

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



*A schooner from 1830's*

Report compiled by:

**Graeme Perks**

Report Title:

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*VICTORIA***

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## 1.0 Abstract

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

The schooner Victoria 60 tons was built by Westacott & Son at Barnstable (Barum) in 1830 and owned by Arter & son of Barnstable. It was engaged in trading between Barnstable, its neighbouring ports and Bristol and South Wales. The Victoria’s first master was Richard Hartnoll and in 1839 he was replaced by J. Smith and in 1841 by Thomas Stone. The Victoria made single voyages to the South coast, Liverpool, Ireland, the continent and Spain. In January 1843 the Victoria was caught in a hurricane in North Wales returning from Liverpool and was wrecked on Sarn-y-bwch in Cardigan Bay. The crew of the Victoria were lost, being washed ashore with the cargo and wreck.

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## 2.4 Contributors

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## 2.5 Abbreviations

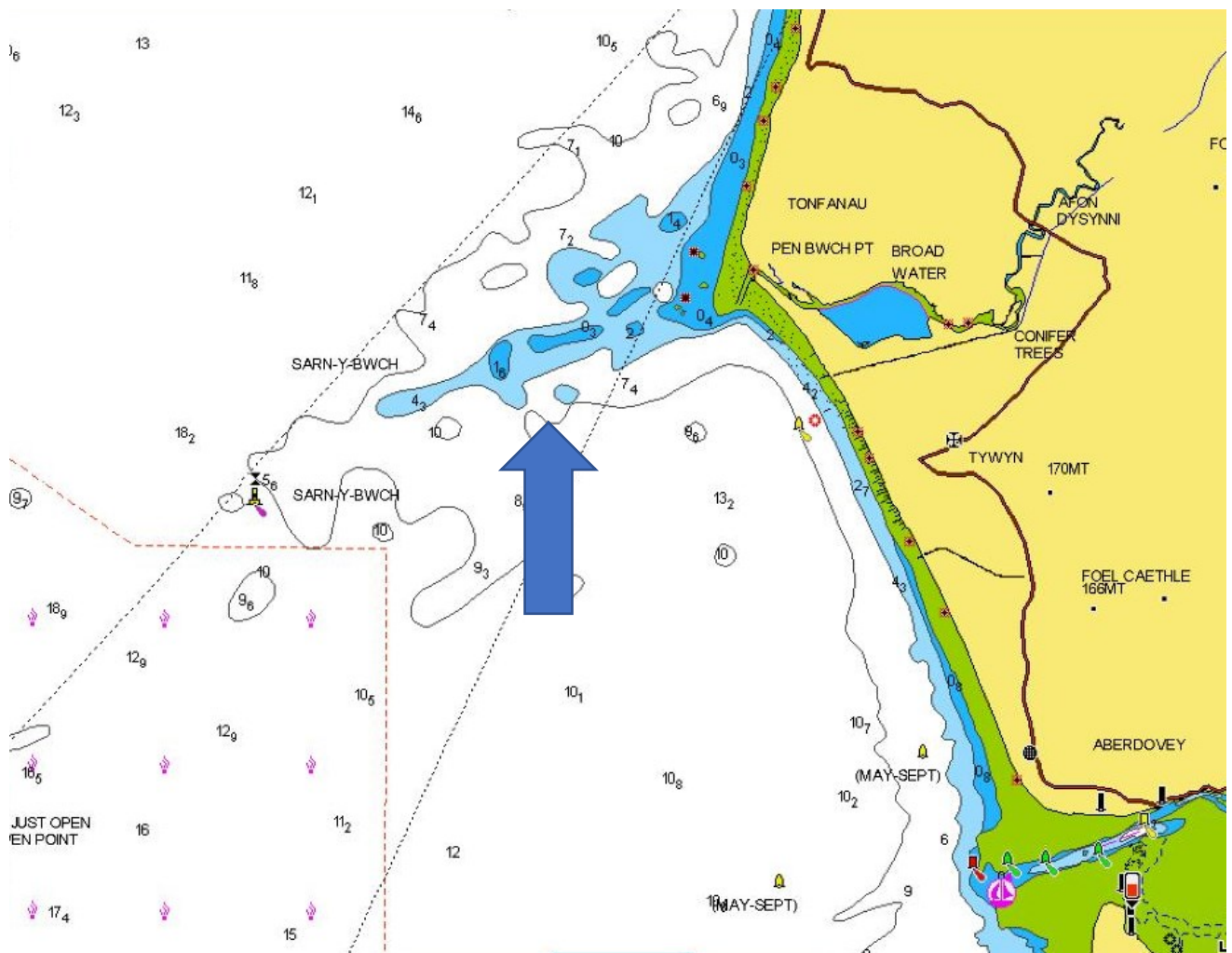
LR	Lloyds Register of shipping
BNA	British Newspaper Archives
MADU	Malvern Archaeological Diving Unit
NAS	Nautical Archaeology Society
NAW	National Archives of Wales
NPRN	National Primary Resource Number
OS	Ordnance Survey
WNL	Welsh Newspapers on Line
w/e	Week ending

### 3.0 Introduction

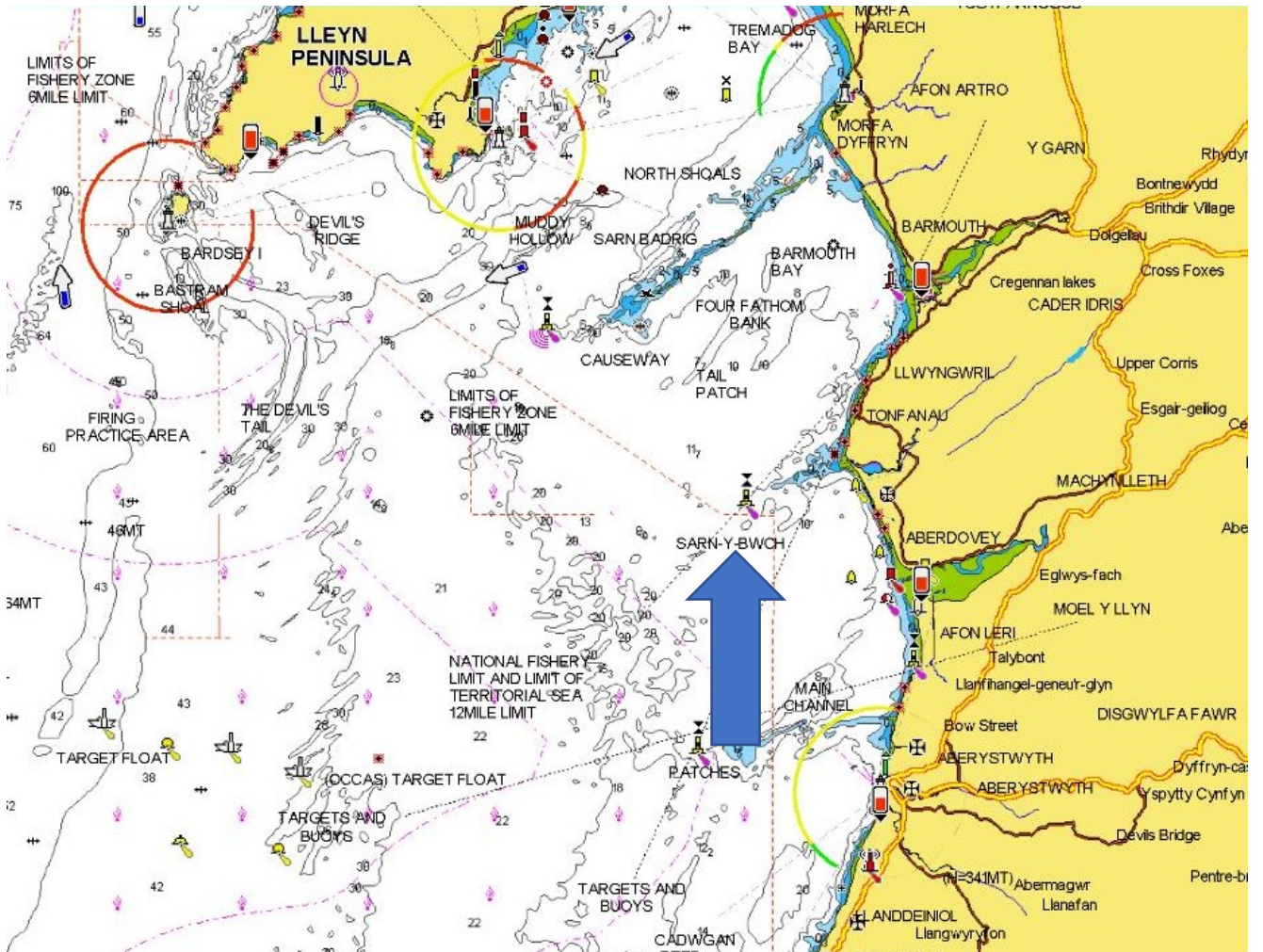
1. I selected Victoria to research because she was reported wrecked on Sarn – Y - Bwch and wished to identify her and see how much information I could find about her. I also wanted to find out what happened and I wanted to discover:
2. The dimensions of the vessel, although for this period of time apart from the draught, they would have only been recorded in on line information if the Lloyd's survey was available or the vessel had been advertised for sale in a surviving newspaper. Who the builder was and when she was built and any other information available about her.
3. Information concerning the voyages, cargo's, any events affecting the vessel, details of its masters, crew and owners.
4. To find out the sequency of events leading up to the loss of the vessel, whenever that was and the event in 1843.
5. To discover the cause of the event in 1843 and if the vessel survived, the cause of its eventual loss.
6. The events that happened after the incident in 1843 and up to and after its loss if it survived.
7. If there were any previous research of the vessel for the 1843 incident and its story.
8. If there was a wreck site for Victoria and if it had been identified, dived and recorded.
9. If any salvage of the vessel and its cargo had been carried out
10. If any previous reports had been produced for the Victoria.

