861-84), the firm was managed by Robert Alexander, son of William Alexander (Bonavista). During his tenure, J & W. Stewart prospered. In 1866, for example, the firm exported upwards of 10 percent of the total Newfoundland production of salted cod and seal pelts.

By 1881, the Greenock partners were James Stewart, James MacGregor and Jonathan J. Adam. The company dissolved in 1888, leaving James Stewart to continue the business on his own, although the firm was still known as J.& W. Stewart in Newfoundland. The company closed in 1893.

THE LONDON GAZETTE, MARCH 11, 1881.

NOTICE OF DISSOLUTION.

THE Copartnery concern of J. and W. Stewart, Merchants and Shipowners, in Greenock, and also at St. John's, Newfoundland, was dissolved, as at 1st day of March current, by mutual consent of the subscribers, the only individual partners thereof. Dated at Greenock, 5th March, 1881.

J. Stewart.

J. Macgregor.

Jno. J. Adam.

F. D. Morrison, Writer, Greenock, Witness.

D. M'Gillivray, Bookkeeper, Greenock, Witness.

Rogers & Co

Ships listed in LR as owned in 1834

Ship Tamerlane (393) registered in Glasgow sailing Glasgow to Christiana

Ships listed in LR as owned in 1838

Snow John (162) registered in Shields sailing from Shields to Holland

Brig Matilda (392) registered in St Johns sailing from Hull to Naples

Schooner Patriot (108) registered in Dartmouth sailing Dartmouth to London

Barque Saint Anne's (421) registered in London sailing from London to Africa

Brig Matilda (239) registered in St Johns sailing Hull to Naples

7.0 Analysis

Tamerlane was described as a ship in 1820's but by 1840' described as a bark. The change is recorded in LR in during 1844 to 1845 as an amendment to the register, meaning it was notified after the register was published in June 1844.

The dimensions of vessels were not included until 1862 in LR.

A Barque comprises three (or more) masts, fore-and-aft sails on the aftermost mast and square sails on all other masts. Barques were the workhorse of the golden age of sail in the mid-19th century as they attained passages that nearly matched full-rigged ships, but could operate with smaller crews and therefore were cheaper.

On her first voyage Tamerlane was stranded on a spring tide falling to neap tides so she waited nearly two weeks for the rising tide to enable her to be floated off and taken into Liverpool, even after unloading her cargo. The day after her stranding the tide was reported as five feet lower.

The Tamerlane travelled to Bombay without stopping is as usual at St Helena or seeing another vessel, and was mentioned in the newspaper report as an unusual occurrence.

The newspapers in the 1830's were continually printing articles concerning the Tamerlane, who with Gengis Khan was responsible for conquering most of Asia, then continued on his own account after Gengis Khan's death and formed a dynasty which included extreme cruelty. They used "the Tamerlane" to insult politicians and used his name in articles about morals(I only read the headlines). This results in numerous vessels being christened Tamerlane and extra reports in the newspapers for vessels of all descriptions called Tamerlane. It seemed to ring a chord with shipowner's a as macho name.

The Tamerlane is also sailing in the middle of various tensions between the local British population in India, the Government in Britain and the East India Company which had lost its monopoly in Trade with India in 1813 but not its control of the country. Tamerlane was in a list headed "Free Traders" during its visits to Bombay. It seems from the article of 1849 that the monopoly of trade held by the East India Company continued until 1834 despite the Act of Parliament of 1813, but I have since discovered this only applied to its trade with China due to the taxes paid particularly on tea. This explains the reference in Wikipedia and elsewhere to the Tamerlane sailing under licence from the East India company, but is apparently a wrong assumption since it only went to India.

The Tamerlane was chartered in 1838 at what the Bombay Gazette considered to be an enormous cost to take coal from Bombay to Iran in the Persian Gulf without open tenders or any opportunity for Bombay shipping owners to tender. The rambling article and the one I have part transcribed after give an idea of Tamerlane's involvement in what appears to be gun boat diplomacy involving disputes in the Persian gulf before the building of the Suez canal. The newly named Indian Navy was also involved as the East India Company continued to expand and control parts of Burma, suppress pirates in the Gulf and counter hostilities between local rulers in Iran. The Semiramis was an unarmed paddle steamer but appears to have been armed by this time, with the Hugh Lindsay and Atlanta were the steam powered gun boats owned by the East India Company Marine (Indian Navy) present in Bombay when Tamerlane was there.

The stranding of the Tamerlane near Aberystwyth in 1846 was caused by a severe gale driving her onto a lee shore. Cardigan bay was notorious for this as the prevailing winds are south westerly and there is no harbour where vessels can seek refuge. Square rigged ships such as the Tamerlane are the least efficient sailing ship in making progress towards the wind so unless the wind decreased in strength she was in distress as soon as she was blown into the bay. The route past the bay was used by all vessels from the Americas and southern hemisphere on route to Liverpool. Ship owners later started hiring steam tugs to tow vessels both ways between the western approaches and Liverpool to prevent the vessels being driven onto the lee shore.

The original builder and owner of Tamerlane are not available on line and I suspect are unknown as the Canada Archives do not list them, although they may be in the book of St Martin ships. This is not searchable on line so an unknown quantity, which is now out of print.

I have included details of the owners where I could trace them but LR only gives Rogers & , so it's just a case of looking for some report that ties them to Tamerlane. It may be that Rogers and Co were a managing agents since the vessel was listed as a tontine ship in the Caledonian Mercury and the papers of the Glasgow Tontine Society are not available on line to check.

I found the British Newspaper archives produced the majority of the reports for the Tamerlane, with The Welsh newspapers on line providing details of its stranding near Aberystwyth, its departure with emigrants and letter from the master explaining how the vessel was finally lost.

Searches on Google provided details of the Canadian owners, John Evans the last owner and the House of Lords details of Tamerlane's arrival in NB with

emigrants. Shipslist provided some details of arrivals in Quebec and the marriage of the master to a passenger.