### 4.0 Background

When I started this project it was reported Victoria was a wooden schooner of 120 tons registered at Barnstable, built in 1843 that on 14<sup>th</sup> January 1843 struck the Causeway near Aberdovey / drifted off / wrecked on beach near Barmouth / crew all lost



Sarn – Y – Bwch



Sarn - Y - Bwch and Adjacent area

## 5.0 Research Methodology

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

I searched Lloyds Register of Shipping ( LR ) for "Victoria" looking for details of her dimensions, master, builders and owners from 1842 with a match. I then searched yearly backwards until 1830 with matches until 1839.

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

I searched The British Newspaper Archives (BNA) for "Victoria Hartnoll", "Victoria Stone", "Victoria Smith" and "Schooner Victoria" looking for sailings, arrivals, a launch, owners, builders, mishaps and any details of her loss and found a number of matches. I also searched " Westacott", and "Arter & Son" with matches. I searched " Arter Cotton & Co", "Thomas Stone", "John Smith" and Richard Hartnoll with no identifiable matches

I searched Welsh newspapers on line for "Victoria" looking for sailings, arrivals, a launch, owners, builders and any details of her loss and found matches.

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

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

## 6.0 Results

Vessel	Name/s	Victoria	
	Type	Schooner	
		Cargo	
Built	Date	1830	
	Builder	John Westacott	
		Barnstaple	
Construction	Materials	Wood	
	Decks	One	
	Bulkheads	None	
Propulsion	Type	Sail	
	Details	Fore and aft rigged	
Engine	Details	N/A	
	Boilers		
Drive	Type		
	Number		
Dimensions	Length	56 ft	1 ins
	Beam	16 ft	0 ins
	Draught	8 ft	10 ins
Tonnage	Gross	60 tons	
	Net		
Owner	First	Messrs. Arter Cotton, and Co	
		Barnstaple	
	Last	Messrs. Arter & Son	
		Barnstaple	
	Others		
Registry	Port	Barnstaple	
	Flag	British	
	Number		
History	Routes	North Devon to Bristol and Wales	
		Wales to Ireland, South coast and the Continent	
	Cargo	Coal, Grain, Salt, Oats, Sugar Railroad iron, Sand, Hides	
Final Voyage	From	Liverpool via Holyhead 12 <sup>th</sup> January 1843	
	To	Barnstaple	
	Captain	Thomas Stone of Bideford	
	Crew	3	
	Passengers	None	
	Cargo	Salted Hides, linseed, salt, sugar, rice, and bale goods	
Wrecking	Date	14 <sup>th</sup> January 1843	
	Location	Sarn - y - bwch	
	Cause	Hurricane force winds	
	Loss of life	All crew and master	
	Outcome	Wrecked, most cargo salvaged	

**North Devon Journal - Thursday 29 July 1830**

On Tuesday the 29th instant, remarkably handsome short-built vessel, of about fifty tons burthen, was launched from the yard of Mr. Westacott at Litchdon, which, on descending from the stocks, was named 'The Falmouth Packet;' she is ornamented with a figure head, and coppered, built for merchants at Falmouth and destined to trade to the Western Isles.

And on Thursday last, fine schooner, of from ninety to one hundred tons burthen, was launched from the same yard, which is also adorned with a figure head, and cognomened the "Victoria," built for Messrs. Arter Cotton, and Co. of this town, for the Bristol Trade.

**North Devon Journal - Thursday 26 August 1830**

## TRADERS

Between Bristol and, Barnstaple.

THE OWNERS of the Fine New Schooner VICTORIA, Richard Hartnoll, Master, beg to inform Merchants and Shippers of Goods Barnstaple. Southmolton, and their Vicinities, that the above named Vessel is now completely finished; and no expense has been spared in fitting her out in the best and most commodious manner required for the Trade between the two Ports, combined with a determination that the undermentioned Vessels shall positively clear from Bristol every Fourteen Days-in succession, whether laden not, it is hoped Shippers in general will see advantage in giving these Vessels a preference.

THE VICTORIA is now loading for Bristol, and will positively Sail as soon as she has water down the River, (say 31st August,) to commence taking in Goods Bristol immediately the REGULATOR, which vessel will leave 4th September

Regular Traders loading in succession every 14 Days.

New Schooner      VICTORIA, Hartnoll, Master.  
 First class Smacks FRIENDS, John Edwards, Do,  
 .                              REGULATOR, John Smith, Do.

Notice will be given, at Southmolton and all Places where it can be conveniently done, of the arrival at Barnstaple either the above Vessels, to allow sufficient time for the different Parties to take their Goods immediately from the Vessel, thereby saving some extra expenses.

Any further information may be obtained on application to Arter and Sons, Quay, Barnstaple; or to the Masters of the respective Vessels.

Barnstaple, August 35th,

### **North Devon Journal - Thursday 09 August 1832**

The ' Victoria,' Cap. Hartnoll, one of the regular Bristol Traders, whilst lying at the Quay at Bristol last week, having shipped a considerable part of her cargo unfortunately sprung a leak, and the water rushing in attained considerable height before the disaster discovered ; instantly on its being perceived the most prompt and energetic measures were pursued for discharging the goods she had on board, but we are sorry to add the greater part of it was materially damaged and in some cases wholly destroyed. We have heard of one of our merchants having had two hogsheads of sugar melted, and another a hogshead of lumps, &c. The injury to the vessel which by the way is almost a new one was soon repaired, and having re-shipped her cargo she now safely arrived in our port.

### **North Devon Journal - Thursday 21 February 1833**

Never do we remember witnessing such an hurricane has prevailed here during the past night and this morning ; the wind blowing from the N. W., brought up the tide to an extraordinary height, flowing over the Quay and the North Wells, and reaching for a considerable way up Cross-street and Holland-street, whilst the Square and the lower part High-Street, were under water, and the marshes on either side of the town were completely inundated; the streets are scattered over with fragments of tiles and slates, which have been hewn from the roofs the houses, and many instances great part those roofs has been entirely laid bare ; several stacks of chimneys have been blown down, and in some cases the inmates very narrowly escaped being crushed beneath them, many trees have been prostrated, some that have withstood the attacks at numerous years, particularly a very fine elm in the North Walk, vessels in the Quay torn from their moorings, were driven-with the utmost violence, one of them, the "Flora," Jenkins master, was tossed stern foremost on the slip, from whence, on the receding of the tide she lurched over on her beam ends, and now very critical situation; the shipping in the river are driven on shore, and a barge which was laden with Bristol goods, out of the " Victoria,' Hartnoll, lying at Fremington Pill, was swamped near Strand Houses; several other barges were also sunk, in one of which were two boatmen, the one called Baker and the other Burgess, who were drowned. We fear the awful effects of this storm have been felt far more

extensively, and we anticipate that within a day or two shall hear of fearful wrecks on the coast below, particularly as we understand that number of vessels, that had been for some time prevented by adverse winds from prosecuting their voyage, went down channel yesterday morning. We have just heard that large Schooner, from Ireland, was driven on the rocks adjoining Ifracombe harbour, this afternoon, and when our informant left was fast going to pieces.

### **North Devon Journal - Thursday 13 November 1834**

Guildhall, Barnstaple Nov, 10th 1834. Captain Thomas Reed, of the 'Zena and Harriet,' charged John Wright, seaman, with leaving his service contrary to his agreement. The captain stated that the defendant had sailed with him the two last voyages, and engaged himself again from the 1st instant. On Tuesday last, the 4th, the vessel was lying in ballast the other side of the river, just opposite the Custom House, and the captain desired Wright to look well after her as the Victoria and another vessel were coming that tide ; Wright however neglected his duty, and in consequence the Victoria ran foul of the complainant's vessel and carried away the main boom : Wright afterwards refused to return to his service, and engaged himself with another captain. The defendant stated that the wind was boisterous, and the tide running with such strength, that he could not possibly get aboard, and the vessel shifted from her moorings and so came in contact with the Victoria, he went the captain's house in the evening, but the captain was in bed, and in the morning when he saw him he abased him, and charged him with the neglect; and on that account refused to aboard again. Capt. Hartnoll stated that there was a good breeze up, but not such as to have prevented Wright from getting out to the vessel, if he had been disposed. The Court admonished the defendant that he had exposed himself to imprisonment, and advised the captain to take him back, again which he reluctantly agreed to do.

*Bevington, v King.* Jury, of which Mr. A. Shapcott was foreman, was empanelled to determine action in which Mr. Bevington, of the Golden Lion, was the plaintiff, and Mr. King, of Brickyard Farm, and landlord of the Royal Exchange, the defendant. Mr. Wills was engaged for Mr, Bevington, and Mr. Gribble for the defence. Mr. Wills stated the case to the jury. Early the year 1833, the defendant, having a pony to dispose of, offered it to his client in the sum of £10 10s. Mr. B. consented to purchase it if defendant would take out the amount in beans, at 4s. 6d. a bushel: to this was agreed, and the bargain was made. After his client had had the pony a few day's he found him a very different animal from

what King's representation had led him to expect; was exceedingly vicious, and was altogether unfit for the purpose for which had purchased him ; Mr. B. therefore sent the pony back to the defendant, informing him that he was returned in consequence his vicious propensities, and adding that he might pay for the beans at his convenience. The defendant did not refuse to resume possession of the pony, and had since sold him to Mr. Pearce, of the Fortescue Arms. At Christmas last, his client requesting payment for the beans. King returned him an evasive answer; some time after applied again, and the defendant promised to pay when it might suit his convenience. That time, however, had not yet arrived, and his client now sought to recover his demands an action, in which he had no doubt when the jury should have heard the evidence, he should secure verdict in his favour. The learned gentleman then called

Richard Hartnoll: was the captain a trading vessel between this port and Bristol; February 1833, he shipped a quantity of beans from Bristol for the plaintiff; put them on board a barge in the Barnstaple river; the barge sunk; the beans were afterwards picked up and taken to the premises of Messrs. Arter to be kiln-dried ; knew nothing of the contract between Mr. Bevington and Mr. King. Mr. Gribble : Could not tell if horses liked salt beans; the beans could not have sustained much injury, they were not in the water above two hours.

William Arter; was a merchant in Barnstaple; received into his stores in the Spring of 1833, a quantity of horse beans, the property of Mr. Bevington, part of the cargo of the Victoria, which witness was the ship's husband ; the beans had been put on board a barge which had been swamped in the river ; he did not think them injured, but on the contrary, considered that after they had been kiln dried, they were rather better than before ; thought them worth about 4s 6d. a bushel. By Mr. Gribble : did not receive any thing from Mr, Bevington for trouble; the understanding was that I was to kiln dry them and deliver them free of any expense.

William While; was in the employ of Messrs. Arter and Sons in 1833 ; remembered Mr. King's coming to the warehouse in the spring of 1833, to see some beans ; a day or two afterwards received directions from his master to measure either 20 or bushels for Mr. King; was assisted by George Chappie, who carried them out and put them into King's cart, which was outside his master's door in Cross-street; James King, the defendant's nephew, was there, and was then in his uncle's employ ;there was no horse in the cart when the beans were loaded.

The testimony of this witness was corroborated that of George Chappie.

John Kite—was head ostler at the Golden Lion ; had been so for twenty years ; remembered Mr. Bevington's buying a pony of Mr. King in remembered also to have seen King's cart in the yard of the Golden Lion ; there were beans it; thinks about two or three sacks; took the pony back on a Monday morning ; put him

into King's stable, and tied him up. King was not home himself, but his wife and son were there ; told them Mr. King was to call on Mr. Bevington and he would speak to him about it; told the son the pony was not very quiet; he did not appear out of humour at its being returned but merely laughed ; did not think the pony was in Mr. Bovington's possession more than three or four days ; called on the defendant on the 23rd October last, and asked him if there was not some dispute between him and Mr. Bevington respecting the pony and some beans; said there was; that Mr. B. had sent him a bill of £10 or £10 10s.; that the beans were very bad ; that he had but four sacks containing four bushels in each, which he fetched himself from the Golden Lion; that he was to give either 4s. or 4s. 6d. per bushel; Mr. B had told him he should have five bushels over the quantity agreed upon ; he had had no beans from Messrs. Arter and Sons. He added something about the pony's having strayed away, and his having afterwards sold him to Mr. Pearce. By Mr. Gribble; Mr. Bevington had a good many coach horses which consumed great quantities of beans; to the best of his knowledge he did not say when returned the pony Mrs. Bevington will not allow it to be kept;' nor Mr. King will have the best of it,' nor anything to that effect. When he called on King on the 23rd of October, was aware the action had been commenced. Mr, Gribble demanding who had desired him to call on defendant, the witness enquired if was obliged to answer that question ; Mr. Gribble replying in the affirmative, he said he had called at the request of Mr. Bevington and Mr. Wills, to get King to settle the affair. To entrap my client," said Mr. G. This the witness denied. I advise you," said Mr. G. never to go such an errand again." The witness resumed—Mr. King told him Mr. Bevington had said, if the beans should turn out bad, should have five bushels over and above the £10 worth, which he was to receive as the value of the pony.

William Beer: was boots at the Golden Lion ; called on Mr. King about Christmas last, with a note from his master; King opened it and looked at it; he appeared in a great rage and said to witness I owe your master no such money ; the fact Mr. Bevington bought a pony of me, and I agreed to take the value in beans ; he has sent bill of £10 or £10 10s. but I have had no such quantity ; tell your master I know nothing about it. His wife said if Mr. Bevington chooses to return the pony and give us the beans, why that is.no business of our' s. Witness called again about six weeks after, with another note, King flew into a great passion, and said Mr. B the fellow, I wish he would not keep troubling me with his bills I can't pay him now ; shall be passing that way by and bye, and will call upon him I will pay him when it suits my convenience.' This was the plaintiff's case. Mr. Gribble addressed the Jury for the defendant in many old sayings there was a vast deal of truth ; and in the case before the court he was forcibly reminded of that— One story is always good until the other is told ; and he that hears but one side of a case hears nothing;' never was that axiom more clearly exemplified than in the present instance. It had been said the most melancholy part of a man's life was