The ability to search LR at this period digitised by Google was useful to find details of vessels owned by Stewart & Company and search for other vessels owned by Froste and Rogers & Co. I have no realistic way of checking how accurate this result is but it also found numerous vessels owned by J Rogers but all registered in London. I have found in later editions that it was a waste of time searching for a vessel by name because it fails to find them, so I scroll through alphabetically.

I have included an appendix with details of some of the more obscure places mentioned in the newspaper reports where I could identify them, the English versions of local names are sometimes unknown today.

I have also included an explanation of Tontine as Tamerlane was in a list labelled "Glasgow Tontine ships" while registered in Glasgow by Caledonian Mercury. This was a financial mutual society popular in the 18th and 19th century's where a member gambled on living longer than the other members. The original committee of the 1817 Glasgow Tontine included a William Roger, timber merchant, Glasgow 4 shares £1000, the articles indicate the funds would be used to purchase property of a heritable nature producing rents to be distributed as dividends. It was fully subscribed to the 800 shares of £250 limit by 158 Proprietors on 442 different lives.

8.0 Conclusions & Recommendations

I have spent about 40 hours on this report with about 95% of the time spent on line. I have learnt to discipline myself to stop reading interesting articles I see in the newspaper reports not associated with this vessel.

The Tamerlane arrived back from Quebec to Liverpool in June 1841 with no name given for the master. The vessel then sailed with a different master, Morris instead of Fisher, giving a slightly different tonnage, it followed the same pattern of voyages before sailing to Mobile in the USA. It was 1842 before I was able to confirm this was the same vessel when I found a record of the cargo of timber it brought from Quebec was being sold by the owners of Tamerlane given in LR.

A newspaper reported Tamerlane was lost returning from Quebec after its voyage from Aberystwyth with emigrants and this is repeated on Wikipedia, but there are records of it making landfall at St Mary's, Scilly on its return. This is followed by the reports of its arrival at Gravesend, the London customs House and subsequent departure from Newcastle on the final voyage and arriving at Deal, the traditional waiting place for favourable winds to sail west in the English Channel.

The stranding in October 1846 resulted in the vessel being sold for salvage and refitted for further use. The final place the Tamerlane was wrecked is unknown so there is no possible salvage or diving. The position given for where the crew abandoned Tamerlane is in the North Atlantic far from coastal waters and unlikely in the present era to be discovered.

I found the Marine Dictionary "From Keel to truck" on LR website which provided useful copyright free line drawings of different types of sailing rig amongst other things.

The research has answered my original questions, but without details I was unable to find any more background of the crew or masters, or even the crews names without crew lists, which were a later requirement.

I found this vessel interesting to research since it went to so many different places which in the times it was sailing was an achievement, negotiating many difficult political areas. The story is not however out of the ordinary, it seems to have made journeys earlier than most, but other vessels were making the same voyages. The East India company's vessels were armed for their voyages to India, but there is no suggestion Tamerlane was armed. It sailed from Bombay to Calcutta on its third voyage which suggests it was looking for cargo to carry back

to Britain and may be having difficulties with the local East India company officials who still controlled the country even though the monopoly had finished.

It carried many emigrants to Canada and in the report to the British government for the voyage from Aberystwyth, it had one death of a crew member of apoplexy(stroke). There were reports of the poor health of many emigrants on arrival in British America due to lack of food, water and diseases contracted on board, but not including the Tamerlane.

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Appendices:

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

1826

Contents < > ⚙

Result 1 of 1 for Tamerlane Clear search ✕

2	Tamerlane	24 Bg s.C24	Drymate W.Brstow	SDB 121	Larch Yrmth	9	Lovewll &	11	2 PIC only LoLghrn	9	A I
3	—	S s.C 25	Johnstne	SDB 367	Amer.	2	Capt.&Co. A.	16	Li.Savan. IH K PIC	3	A I A
4	—	S s.C 26	M·Killck	390	N.Brns BBP.&S	2	Stewart & Dr p.24 & 26	19	Gr.Qubc PIC	7	A I A
5	Tanegen G		Dewilde	SDB 76	Gronin	13	Semer&C	8	PIRtrdm	23	E I
6	Taragon Bg		W. Tiffin	SD 219	Sndrld	6	T. Tiffin	14	ExSndld	22	A I
7	Tarantula Bg		R. Watson	SD 180	Frnch	17	Hudson &	13	PLNOrls IK PIC	22	E I
8	Tarbolton Bg	s.C 22	I. Boyd	SD 197	I.S.rsd & trp Troon	5	Capt.&Co.	13	Gr.Qubc PIC	3	A I A
9	Tartar Bg		W. Barker	SDB 84	Yrmth	8	W. Yetts	9	CoCoastr	9	E I B
20	—Bg s.W&C		Todrig	SD 187	L. Sr prs Amer.	21 & 23	Drp. Todrig	25	Lo.SSeas	21	E I
1	Tay Bg	21	T. Jay	SDB 80	Yrmth	1	Tay & Co.	10	YaNorth	7	A I
2	— Sp		W. Mills	SDB 87	Mntrs	8	DundeSC.	9	Gr.Dnde PIC	24	A I

No. 4 Tamerlane A fully rigged ship, copper sheathed in 1826, Master McKilck, single deck with beams, 390 tons, built in New Brunswick of Black birch, Pine and Spruce, 2 years old, Damage repaired in 1824 and 1826, owned by Stewart & Co., 19 feet draught, proved iron cables, surveyed at Greenock in July 1826, classified A1 for seven years, voyages to Quebec

In 1827 the master changes to R. Miller , new keel and damage repairs 1826, now A1 for 5 years.

In 1828 Shown in list of ships trading to India sailing August 8th 1827 to Bombay

Master now B. Miller new survey at Greenock in July 1828, classified E1 (second class), has a stream cable but not three bower anchors, sailing to Bombay

In 1829 the only changes are copper sheathing renewed in 1829 the vessel is now 5 years old and the master is W. Miller.