when he was called upon to pay money ; that he did not believe but he was satisfied that an unjust demand might well call forth all that rage and indignation which the last witness had stated his client to have manifested when he had presented his master's claim. The fact was that there were no goods sold at all; the transaction was a clear exchange of so many bushels of beans for a pony ; and was it to be endured, that after individual had entered into such an agreement, and had actually taken the animal, curvetting and gamboling with him about the town for a week or two, he should capriciously turn round and refuse to keep him, and having returned him, injured, should say, now I'll bring an action for the price of beans! Suppose the case to be reversed, and the defendant, after having taken the beans and kept them week ten days, had carried them back, and trundled them into the plaintiff's yard, and then threatened action for the recovery of the worth the pony. The injustice and absurdity of the case was palpable. A contract was a contract entire, it could not be split; nor could it be rescinded, save with the consent of both parties, and unless they could each be placed *status quo*. This was principle of law. But in the present instance, the thing was impracticable, for a part of the beans had been eaten. And as the beans could not be returned, so was it perfectly impossible that the plaintiff could say, "I choose to give you back your pony, and now I'll be paid for beans." The learned gentleman also remarked on the bad quality of the beans, and the attempt which had been instituted to entrap his client, sending the witness John Kite, lately as the 23rd ult., to extort from him an admission of the debt; an action which he characterised as totally indefensible, and such as he hoped he should never see repeated. He thought he had shown that reason and common sense utterly repudiated the idea of the defendant's being obliged to pay for the beans, and he hoped to prove that it was equally repugnant to law, which was the perfection of reason. In the first place, it was quite impossible that after the delivery of a part of the goods, he could claim the payment of the contract, until the whole amount had been delivered; this supported a case. *Warranto v. Oliver*. And here was an agreement to take a pony for the beans, now in the face of this agreement, the plaintiff could not under any circumstances turn round and say, instead of the pony, I'll have the money.' Mr. Gribble referred to another case which two parties had agreed to exchange a quantity of copper and tobacco; samples the copper were shown prior to the contract; but after it had been delivered the party found it very bad, and thought it inferior the samples, and consequently returned it; but it was held that the delivery the copper was a good bar to the prosecution of an action for the recovery of the worth of the tobacco. quoted also several other cases which he considered bear upon the case, and concluded expressing his confidence in the verdict of the Jury.

The Mayor summed up the evidence, and in charging the Jury adverted to the circumstance the defendant's having subsequently sold the pony to Mr. Pearce,

and put it to their judgment his exercising that act of ownership did not involve a violation of the contract, and render him responsible for the payment of the beans.

Mr. Gribble said in that case the action was entirely misconceived ; instead of seeking to recover the value of the beans, the plaintiff should have entered an action of trover for the return of the beans.

The Jury retired, and having remained in consultation about forty minutes returned with a verdict for the defendant.

### **North Devon Journal - Thursday 26 February 1835**

COURT OF KING'S BENCH, Guildhall. Feby 20.

. (Sittings in Nisi Prius, before Lord Denman and Special Jury.)

. ARTER AND ANOTHER, V. GREGORY.

Sir John Campbell, Mr. Eric, and Mr. Crowder conducted the plaintiff's case, and the Attorney General, Mr. Richards, and Mr. Alexander, appeared for the defendants.

This was action to recover £109 16s. the value of certain malting barley shipped by the plaintiffs, merchants of Barnstaple on board the Commerce, trading from Barnstaple to Bristol, belonging to the defendant, such barley having been lost damaged, by reason, it was alleged, of the negligence of the defendant's servant, who was the captain the vessel, the Commerce having struck the Flat Holmes, in the Bristol Channel, on the 13th or 14th of January, 1834. The following evidence was produced for the plaintiff : -

W. Blackmore was in the employ of plaintiffs, and put 732 bushels of barley for them board the Commerce.

Richard Hartnoll.—I am master of the Victoria. I was part owner of the Commerce. A person the name of Yeo was appointed captain of the Commerce. I did not consider him a competent man. I frequently told the defendant so, and sold my share as soon possible. I saw the Commerce when she was loaded in January, 1834. She was overloaded, out of trim, a stout person could not pass fore and aft; it was impossible she could answer the helm. The mate said she would never reach Bristol with half her cargo. I did not consider it safe for the vessel to go that way to Bristol.

Cross-examined.—Plaintiffs are co-partners the vessel I command. Yeo commands the Britannia now - .

By the jury.—She was too much by the head two feet, and too deep.

John Hooper,— on board the Commerce. Mr. Gregory came and asked Yeo whether he could take ten chests oranges. Yeo told him he thought he could not, as the decks were very much burthened. The chests were subsequently taken on board. The vessel was not fit to go sea ; heard the mate say to the master that

half the cargo would be washed overboard. The river pilot told the captain she was very much lumbered. The Betsey and Mary Ann sailed the same time we did. I filled some soap chests with sand and put them aft. The wind was fair for Bristol the weather was squally off the land, but nothing to endanger a vessel that was properly trimmed. I asked the master repeatedly why he ran the vessel so far to the leeward and he said, "What odds is it to you? Do as you are told." I had then the helm and he took helm from me. I then told him the north shore was close under our lee, but he did not alter our course. He afterwards gave the helm to me and went below. I did my best endeavors to run the southward of the Holmes: Had we had sufficient wind she would have gone to the southward. I gave orders to haul aft the main sheet, but the men had not time to it on account of the lumber. We endeavored to put her in stays, but she refused, and struck the rocks. The crew got safe on shore, but the cargo was lost. If she had been in proper trim, and properly navigated, she would have made her voyage safely. Cross examined.—I was first examined by the plaintiff's, a month or two after the accident. I was afterwards examined by— Mr. Palmer, who took down what I said in writing. On reading it over I found several things were omitted, and I told him so, and he then noted what I said. I was subpoenaed by the plaintiffs last Thursday, and the defendant Friday Saturday week. The cargo could not have been stowed better it as was taken board. I had considered she had been overladen I should not have taken wife with me, I might have told Mr. Palmer that she was not overladen. The master and the crew wished to hush up. I said she was well qualified make her passage safely. She registered 54 tons, but she would carry, 60. She had 60 tons on board, but told Mr. Palmer it did not exceed 54 tons. I told him she had outsailed all the laden vessels. She did outsail them all. We did not know that were getting near the Island on account of the state of the weather. The main sheet not being attended to, and the wind dying away, caused her to go ashore. I consider the master was in fault running the vessel too far the leeward, instead of letting her go up the Channel course.

Re Examined :- The goods on board obstructed the management of the sails. Richard Downman.— I am river pilot of Barnstaple. I cleared the Commerce that day. She appeared to be too much by the head and too deep in the water. The deck was very lumbered. There was not room for the crew to manage the sails. John Haxtable.—I was master the Betsey. The deck of the Commerce was too much lumbered. I had very good voyage. We got to Bristol between 9 and 10 o'clock the next morning. The breeze was fair ;we made the lights all way. John Passmore,— I have been accustomed to the sea for thirty years. I was on board another vessel, and saw them filling chests with sand on board the Commerce. She did not appear to me to answer her helm. She was not in good trim. I sailed for ten months board the Commerce she sailed very well. The Attorney General then addressed the Jury behalf the defendant, and called the following witnesses.

James Passmore.— I have been a sailor forty years. I am well accustomed to this voyage. I was on board the Commerce , she was direct in her channel course when we made the lights about six in the evening ; the light was then about nine miles; it become hazy shortly after. When the master went below, she was about a mile from the island. I told the mate, Hooper, she was going too near the Island, the fog deceived us the distance she was from the island ; the wind faltered. We tried to put the vessel in Stays, and the master put the helm down. She refused stays and the vessel struck shortly after. She was not overladen ; I have sailed her with heavier cargoes. If the wind had not died away, she would have weathered the island ; and the weather had not been hazy, should have seen, our danger earlier.

Cross examined.—I not know who my owners are . I am now in the Friends. The master hired me. I don't know that I ever saw the defendant board the Friends. The decks the Commerce were lumbered just as usual. I don't know that we could have stowed more on deck, vessel was rather a-head but we got her in trim, took board nearly five tons of sand to trim her. We out-sailed the Betsey and Mary Ann. The Commerce was never too much to wind-ward. We never lost sight of the Holmes light from the time made it. I was not deck all the time. I never said to Mr. Hooper that the vessel was thrown away through the negligence the captain.

Robert Yeo. I was master of the Commerce. I now command the Britannia. The day in question, the vessel was laden usual. I made no objection to the oranges coming on board. We had more on board on the former journey. rather a-head at first, but she was made trim at Appledore. We had a pilot board. We came in sight of the Holmes about eight o'clock. We were steering channel course. It was very hazy. I went down to take my tea. When I came back up I put the helm down to stay the vessel, as she was too near the island. She struck soon after. The accident was owing to the wind and the haziness the weather.

Cross-examination —I had cleared the custom house before I took the oranges. Hartnoll never asked me take anything for him. We lost sight of the light once for five minutes.

William Roe.—I am pilot. I was onboard the Commerce. The goods were thrown in, some slowed and some not. She was a little lumbered. She drew eight feet; I have known her draw nine feet. She would answer helm almost in any condition, went between seven and eight miles with her. She never missed stays with me that day.

Cross-examined.—She was in good trim although she was a little by the head. I have seen her come home from Bristol in worse trim. She was trim to answer our purpose. I think they might have left the sand alone. You were obliged to walk over the goods from stem stern. .

Harris.—I was pitot board the Commerce from Appledore to Ilfracombe. She was not lumbered to impede the working the vessel. She sailed very well, and

answered her helm as well ever saw a vessel answer it. She was good trim. It was moderately fine weather.

Cross-examined.—I would have put five more tons on the deck with pleasure.

John Williams.—I was on board the Commerce before she sailed. She was not too much lumbered, she was fit to go to sea.

Sir John Campbell addressed the Jury in reply.

Lord Denman was about to sum up, when the Jury said their minds were made up, but upon Consulting they said they wished to retire, when his lordship informed them that it would better he should make few observations, and point out some particular parts of the evidence to them. The question whether they were of opinion that the loss was occasioned by the negligence the persons employed by the defendant.

The Jury gave verdict for the plaintiff for the amount claimed, but the same time they said they had found it a very difficult case to decide upon.

### **Western Times - Saturday 04 November 1837**

GREAT REFORM DINNER At BARNSTAPLE. IMPORTANT DEMONSTRATION. The North Devon recently took into their heads to have a "demonstration" as they call it, at Barnstaple, When Sir Thomas Dyke Acland, their present champion, was taken in procession round the town, and afterwards dined at the expense of the party.

#### DECORATION OF THE TOWN.

The following is a glance at some of the principal ornaments and decorations on this glorious occasion. The Victoria, Capt. Hartnoll, lying alongside the Quay, was gaily decked out with laurel and various elegant devices, with all her colours floating in the breeze—which had a very gratifying effect. The John and Elizabeth, Capt. Paddon, was lying alongside, and bore along her main yard the inscription. " O'Connell and Justice to Ireland," several other characteristic mottoes—the gallant Captain being a staunch reformer as well as a jolly mariner.

### **North Devon Journal - Thursday 02 May 1839**

GUILDHALL, BARNSTAPLE, April 26, 1839.

A young man called Adam Martin, was this day brought before the borough magistrates, charged on the information of Richard Hartnoll, the master of the " Victoria," of this port, with being disorderly apprentice, and with having absconded from the vessel 25th March last, and remained away ever since that

time, the complainant was unable produce the indenture by which the apprentice had been bound to him, but could adduce sufficient evidence of the binding, the indenture having been enrolled at the Custom house. Mr. Richard Bremridge appeared on behalf of the defendant, and produced an indenture by which the apprentice had formerly been bound to Mr. Woodman, coach builder, the term of which being not yet expired the binding to Capt. Hartnoll could not have been legal, and the complaint was consequently dismissed, the Magistrates informing the complainant that he might proceed against the young man's father (Henry Martin), who was a party to the indenture.

### **Gloucester Journal - Saturday 16 May 1840**

GLOUCESTER. IMPORTS from May to May 15,

From Yarmouth, the Victoria, Barnstaple, Smith, 60, with 100 tons sand for Southan and Son.

CLEARED OUT. – For Waterford the Victoria with 112 tons salt from Gopsill Brown.

### **Worcestershire Chronicle - Wednesday 02 June 1841**

PORT OF GLOUCESTER—IMPORTS. From the May 20th to May 27th

From Barnstaple, the Victoria, of Barnstaple, Smith, 70 tons potatoes for J. and C. Sturge.

### **Worcestershire Chronicle - Wednesday 06 October 1841**

PORT OF GLOUCESTER—IMPORTS. From the 21th Sept. to the 1<sup>st</sup> Oct., 1841.

From Barnstaple, the Victoria, of Barnstaple, Stone, 60, with oats for J. and C. Sturge.

### **Morning Advertiser - Wednesday 18 January 1843**

ABERDOVEY, Jan. 15<sup>th</sup>. A boat marked Victoria, of Barum, Thos Stone, has come ashore.

**Lloyd's List - Wednesday 18 January 1843**

Aberdovey, 16th Jan. "The two-masted Vessel, reported on shore about 6 miles to the Northward, is on Sara y Bwch, a total wreck, and the cargo (consisting mostly of salted hides,) is strewed about the coast; she is a Schooner of about 120 tons, Victoria, of Barem, Thos. Stone, is on the stem her boat.

**The Welshman 20th January 1843**

## DREADFULL HURRICANE

The desolating storm which raged with such violent fury in the metropolis, appears to have visited almost every part, of the island and some places with fearful and calamitous severity The most singular fact in connexion with it, was the extraordinary depression of the barometer—a depression, which has not been equalled during the last 30 years. The following form but a small portion of the casualties on the coast, which is literally strewed with wrecks. On Tuesday further information was received of 21 vessels wrecked or stranded, in addition to those before-mentioned. One of the most distressing catastrophes that has occurred is the following :

ABERYSTWICH, JAN. 14.—About three o'clock in the morning of the 13th instant we were visited with a heavy gale of wind from nearly every point of the compass, accompanied with thunder, lightning, and heavy rain. Eight o'clock the wind was almost calm and the rain had ceased, but the sea was in an unsettled state. About two o'clock in the afternoon a tremendous storm commenced blowing from the West, at six the wind veered to North West, and continued blowing in that state until three of the following morning when it moderated considerably. The sea ran very high during the storm, and what between the roar of the sea and the howling of the tempest it was truly awful. At eight the storm having in some degree abated, a sloop was perceived making for the harbour from the N.N.W. carrying but a small quantity of canvass. She was boarded by a pilot and brought safe into harbour about ten o'clock, four hours after high water. She proved to be the Orion, of Aberayron, Jenkin Davis, master, from Liverpool, with a general cargo for Gloucester. The master reports that about three in the afternoon of the 13th he was driven out of St. Tudwall's Roads with loss of three anchors, two chain cables, a stream hawser, and sundry moveables from off the deck. There were many vessels in the Roads when he was drove out. He further states that between five and six on the following morning he saw a schooner sink close to Sarn-y-bwch, and supposes that all hands perished. At noon a vessel

was perceived from Aberystwith, lying about two miles from Pen-bweh—could not discern the built, and only one mast. A sail was discovered in the tops in which it was supposed the crew had taken refuge. About one o'clock the following morning (last Sunday) the weather having cleared up a little, a boat with five hands left for the last vessel. The boat and crew not returning in due time, their feeling uneasy, and a report having spread that the boat was ashore at north, men left here to search for the crew. Whilst searching, they perceived a dead body washed on shore which proved to be that of one of the crew, John Griffiths, boatman, who has left a wife and two children to lament his untimely loss, the bodies of the remaining four are not yet found; their name; are William Mungs, shipwright, John Fisher, cabinet- maker, John Morgan, and Edward Watkins, sailors, all single men, and between 21 and 23 years of age they also found a boat washed ashore, name inside, David Havart, Phoebe, Newport, as nearly as could be ascertained, as the name was partly erased.

A messenger arrived on the morning of the 14th from Llanrhystyd, stating that a vessel was on shore near Llanon the vessel proves to be The Brig Paquete da Bilboa, Juan Antonio de Yenchiz, master, bound from Liverpool, with a general cargo, for Cadiz and Seville this vessel was driven ashore near Llanon, a village about eleven miles South of Aberystwith, at one o'clock in the morning of the 14th instant. It is expected she will become a total wreck; the crew are saved and the cargo landed in a damaged state. Great praise is due to Lloyd's agent, and the gentlemen and inhabitants of the adjoining neighbourhood for their exertions in assisting the crew and saving the cargo.