In 1830 no changes but shown in list of ships trading to India sailing Sept.28th to Bombay, J & W Stewart

In 1831 the master changes to J. Black and its 7 years old.

In 1832 the master changes to Martin

In 1833 now sailing to Sierra Leon

In 1834 part copper sheathing in 1833, now 400 tons, master T. Martin, owner Rogers &, registered in Glasgow, new top sides of Pitch pine in 1834, built of Black birch, gum, Hackmatac and red pine, new survey in Glasgow, Classified E1 for 12 years, sailing to Glasgow to Christiania.

In 1835 no change

In 1836/7 master J. Smith , some repairs in 1836 and 1837, part coppered in 1836 and coppered in 1837, w. felt and sheathed in 1837

In 1837/8 no changes

In 1838/9 now sailing Glasgow to Quebec

In 1839/40 master now G. Fisher, owner Froste, Felt and sheathed in 1840, damage repairs and some repairs in 1840, sides opened 1840 and new survey again required with side opened in 2 years, registered in Liverpool,sailing Liverpool to Quebec

1840/1 no changes

1841/2 no changes

1842/3 master changes to Bennet,

1843/4 master changes to Thomas new survey sides opened classified E1 for 2 years in March 1844

1844/5 now a Barque, master Thompson changes to Thomas,

1845/6 master changes to McKenny no longer sails to Quebec

1846/7 master changes to James, owner changes to Evans & Co., now registered in Aberystwith, sailing Aberystwith to Quebec, part felt and sheathed in 1847, new keel and some repairs in 1847, side opened for survey, repeat in one year, classified AE1 for one year.

1847/8 sides opened and repeat in 4 years, classified AE1 for 4 years

1848/9 no longer in register

Appendix B – The Timeline for the *Tamerlane*

1824

October 22 1824 Off Cork Tamerlane, Corfield from St Johns NB

October 26 1824 Liverpool arrived Tamerlane, Corfield from St Johns NB,
- on shore

November 5 1824 Liverpool Tamerlane from St Johns NB – Timber &c.

1825

July 23 1825 Clyde sailed Tamerlane, M’Killop for Quebec

July 25 1825 in Lat. 54 20N; long. 12. 0. W. spoke to Tamerlane from Clyde
- for Quebec, all well

August 24 1825 Spoke off Bic Island, the Tamerlane, M’Killop from Greenock to
- Quebec

August 27 1825 Quebec arrived Tamerlane, M’Killop from Clyde – 30 settlers

October 4 1825 Greenock left loading Tamerlane for Clyde

October 25 1825 Clyde sailed Tamerlane, M’Killop

November 29 1825 Belfast arrived Tamerlane, M’Killop from Quebec for Clyde,
- dragged anchor and went ashore

1826

June 13 1826 Greenock sailed Tamerlane, M’Killop for Quebec

June 24 1826 Spoken to in lat. 48. long. 28. Tamerlane, M’Killop from Greenock
- for Quebec

August 4 1826 Quebec arrived Tamerlane, McKillop from Greenock 52 days,
- 55 settlers, general cargo

September 19 1826 Quebec loading Tamerlane, McKillop for Greenock

October 4 1826 Quebec sailed Tamerlane, McKillop for Liverpool

1827

January 18 1827 Liverpool sailed Tamerlane, Miller for Serra Leone

April 18 1827 Greenock sailed Tamerlane, Miller for Serra Leone

June 7 1827 Greenock arrived Tamerlane, Miller from Serra Leone

August 8 1827 Greenock sailed Tamerlane, Miller for Bombay

November 7 1827 Spoken to Tamerlane at Lat. 22 58 S Long.65 55 E for Bombay

November 29 1827 Bombay arrived Tamerlane, Miller from Greenock

December 12 1827 Bombay, vessels in harbour Tamerlane

December 19 1827 Bombay, vessels in harbour Tamerlane

December 26 1827 Bombay, vessels in harbour Tamerlane

1828

January 2 1828 Bombay vessels loading Tamerlane for Greenock

January 20 1828 Bombay, Tamerlane sailed Tamerlane, Miller for Greenock

April 8 1828 Spoken to Tamerlane from Bombay to Greenock

May 31 1828 Greenock arrived Tamerlane, Miller from Bombay

July 28 1828 Greenock sailed Tamerlane, Miller for Bombay

November 26 1828 Bombay arrived Tamerlane, Miller from Greenock – direct and
- spoke to no vessels

1829

February 1829 Bombay arrived Tamerlane, Miller from Clyde

February 16 1829 Bombay sailed Tamerlane for Clyde

April 21 1829 Stangate Creek arrived Tamerlane, Miller from Bombay

May 12 1829 St. Helena sailed Tamerlane for Clyde

July 9 1829 Clyde arrived Tamerlane, Miller from Bombay

September 28 1829 Clyde sailed Tamerlane, Miller for Bombay

1830

January 31 1830 Bombay arrived Tamerlane, Miller from Clyde

February 17 1830 Bombay, vessels in harbour Free Traders, Tamerlane

March 3 1830 Bombay, vessels in harbour Free Traders, Tamerlane

March 9 1830 Bombay sailed Tamerlane, Miller for Bengal

March 25 1830 Alipee sailed Tamerlane, Miller for Calcutta

March 1830 Hoogley River arrived Tamerlane from Greenock

April 10 1830 Calcutta arrived Tamerlane, Miller from Bombay and Greenock

April 21 1830 Calcutta loading for England Tamerlane, 384 tons

June 9 1830 Calcutta, Bengal sailed Tamerlane, Miller for England

October 10 1830 Spoken to lat.22 1,lon.36 0.Tamerlane, from Calcutta for London

October 31 1830 off Plymouth arrived Tamerlane, Miller from Bengal

November 5 1830 Gravesend arrived Tamerlane, Miller from Calcutta

December 10 1830 Deal arrived from river Tamerlane, Miller sailed for Charleston

1831

March 8 1831 Clyde arrived Tamerlane, from Charleston

March 22 1831 Clyde sailed Tamerlane, Miller for Charleston

April 7 1831 Charleston arrived Tamerlane, Miller from Clyde

June 13 1831 Greenock arrived Tamerlane, Miller from Charleston

June 30 1831 Clyde sailed Tamerlane, Miller for Quebec

July 20 1831 Spoken to Lat.48 20 Lon.33 20 Tamerlane of and from Clyde to
- Quebec

August 6 1831 Off Anticosti, Tamerlane arrived from Greenock

August 16 1831 River St Lawrence arrived Tamerlane

August 20 1831 Quebec arrived Tamerlane, Black from the Clyde

October 20 1831 Clyde arrived Tamerlane, Black from Quebec

October 22 1831 Liverpool arrived Tamerlane, Black from Quebec

1832

April 23 1832 Greenock arrived Tamerlane, Black from Sierra Leone

May 30 1832 Greenock sailed Tamerlane, Black for Quebec 211 settlers

June 20 1832 Spoken to Lat. 46 20 Lon. 50 30 Tamerlane from Clyde to Quebec

July 6 1832 Quebec arrived Tamerlane, Black from Clyde 210 settlers - ballast

August 16 1832 Quebec sailed Tamerlane, Black for Clyde

August 22 1832 Off Green Island Spoken to Tamerlane

September 17 1832 Greenock arrived Tamerlane, Black from Quebec

December 9 1832 Serra Leone arrived Tamerlane, Black from the Clyde

1833

January 24 1833 Sierra Leone sailed Tamerlane, Martin for Clyde

March 20 1833 in lat, 48, long. 17 30, spoke the Tamerlane, from Sierra Leone
- for the Clyde, out 55 days.

April 1 1833 Greenock arrived Tamerlane, Martin from Swan River, Serra Leone

June 14 1833 Greenock sailed Tamerlane for Quebec

July 25 1833 Grosse Island arrived Tamerlane from Clyde

July 28 1833 Quebec arrived Tamerlane from Clyde

August 24 1833 Quebec sailed Tamerlane, Martin for Clyde

September 21 1833 Greenock arrived Tamerlane, Martin from Quebec

1834

January 20 1834 Spoken to Tamerlane, from Greenock lat. 37. long. 28.

March 18 1834 Fayal arrived Tamerlane, Martin from Clyde for New York-damage

April 3 1834 Fayal sailed Tamerlane, Martin for New York

May 18 1834 New York arrived Tamerlane, Martin from Clyde

August 3 1834 New York sailed Tamerlane, Martin for Quebec

August 19 1834 Quebec arrived Tamerlane, Martin from New York– general cargo

September 2 1834 Quebec loading Tamerlane for Clyde – sail in 14 days

November 22 1834 Clyde sailed Tamerlane, Martin for Charleston

1835

January 10 1835 report Tamerlane at Charleston

April 30 1835 Clyde arrived Tamerlane, Martin from Charleston

May 2 1835 Clyde sailed Tamerlane, Martin for Quebec

May 16 1835 Spoken to Tamerlane, from Clyde for Quebec Lat. 51N Long 20W

June 19 1835 Quebec arrived Tamerlane, Martin from Clyde

August 7 1835 Clyde arrived Tamerlane, Martin from Quebec

August 17 1835 Clyde sailed Tamerlane, Martin for Quebec

September 28 1835 Quebec arrived Tamerlane, Martin from Clyde

November 17 1835 Clyde arrived Tamerlane, Martin from Quebec in 26 days

1836

April 8 1836 Clyde sailed Tamerlane, Smith for Quebec

April 10 1836 Spoken to Tamerlane, from Greenock lat.43 Long 11

June 27 1836 Quebec arrived Tamerlane, from Clyde

August 4 1836 In the Clyde Tamerlane, Smith from Quebec

August 23 1836 Clyde arrived Tamerlane, Smith from Quebec

September 27 1836 Gulf of St Lawrence arrived Tamerlane

October 12 1836 Quebec arrived Tamerlane, Smith from Clyde

November 13 1836 Tamerlane of Glasgow passed in Gulf of St Lawrence

December 17 1836 Clyde arrived Tamerlane, Smith from Quebec

1837

March 29 1837 Clyde to sail for Quebec Tamerlane, Smith

May previous to 28 1837 Quebec arrived Tamerlane from Clyde

June 28 1837 Quebec sailed Tamerlane, Smith for Clyde

July 10 1837 Spoken to Tamerlane at Lat.42 Lon.52 Quebec for Clyde

July 29 1837 Clyde arrived Tamerlane, Smith from Quebec ###date

July 25 1837 Left loading at Greenock for Clyde Tamerlane, Smith

August 17 1837 Clyde sailed Tamerlane, Smith for Quebec

September 17 1837 St John's arrived Tamerlane, Smith from Clyde

October 14 1837 Quebec sailed Tamerlane, Smith for Clyde

November 11 1837 Clyde arrived Tamerlane, Smith from Quebec

November 25 1837 Clyde loading at Greenock for Bombay Tamerlane, Smith

December 7 1837 Clyde sailed Tamerlane, Smith for Bombay

1838

February 3 1838 Spoken to at Lat 35S 39W Tamerlane from Greenock to Bombay

May 12 1838 Bombay arrived Tamerlane, Smith from Clyde

May 29 1838 Bombay arrived Tamerlane, Smith from Persian Gulf

July 10 1838 Khark sailed Tamerlane, Smith for Bombay Passenger List - Jenkins
- I.N

August 1 1838 Bombay arrived Tamerlane, Smith from Kara (Khark)