January 16th, the sloop, Sisters, Jenkins, master, arrived this morning from Liverpool with general cargo, having been obliged to put into Tudwall's Roads. The master states that there were in the Roads upwards of forty vessels during the storm, nearly all having suffered damage, some being driven out, others getting entangled and foundered, and others driven on shore. January 16th, this morning, Pierce Evans, Esq. , Collector of the Customs of this port, has kindly favoured us with the following letter received from Aberdovey, about ten miles from Aberystwith, which describes the progress of the tremendous storm further northward.

Aberdovey, (last) Monday evening. Dear Sir,—I am sorry to acquaint you of three wrecks on this coast yesterday, the masts of one are to be seen from here, about three miles from the North, she is called the Phoebe, schooner, 123 tons, of Cardigan, all hands lost. Another schooner, about 120 tons, called Victoria, Stone master, laden with salted hides and general cargo, all hands perished, two of the bodies were this morning found. The men and self were there all day and intend going tomorrow not knowing whether she is foreign or not; two respectable farmers have been sworn in to protect the cargo and six others to walk the

beach. Another Schooner from Port Madoc with slates, get aground near Llangail, crew saved except one. The fine schooner, Edwin, Barrow, master, was lost on Barmouth bar, all hands lost except one lad; there was one of the Pilot men on board who likewise perished. The boy who was saved said he saw another large vessel in the bay sink at her anchors. The Diligence of your port Edwards, master, lost somewhere ashore I shall again let you hear when I know more about them.

I am, dear sir, yours very truly, H. LLOYD."

Pierce Evans, Esq., Collector of the Customs, Aberystwith."

At Milford-Haven the hurricane was attended with a fall of snow, and thunder and lightning. At about day break the men stationed at the St. Ann's Lighthouse, close to the mouth of Haven, saw a brig go down between five and six miles from the Head Cliffs, carrying with her the unfortunate crew, who all met with a watery grave. Among other casualties, in the course of the morning, the Piper, a schooner of London, from Waterford to Gloucester, drove from her anchors, and came into violent collision with another vessel, the Sydney and Jane. Both sustained very serious injury. The brig Flora, of Neath, also got into collision under similar circumstances with the Royal Oak, a sloop belonging to the same port, in consequence of which the latter broke from her moorings, and was driven upon the rocks near Castle Pile Creek, where she remains exposed to a dangerous surf.

At Aberdovey three vessels were totally lost, and all hands perished. One is known to be the Phoebe, of Cardigan, about 120 tons burden.

Numerous other disasters, with loss of life, are known to have occurred off Neath, Runcorn, Cork, Grimsby, Bude, and several other seaports but the particulars have not been received.

The Carnarvon Herald supplies some further particulars relative to the wreck of the Monk which we subjoin. It appears from several circumstances, that the vessel could not have been in a state perfectly seaworthy. Indeed the men were employed at the pumps from her first departure from Porthdynllaen until she struck (a very unusual occurrence in steamers), and it was observed that, on approaching the black buoy on the bar, a sea passed over her stern in such a way as to induce a belief that she was likely to become unmanageable, although there was then no immediate apprehension of danger. The vessel had passed the red buoy about half-past 5 o'clock P. M., and then first struck on the North Bank. This most probably arose from the thick darkness that was coming on, and from the steersman keeping too far to the Northward in his course; circumstances

which might have existed without there being adequate grounds to charge either the mariner or the steersman with blame.

The vessel was off and on the bank several times before she sustained any very material injury but her engines becoming disabled, it soon became too evident that she could not weather the storm. The anticipation of succour from the land, there being a life-boat stationed at Llanddwyn, was not likely to be lost sight of. Accordingly, tar-barrels were set on fire, the poor mariners and passengers trusting that the light would be a signal for immediate assistance. Lights were also hoisted in the rigging. The light was sufficient to induce amongst the people on shore a belief that the vessel was actually on fire, but, alas, it was all unavailing for its purpose—the life-boat being far from its proper station. The boat was, in fact, at Abermenai. It had, strange to say been taken over to this town (Carnarvon), in the course of the day, for exercise," or for market uses, and could not be taken back to Llanddwyn in the wind then blowing. It was, therefore, left at the above named place, remote from its allotted sphere of beneficent utility.

It being low-water, about seven o'clock, and the wreck being nearly dry, and within about a 100 feet of the dry bank, it is surprising that no attempt was made (except in the instance which we are about to narrate), either on the part of the crew or passengers, to gain the shore. For, with the exception of small gutters which might have been easily crossed, no obstruction at that time existed. We would not willingly imagine the possibility of the people being inebriated and would rather account for their not making the attempt, by taking into due consideration, the utter confusion and dismay that must have prevailed; and their natural, their clinging hope, of a speedy rescue by means of the Llanddwyn life-boat—a hope which, false and delusive as it proved to be, would, in their circumstances, be a constant, an enduring, and a certain prospect. Poor wretches It is awful, it is heart-rending, to reflect that, in the very crisis of their fate, they should be mocked by a delusive hope, and reft of that sole reliance on their own unaided energy which, had it been exerted might yet have saved them! But to resume :— Finding no help approaching from the shore, Mr. Owen Williams, one of the survivors, and chief proprietor of the cargo, persuaded three others to join him in the forlorn hope of launching a small boat, a mere punt, and risking their lives in a daring effort to gain the land. This was about 9 o'clock. The vessel was then hard and fast on the bank, but had not begun to break up, and was free from any water in the cabin. In despite of the intreaties of several of their friends, and Captain Hughes, who said that he would remain in the vessel to the last, (an assertion too sadly verified), and who seems to have been impressed with an idea that the returning tide would float her off the bank in safety, Mr. Williams, with the three others, left the steamer, and took the boat.

The exertions which they made, and the sufferings which they endured, ere they reached the shore, are almost beyond description. Having, with some difficulty, gained the nearest bank, they had to tow the boat into another small channel. They then lost their oars, after which they were obliged to use the bottom-boards. The boat then capsized with Mr. Williams underneath, and it was 2 o'clock next morning ere they reached Abermenai. "When we reached the shore," Mr. Williams says, we were almost senseless, and being exhausted with fatigue were almost unable to proceed. We had three miles to walk to Abermenai, where we obtained shelter and repose."

In the meantime the life-boat was attempted to be taken by being first towed, and afterwards steered, to the wreck but being to leeward of it the effort was unavailing, and the poor creatures were reluctantly abandoned to their fate. We now return to those who remained on board, twenty-four in number. The fire was continued as long as it could be maintained but to expect correct notions of time in the account given by the survivors of so horrible a scene would be absurd. Their situation was truly awful—and they were surrounded by wretches in the same state of agony as themselves. The heart rending cries of so many human beings, anticipating instant and inevitable destruction, must be rather conceived than described. Some calling for help, and many it is to be hoped, in prayer, whilst a few were desperately determined to make an effort for their lives, and lashed themselves to the mast to perish there if not rescued. Alas too many of them did perish there Some time in the darkness of the night—but none of the survivors can say precisely when—fifteen of these poor unfortunates were swept from off the paddle-box by one tremendous sea

And low one universal shriek there rushed Louder than the loud ocean, like a crash Of echoing thunder; and then all was hushed Save the wild wind, and the remorseless dash of billows."