August 31 1838 Bombay vessels expected to sail today Tamerlane for Liverpool

September 14 1838 Ships in harbour Bombay Tamerlane

September 14 1838 Bombay vessels expected to sail 15th Sept. Tamerlane for
- Liverpool

September 20 1838 Bombay sailed Tamerlane, Smith for Liverpool

November 18 1838 St Helena passed Tamerlane, Smith for Liverpool

1839

January 12 1839 Liverpool arrived Tamerlane, Smith from Bombay

February 6 1839 Liverpool entered out Tamerlane, Smith for Charleston

February 11 1839 Liverpool cleared out Tamerlane, Smith for Charleston

February 18 1839 Liverpool sailed Tamerlane, Smith for Charleston

April 7 1839 Charleston arrived Tamerlane, Smith from Liverpool

April 27 1839 Entered in for loading Tamerlane, J. Smith at Charleston

May 21 1839 Charleston sailed Tamerlane, Smith for Clyde

June 29 1839 Clyde arrived Tamerlane, Smith from Charleston

July 15 1839 Clyde sailed Tamerlane, Smith for Quebec

August 3 1839 Spoken to at Lat 31. Lon.48 Tamerlane from Clyde to Quebec

August 26 1839 Quebec arrived Tamerlane, Smith from Clyde

September 18 1839 Quebec cleared Tamerlane, Smith for Clyde

October 1 1839 Spoken to at Lat 45. Lon.52 Tamerlane from Quebec to Liverpool

October 23 1839 Liverpool arrived Tamerlane, Smith from Quebec

1840

February 12 1840 Liverpool entered for loading Tamerlane for Quebec

February 19 1840 Liverpool sailed Tamerlane, Fisher for Quebec

April 2 1840 Liverpool cleared outwards Tamerlane, Fisher for Quebec

April 5 1840 Liverpool sailed Tamerlane, Fisher for Quebec
April 7 1840 Off Liverpool put back Tamerlane for Quebec- wind WNW
April 19 1840 Spoken to Lat. 46 Lon. 21 Tamerlane from Liverpool to Quebec
April 21 1840 Spoken to Lat. 47 Lon. 16 Tamerlane from Liverpool to Quebec
May 30 1840 Quebec arrived Tamerlane from Liverpool
June 24 1840 Quebec cleared outwards Tamerlane, Fisher for Liverpool
July 11 1840 Spoken to off Green Island Tamerlane from Quebec to Liverpool
July 13 1840 Spoken to Lat. 46 Lon. 53 Tamerlane from Quebec to Liverpool
July 31 1840 Liverpool arrived Tamerlane, Fisher from Quebec
August 23 1840 Liverpool entered for loading Tamerlane for Montreal
August 23 1840 Liverpool sailed Tamerlane, Fisher for Montreal and Washington
September 25 1840 Spoken to Lat.45Lon.54 Tamerlane from Liverpool to Quebec
October 17 1840 Quebec arrived Tamerlane, Fisher from Liverpool
November 3 1840 Quebec entered for loading Tamerlane for Liverpool
December 2 1840 At anchor bet. east end Crane Island & the Pillars, Tamerlane

1841

January 3 1841 Liverpool arrived Tamerlane, Fisher from Quebec
March 1 1841 Liverpool entered for loading Tamerlane, Fisher for Quebec
April 3 1841 Liverpool cleared outwards Tamerlane for Quebec
April 5 1841 Liverpool sailed Tamerlane, Fisher for Quebec
May 22 1841 Quebec arrived Tamerlane, Fisher from Liverpool
June 30 1841 Quebec sailed Tamerlane for Liverpool
July 28 1841 Liverpool arrived Tamerlane, Morris from Montreal
August 12 1841 Liverpool entered for loading Tamerlane, Morris for Quebec
August 18 1841 Liverpool sailed Tamerlane for Quebec – Went aground in North
- Channel, re floated and proceeded

September 1841 Tamerlane, bound up the St Lawrence, off Point de Mont

September 25 1841 Quebec below the TRAVERSE Tamerlane

September 29 1841 Quebec arrived Tamerlane, Morris from Liverpool

December 17 1841 Liverpool arrived Tamerlane, Morris from Quebec

1842

April 16 1842 Liverpool entered for loading Tamerlane, Morris for Quebec

April 24 1842 Liverpool sailed Tamerlane, Morris for Quebec

May 8 1842 Spoken to Lat.49 Lon.22 Tamerlane from Liverpool to Quebec

June 11 1842 Quebec arrived Tamerlane, Morris from Liverpool

August 16 1842 Quebec entered for loading Tamerlane for Liverpool#####

August 20 1842 Liverpool arrived Tamerlane, Morris from Quebec

October 18 1842 Liverpool entered for loading Tamerlane, J Morris for Mobile

October 21 1842 Liverpool sailed Tamerlane, Morris for Mobile

November 16 1842 Spoken to Lat.28 Lon.33 Tamerlane from Liverpool to Mobile

December 26 1842 Mobile arrived Tamerlane, Morris from Liverpool

1843

March 21 1843 Spoken to Lat.51 Lon.10 Tamerlane from Mobile to Liverpool

April 3 1843 Liverpool arrived Tamerlane, Morris from Mobile

April 16 1843 Liverpool sailed Tamerlane, Bennett for Quebec

May 1843 Quebec arrived Tamerlane, Bennett from Liverpool

June 24 1843 Quebec cleared Tamerlane, Bennett for Liverpool

August 3 1843 Liverpool arrived Tamerlane, Bennett from Quebec

August 14 1843 Liverpool entered for loading Tamerlane for Quebec

August 17 1843 Liverpool sailed Tamerlane, Bennett for Quebec

August 25 1843 Spoken to Lat.50 30 Lon.11 Tamerlane from Liverpool to Quebec
 - out 9 days
 September 14 1843 Spoken to Lat.45Lon.45 Tamerlane from Liverpool to Quebec

September 19 1843 Spoken to Lat.46Lon.56 Tamerlane from Liverpool to Quebec

September 30 1843 Quebec arrived Tamerlane, Bennett from Liverpool

November 22 1843 Spoken to Tamerlane in Gulf St Lawrence from Quebec to
 - Liverpool

December 3 1843 Gulf of St Lawrence Tamerlane, Bennett for Liverpool- master
 - lost overboard in Gale

December 29 1843 Liverpool arrived Tamerlane from Quebec

1844

January 22 1844 Liverpool entered for loading Tamerlane, Thomas, 493, Quebec
 - T. Froste

March 26 1844 Liverpool cleared outwards Tamerlane, Thomas for Quebec

March 31 1844 Liverpool sailed Tamerlane, Thomas for Quebec

April 6 1844 Milford arrived Tamerlane, Thomas from Liverpool – fix leak

April 18 1844 Milford sailed Tamerlane, Thomas for Quebec

May 28 1844 Quebec arrived Tamerlane, Thomas from Liverpool

July 2 1844 Quebec cleared Tamerlane, Thomas for Liverpool

August 14 1844 Liverpool arrived Tamerlane, Thomas from Quebec

August 28 1844 Liverpool entered into loading Tamerlane for Montreal

September 12 1844 Liverpool entered into loading Tamerlane,493 Ponstie
 - New Orleans , entered 9th for Montreal T Froste

September 28 1844 Liverpool sailed Tamerlane, Ponstie for New Orleans

November 27 1844 New Orleans arrived Tamerlane, Ponstie from Liverpool

1845

February 17 1845 Liverpool arrived Tamerlane, Ponstie from New Orleans –
- cotton, beef and Pork

March 1 1845 Liverpool entered into loading Tamerlane for New Orleans

March 1 1845 Liverpool cleared Tamerlane for New Orleans

March 1 1845 Liverpool sailed Tamerlane, Ponstie for New Orleans

April 21 1845 New Orleans arrived Tamerlane, Ponstie from Liverpool

May 13 1845 Spoken to at Lat.41 Lon.20 Tamerlane

May 26 1845 Spoken to Tamerlane from and of Liverpool out 46 days

July 2 1845 Liverpool arrived Tamerlane, Mc Leary from New Orleans

July 11 1845 Liverpool entered into loading Tamerlane. Mc Leary for Quebec

July 14 1845 Liverpool cleared Tamerlane, Mc Leary for Quebec

July 16 1845 Liverpool sailed Tamerlane. Mc Leary for Quebec

August 2 1845 Spoken to at Lat.46 17 Lon.41 8 Tamerlane from Liverpool to
- Quebec out 17 days

August 17 1845 Spoken to off St Paul's Barque Tamerlane for Quebec

August 19 1845 Quebec arrived Tamerlane, McLeary from Liverpool

October 28 1845 Liverpool arrived Tamerlane, Mc Leary From Quebec

November 14 1845 Liverpool sailed Tamerlane. Mc Leary for New Orleans

November 15 1845 in Dublin Bay leaky - struck Kish Bank – put back

November 17 1845 Off Liverpool putting back Tamerlane. Mc Leary

December 13 1845 Liverpool sailed Tamerlane. Mc Leary for New Orleans

1846

February 8 1846 New Orleans arrived Tamerlane, McLeary from Liverpool

March 17 1846 New Orleans cleared Tamerlane, McLeary for Liverpool

May 5 1846 Spoken to at Lat.51 Lon.14 Tamerlane from New Orleans

May 9 1846 Liverpool arrived Tamerlane, Mc Leary from New Orleans

May 19 1846 entered for loading Tamerlane, M'Leary,493, Montreal Froste and Co

May 23 1846 Liverpool cleared Tamerlane, McLeary for Montreal

May 28 1846 Liverpool sailed Tamerlane. Mc Leary for Montreal

June 1846 Spoken to at Lat.51 Lon.13 Tamerlane from Liverpool to Montreal

July 3 1846 Spoken to at Lat.46 Lon.52 Tamerlane from Liverpool to Montreal

July 7 1846 Quebec arrived Tamerlane, McLeary from Liverpool

August 11 1846 Quebec cleared Tamerlane, McLeary for Liverpool

September 28 1846 Liverpool arrived Tamerlane, Mc Leary from Quebec

October 12 1846 Liverpool entered into loading Tamerlane 493, Ackland
- New Orleans T. Froste & Co

October 17 1846 Liverpool sailed Tamerlane, Ackland for New Orleans

October 23 1846 Aberwystwith driven on shore Tamerlane, Ackland

November 2 1846 Aberwystwith arrived Tamerlane, Ackland from Beach

1847

May 31 1847 Aberwystwith sailed Tamerlane, James for Quebec

July 4 1847 Spoken to at Lat.46 26 Lon.46 30 Tamerlane of Aberystwith from
- Sligo for Quebec