Morn came, and with it despair. There were seven still on the wreck (which parted at about five in the morning), but of these only three were alive. The life boat was again brought into requisition and, after considerable effort, reached the wreck at about eleven o'clock in the forenoon of Sunday. But, alas two only were alive. The third, Captain Hughes, half delirious from cold and exhaustion, as though distrusting the arrival of the boat, and thinking he had yet strength to gain the shore, plunged recklessly into the maddened sea, and was picked up by the life-boat, but just dead. A few minutes sooner, and other witness of the sad catastrophe would have been spared; but it was otherwise decreed. The two survivors were taken to Abermenai, where they received warmth and food. "The practice of "wrecking," so prevalent along the western coasts of Great Britain, (of the Eastern we cannot speak, not knowing much of it), was in this instance carried on to all extent beyond description. Some of the details within our

knowledge are too disgusting to be reprinted—it is to be regretted that the iron hand of the law is not grasping some of these desperate marauders and inhuman wretches. The vessel has gone entirely to pieces, her machinery alone remaining on the bank. She was insured for the river Mersey only, and thus when she rounded the Rock, the insurance was of no avail. At Barmouth a dreadful shipwreck happened. Early after daylight the Edwin, a brig belonging to Chester, bound to this harbour, was observed at the entrance of the river, with a signal for a pilot. One went out and remained on board until the turn of the tide, when she got under weigh, but being unable to effect an entrance into the harbour, they stood out to sea.—Shortly after the wind shifted and blew a tremendous gale, which forced them to run for the beach. At five o'clock in the afternoon she struck on shore half a mile north of the bar, where she immediately hove on her beam-ends. A number of boats put out to her assistance, but owing to the boiling surf which surrounded the vessel it was impossible to reach her until midnight, when, melancholy to relate, only one of the crew was found alive out of eighteen individuals. The pilot and a seaman were found lashed to the rigging dead, the others were washed overboard. None of their bodies have yet been discovered. Another ship was lost soon afterwards within five miles of the same spot. It was the schooner Mary and Eliza, of Lymington. The life-boat from Barmouth was conveyed thither by horses and well manned by six able seamen, who, after great personal exertion, succeeded in saving the master, Mr. Morris, who had lashed himself to the rigging, but all the crew had previously met with a watery grave. The vessel had sunk and her masts were just above the water.

BRISTOL, Jan. 14.—During the past week the weather has been extremely boisterous, and a succession of gales from the S. W. W. and N. W. and W. N. W., have swept over the country. The accounts from the coast, so far, do not detail any heavy losses, though further intelligence is looked forward to with anxiety. The falls of snow have been heavy in the surrounding counties, particularly, it is said, in Devonshire and Cornwall.

TENBY, Jan. 16.—The Eiiza and Louisa, of New Ross, and not the Emily and Louise, as reported in [From our own Correspondent.]

TENBY.—On Thursday and Friday last it blew a tremendous gale, and the memory of "the oldest seaman" could not furnish an instance of such a terrific scene having ever been witnessed in our sheltered bay, as the sea, during Friday, presented. The waves were literally "mountains high," and the offing exhibited a grand and fearful spectacle the huge billows gathering into vast heaps of foam, and appearing to mingle with the clouds that hung in dense masses over them; then suddenly bursting and flinging their torrents of spray around with the force and velocity of waterspouts. The Phoenix steamer, after a perilous passage from Bristol, arrived in the bay about 5 o'clock on Friday morning, where she remained

some hours, there not being sufficient water in the pier to receive her. She parted her cables twice during the day, and was compelled to cruise about until the tide flowed. A schooner, laden with bricks, went ashore on Caldy Island, where she became a complete wreck; the crew were providentially saved. A large sloop, name unknown, broke from her moorings in Caldy Roads, and was seen drifting helplessly before the gale towards the Glamorganshire coast; it being impossible from the violence of the storm to render her any assistance. As nothing has been since heard of her, it is feared that she foundered amidst the dreadful tumult of waters. A brig, the Greenock, of Glasgow, from the Bay of Honduras, to Kinsale, laden with logwood and cocoa nuts, was brought into our pier in distress, and now lies here discharging her cargo, for the purpose of undergoing the necessary repairs. The storm did some damage to the houses in various parts of the town, and the church was so much stripped of its roof as to prevent the usual divine service being performed in it on Sunday.

SWANSEA, Jan. 15.-The Countess of Fortescue, from Cardiff to St. Ives, has been raised, and got into harbour, with little damage.

MILFORD, Jan. 15.-The Eveline, from Shields to Dublin, has been run on the mud, in a sinking state. The Royal Oak, which was carried into Pill yesterday, has received much damage.

LLANMADOCK.—The Ann and Elizabeth, from Bridgewater to Milford, is ashore on Lynch Sands, crew saved. The Isabella, of Belfast, bound to Runcorn, is wrecked on West Hoyle. Two flats are ashore at Hoylake.

WEXFORD, Jan. 13.—The Santon, Huxtable, from Calcutta to Liverpool, was driven on shore last night in Ballyteague Bay, where she lies on her beam ends, with her deck to the sea: captain and three men drowned.

PWLLIIELI, Jan. 13.-The Dove of Cork, for Liverpool, was driven on shore last night, and is sunk a good deal in the sand. The Waterlily, from Liverpool, to Falmouth, and Elizabeth of Cork, for Liverpool, were also driven on shore. The crews are all saved.

### **Monmouthshire Beacon - Saturday 21 January 1843**

At Bristol the barometer was at its minimum about noon Friday, when it stood at 28½ inches the lowest point that has been recorded for many years.

**North Devon Journal - Thursday 19 January 1843**

Loss of the Victoria—We very much regret learn that accounts reached this port yesterday by the Shipping Gazette of the total loss of the schooner 'Victoria,' which was long a favourite trader between Barnstaple and Bristol. She sailed from Holyhead on her voyage from Liverpool on Thursday last with a large fleet, and during the tempestuous night of Friday drove shore near Aberdovey, in Cardigan-bay. just above Aberystwith and, distressing to add, all hands on board perished, and the unfortunate vessel has become total wreck Her master's name was Thomas Stone of Bideford, a very steady man and able seaman, who left a wife and four children ; the crew besides were Thorne the mate, a seaman named Feake, and a boy named, Oatway, (his first voyage), of this town. The cargo consisted of hides, linseed, salt, sugar, rice, and bale goods, and was partly insured. The vessel, though she has been at sea some years, was in first-rate order, and belonged to merchants of this port, to whom, and the consignees the cargo, the loss will considerable. Two of the bodies were washed on shore on the 15th, as was also part of the cargo, which, it is hoped, will saved. The following very kind and humane letter has this morning been received from a gentleman on the spot, by the father the unfortunate mate :—

"Jan. 16th. Cefencamberth. rear Towyn, " Merionethshire, North Wales. "  
 Sir.—I am sorry to inform you that the " Victoria " of your place, as is supposed, was wrecked on the beach under my house on Friday night last, the crew of which no doubt have all perished, the vessel having struck in the dead of the night, no assistance could rendered her. The greater part of the wreck and cargo have been washed on shore, and have been taken care of. Four of the bodies have been picked up, one a boy a few minutes ago; they will all be decently interred as soon as inquest can be held them and among those found I conclude your son is one, a letter from you to him directed at Liverpool. dated the 17th Dec. was found his pocket. There was also found upon him £3 or £4 in money, two watches, which will be taken care of. Should you wish to write to me upon the melancholy occurrence, you will please direct the letter as above, which shall receive every attention.

. " I am. sir. obedient servant,

. "MAURICE TEMPLEMAN PUGH.

. One of her Majesty's Justices of the Peace.

Mr. Richard Thorne. father of' John Thorne. mate of the ' Victoria,' Barnstaple, Devonshire."

Great fears were entertained during the hurricane for the safety of the ' Union ' and 'Regulator ', Bristol traders to this port, which sailed from Penath on Thursday; but we are happy to announce that both are safe, put back when the gale came on. The former at Ilfracombe, and the Regulator ' is expected over bar

every day. Apprehensions are felt for the 'Thomas.' which sailed from Holyhead with the unfortunate Victoria,' of which no tidings have yet been received.

### **Dublin Evening Packet and Correspondent - Saturday 21 January 1843**

LOSS OF SEVERAL OTHER VESSELS, regret to record, addition to the above calamities, and also those which have been before noticed, the particulars of the loss of the undermentioned vessels, within a few miles from the spot where the unfortunate Jessie Logan was wrecked. At another vessel, named the Sarah, a brig belonging to Teignmouth, commanded by Mr. Dawson, laden with a general cargo, was totally lost on the shore near Bossinary Haven. The crew, consisting of master and seven seamen, were saved through the humane conduct of some fishermen, who observing their perilous condition, immediately put off in their boat, and succeeded reaching the wreck safety ; however, they were less fortunate in returning, for on arriving within fifty yards of the beach the boiling surf turned the boat upside down, whereby the whole of them were precipitated into the sea ; but, singular to relate, the next wave washed them high upon the sands to safety. During the same night three vessels were totally lost, with their crews, amounting the whole to 26 persons, within a few miles from the entrance to the harbour Barmouth. They proved to be the schooner Mary and Eliza, from Pwllhelli to Lymington; the brig Edwin, from Chester; and another, the name which present unknown. The vessels were observed from shore, but the violent character of the tempest prevented all attempts at saving the sufferers. Some of the bodies have since been thrown onto the beach. The sloop Phoebe, 123 tons burden, belonging to Cardigan, foundered at about four o'clock on Friday morning, within three miles of Aberdovey, we regret say all hands perished with the vessel. A large brig, laden with hides, nuts, &c., was wrecked about two hours afterwards on dreadful pile of sunken rock, about six miles northward of Aberdovey. Unhappily, the crew of the ill-fated vessel met with similar fate, several of the bodies were found entangled the spars and pieces of wreck that were strewn along the beach.