July 28 1847 Grosse Island arrived Tamerlane, James from Aberwystwith

August 27 1847 Quebec cleared Tamerlane, James for London

October 14 1847 St Mary's, Scilly arrived Tamerlane, James from Quebec

October 19 1847 St Mary's, Scilly sailed Tamerlane, James for London

October 24 1847 Gravesend arrived Tamerlane from Quebec

October 25 1847 Customs House entered in Tamerlane, James from Quebec

1848

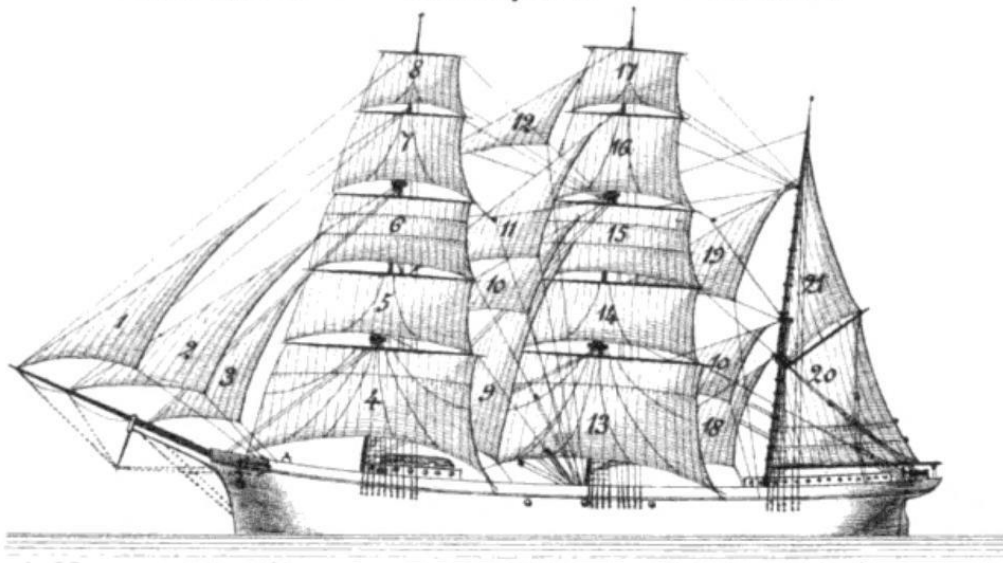
January 24 1848 Newcastle Exports Tamerlane, James for Ancona with 80 chs

February 4 1848 North Shields sailed Tamerlane, James for Aberystwith

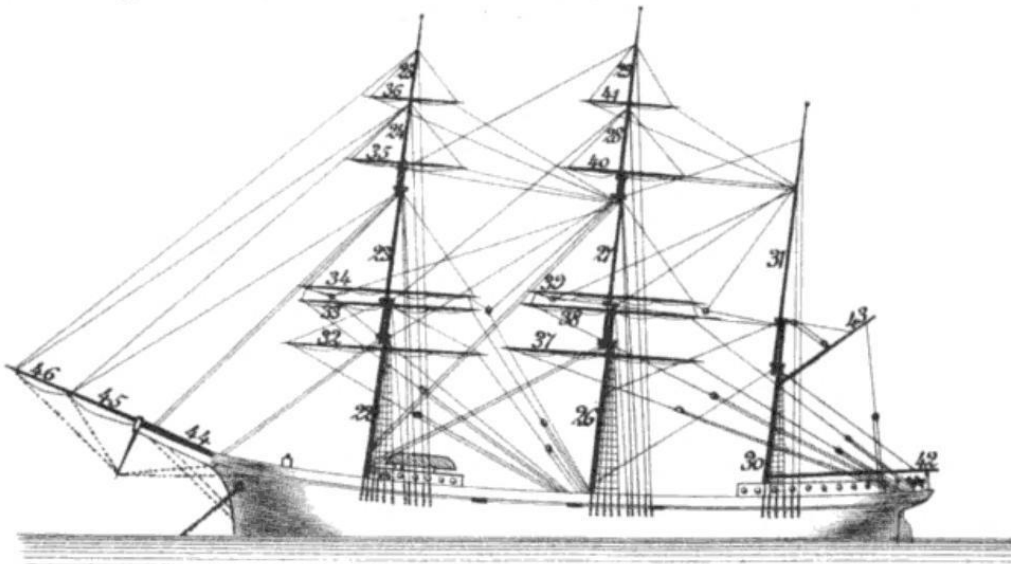
February 10 1848 Deal arrived Tamerlane, James from Shields for Carthagena

Mc Cleary, master in 1845-46 of Tamerlane was master of Rockshire in August 2 1848 when it arrived at Quebec from Liverpool T. Froste general cargo, 4 cabin and 39 steerage passengers.

BARQUE — BARQUE — BARK.



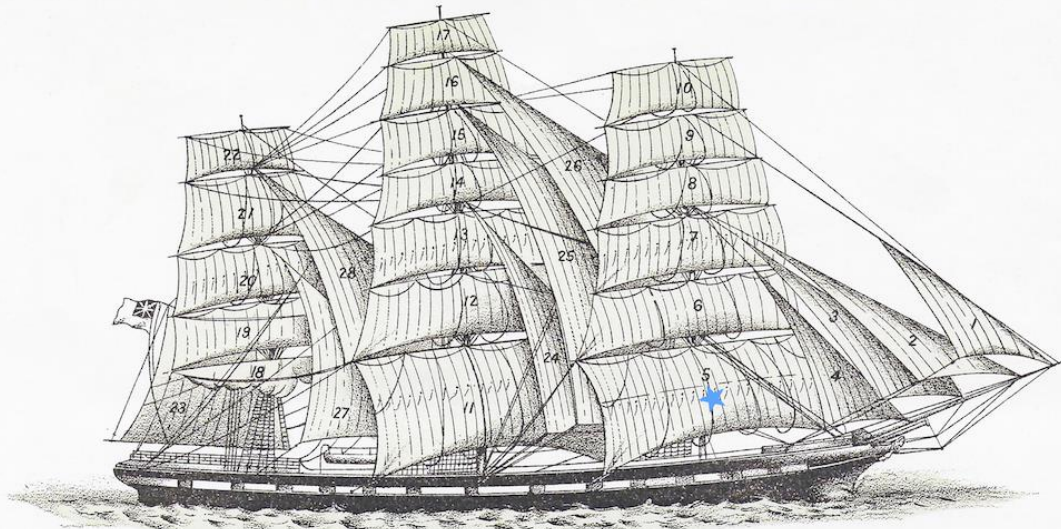
- | | | |
|--------------------------|------------------------------|-----------------------------|
| 1. Flying-jib | 8. Fore-royal | 15. Upper-main topsail |
| 2. Jib | 9. Main topmast staysail | 16. Main-topgallant sail |
| 3. Fore topmast staysail | 10. Middle staysails | 17. Main royal |
| 4. Fore-sail | 11. Main topgallant staysail | 18. Mizzen staysail |
| 5. Lower-fore-topsail | 12. Main-royal staysail | 19. Mizzen topmast staysail |
| 6. Upper-fore-topsail | 13. Main-sail | 20. Spanker |
| 7. Fore topgallant sail | 14. Lower-main topsail | 21. Gaff-topsail |



- | | | |
|--------------------------|-----------------------------|------------------------------------|
| 22. Fore mast | 30. Mizzen-mast | 38. Lower-main topsail yard |
| 23. Fore topmast | 31. Mizzen topmast | 39. Upper-main topsail yard |
| 24. Fore topgallant mast | 32. Fore-yard | 40. Main topgallant yard |
| 25. Fore royal mast | 33. Lower fore topsail yard | 41. Main royal yard |
| 26. Main mast | 34. Upper fore topsail yard | 42. Spanker-boom |
| 27. Main topmast | 35. Fore topgallant yard | 43. Spanker-gaff |
| 28. Main topgallant mast | 36. Fore royal yard | 44. Bowsprit |
| 29. Main royal mast | 37. Main yard | 45. Jib-boom & 46. Flying-jib-boom |

Appendix D Fully Rigged Ship

SAILS OF A FULLY-RIGGED SHIP



- | | | | |
|-----------------------------|---------------------------------|---------------------------------|----------------------------------|
| 1. Flying jib | 8. Lower fore-top-gallant-sail | 15. Upper main-top-gallant-sail | 22. Mizzen royal |
| 2. Outer jib | 9. Upper " | 16. Main royal | 23. Spanker, or Driver |
| 3. Inner jib | 10. Fore royal | 17. Main skysail | 24. Main top-mast stay-sail |
| 4. Fore topmast stay-sail | 11. Main-sail, or main course | 18. Cross-jack (brailed up) | 25. Main top-gallant stay-sail |
| 5. Fore-sail or fore-course | 12. Lower main top-sail | 19. Lower mizen top-sail | 26. Main royal stay-sail |
| 6. Lower fore top sail | 13. Upper " | 20. Upper " | 27. Mizzen top-mast stay-sail |
| 7. Upper | 14. Lower main-top-gallant-sail | 21. Mizzen top-gallant-sail | 28. Mizzen top-gallant stay-sail |

A SHIP IS A VESSEL WITH 3 MASTS AND SQUARE RIGGED ON ALL MASTS.

CLASSIC SAILOR

Appendix E

Ancona a city on the Adriatic coast in central Italy

Anticosti Island, , island in the Gulf of St. Lawrence at the mouth of the St. Lawrence River, south eastern Quebec province, Canada.

Bushehr (Bushire) lies in a vast plain running along the coastal region on the Persian Gulf coast of south-western Iran. It is built near the ancient port city of Rishahr

Calcutta now Kolkata, Under the East India company rule and later under the British Raj, Calcutta served as the capital of British-held territories in India until 1911, when its perceived geographical disadvantages, combined with growing nationalism in Bengal, led to a shift of the capital to New Delhi.

Faial Island, also known in English as **Fayal**, is a Portuguese island of the Central Group of the Azores.

Green Island - L'Isle-Verte is a on the south shore of the Saint Lawrence River, in Quebec

Grosse Isle (French: Grosse Île, "big island"), is located in the St. Lawrence River in Quebec, Canada. It is one of the islands of the 21-island Isle-aux-Grues archipelago. Once a Canadian immigration depot.

The Hooghly River (Hugli; Anglicized alternatively spelled Hoogli or Hugli) or the Bhāgirathi-Hooghly, originally and in local tongues the 'Ganga', and also called Kati-Ganga, is an approximately 160 mile distributary of the Ganges River in West Bengal, India, emptying into the Bay of Bengal

The island of **Khark** was an important link in Persian Gulf navigation, supplying passing ships with water, victuals, and pilots for ships sailing to and from Basra.

Mobile Alabama, USA

Saint Helena is a remote volcanic tropical island in the South Atlantic Ocean, belonging to the United Kingdom. . It was an important stopover for ships sailing to Europe from Asia and Southern Africa for centuries.

Stangate Creek on the Medway River, Kent, with the Naval dockyards at Chatham just a few miles away up the Medway, the Navy has at times used it intensively as a place to moor ships when necessary. From 1712-1896 it was used for quarantining ships.

Appendix F

A tontine is an investment plan for raising capital, devised in the 17th century and relatively widespread in the 18th and 19th centuries. It enables subscribers to share the risk of living a long life by combining features of a group annuity with a kind of mortality lottery. Each subscriber pays an agreed sum into the fund and thereafter receives a periodical pay out. As members die, their pay out entitlements devolve to the other participants, and so the value of each continuing pay out increases. On the death of the last member, the scheme is wound up. In the absence of established banks outside London, tontines were used to raise money for projects such as civic buildings. The Tontine Hotel and Assembly Rooms, Glasgow, were funded through two tontines of 1781 and 1796. In the 1880s, an actuary of the Australian Mutual Provident Society criticised tontine insurance, calling it "an immoral contract" which "put a premium on murder".

Glasgow Herald - Friday 05 July 1844

GLASGOW TONTINE SOCIETY,
ESTABLISHED IN 1810.

THE ANNUAL GENERAL MEETING of this SOCIETY will be held in the Office of Mr DONALD CUTHBERTSON, the Treasurer, No- 110 Fife Place, West George Street, on THURSDAY the 11th instant. at One o 'Clock, when the proceedings of their Committee during the past year will be laid before them, and the New Members of Committee will be elected, in terms of the Society's Regulations.

The Dividend, as fixed by the Committee, for the year ending at Whitsunday last, will be paid by the Treasurer, at his Office, on Friday, July 12th. :

Glasgow, 4th July, 1844.

Glasgow Tontine Society
Regulations of the society With Lists of the Proprietors and Nominees
Glasgow City Archives Ref TD 1032

The regulations are also available as a free ebook on Google