### **Exeter and Plymouth Gazette - Saturday 21 January 1843**

Information was also received at the Custom House, Barnstaple, on Wednesday morning, of the total wreck of the Victoria, of that port, Stone, master, in Cardigan Bay, on her voyage from Liverpool to Barnstaple, with a miscellaneous cargo ; and regret to state that, with the vessel, the crew, consisting four persons, perished. The Victoria was a fine vessel, the property of merchants of

Barnstaple, but chiefly belonging to the Messrs. Arter, and we understand she was not insured.

### **North Wales Chronicle – Tuesday 24 January 1843**

*(Extract of a letter from Aberdovey)*

WRECK OF THE VICTORIA. – ABERDOVEY Jan 17<sup>th</sup>.- I rather think the principal part of the cargo is secured. Five bodies have been found and buried today. In the waistcoat on one, found in my presence on Sunday were two silver watches; and in another a small purse containing £4 16s 4d in gold and silver also a letter from Barnstable, directed to the mate, to be left at Messrs. Marwood, Goodwins & Son, Liverpool. I have also two or three memorandum books, in which the captain kept the ship's accounts but not later than 1840. I have written to Messrs. Marwood and Co and also to Barnstable, stating the circumstances and hoping to obtain full information respecting the vessel and crew in a post or two. The schooner (Phoebe) named in my in former communication is still to be seen. Nothing to my knowledge has come ashore from her.

### **Coflein**

The VICTORIA was a wooden schooner belonging to Barum, port of Bideford (Thomas Stone, master). The schooner was wrecked during the hurricane strength storm of 14 January 1843 on Sarn-y-bwch. The VICTORIA had been laden with a general cargo consisting mostly of hides. The schooner's boat was washed ashore, but no survivors. Four bodies were subsequently found. One being the mate, in whose pocket was found a gold and silver watch, four sovereigns, and 14 shillings in silver.

Sources include:

Caernarfon and Denbigh Herald, 21 January 1843

Larn and Larn Shipwreck Database 2002

Lloyds List, 14 January 1843

Lloyd, L, 1996, A Real Little Seaport: The Port of Aberdyfi and its People 1565-192, Vol 2, pg222

Wynne-Jones, I, 2001, Shipwrecks of North Wales, 4 Ed, pg26

Maritime Officer, RCAHMW, May 2008.

### **Westacott Shipbuilders**

At the beginning of the Nineteenth Century, and at the time Queen Victoria ascended the Throne, shipbuilding formed an important industry at Barnstaple. In 1837 shipbuilding was carried on at four distinct yards – one at the end of Litchdon (just outside the Riversdale of today), another at Pottington, another at the Pottington end of Rolle Quay, and the other at Pilton Quay (where Berry's stores now stand). The chief yard was Westacott's, situate in the early part of last century at the end of Litchdon. Four generations of Westacotts directed shipbuilding at Barnstaple in the Nineteenth Century, and it is a romantic coincidence that a member of this famous family of shipbuilders is responsible for the revival of this important industry in the ancient borough in the second decade of the Twentieth Century. Robert Westacott, who died in 1812, was a shipbuilder, and his two sons, William and John, were carrying on business in 1814, their yard being at Litchdon – this yard having prior to 1800 been conducted by John Wilkey. John Westacott was the proprietor when, some years prior to 1850, it was decided to remove the yard from Litchdon to the Bridge Wharf.

Prior to this change the scope of the shipbuilder at the Litchdon yard was strictly defined : no vessel could be built which could not pass through the arches of the Long Bridge. It was suggested at one time that two of the arches should be thrown into one, so that the arbitrary limit might be removed. But this was not allowed, and as there was a demand for larger vessels than had been produced at the old yard for centuries, Mr. John Westacott abandoned the site above the Bridge and established his yard on a convenient spot just below the Bridge. Shortly afterwards he was joined in the business by his son William, and the firm of Westacott and Son made rapid progress, establishing a very high reputation in the shipbuilding world. On the death of his father, Mr William Westacott succeeded to the business, and he continued the output of a very fine type of ship until 1885, when, mainly owing to the demand for iron and steel ships, the industry was allowed to lapse. Many other yards in different parts of the country shared a similar fate from the same cause. Building in the three other yards which existed in 1837 ceased many years before this, so that Westacott's yard at

Bridge Wharf was the last link with one of the most ancient industries in the borough. In the last few years of the building at Bridge Wharf Mr. William Westacott was assisted by his son John, who subsequently did shipbuilding on a considerable scale at Appledore. Mr. Percy Westacott, the head of the British Construction Co., which in 1918 has started the building of reinforced concrete ships at Barnstaple, is the son of this Mr. John Westacott, and therefore a great-great-great-grandson of the Robert Westacott who started the family record of shipbuilding at Barnstaple towards the end of the Eighteenth Century.

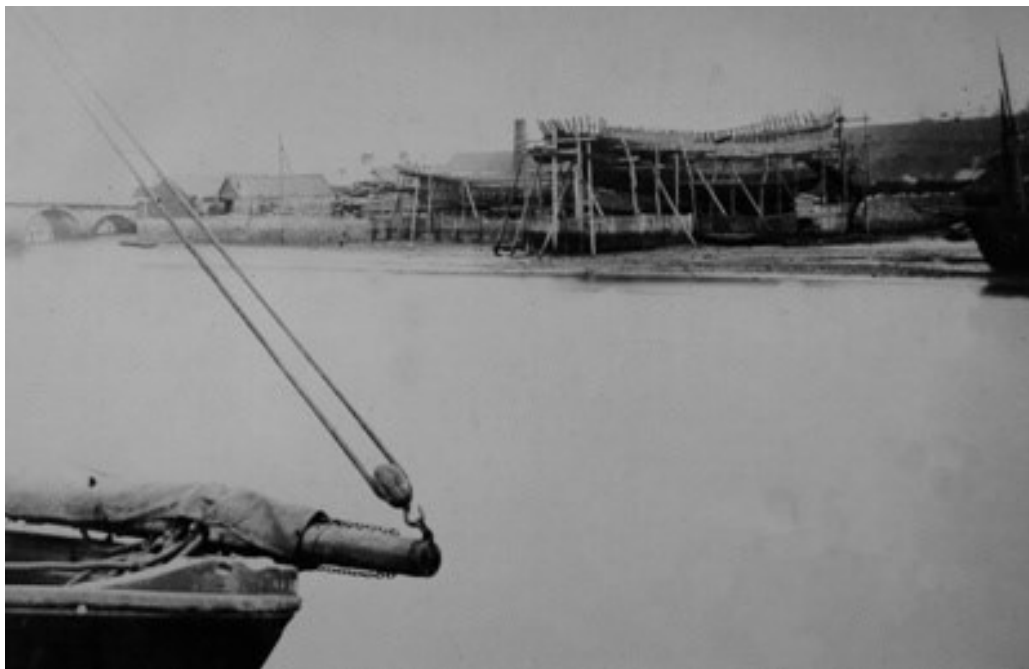


Fig. 1 Westacotts shipyard

#### **Thursday 19 November 1846**

BARNSTAPLE - Death by Accident. - On the morning of Thursday last, a deplorable accident occurred at the yard of Messrs. Westacott, Ship-builders, by which WILLIAM TUCKER, mariner, aged 59, belonging to Appledore, was so seriously injured that he died shortly afterwards. Deceased was employed in painting the yard-arm of a vessel, when his feet slipped and he fell to the deck, a distance of 32 feet. He was picked up in a dreadfully mangled state, and carried to the Infirmary: but his injuries were too severe to admit of relief, and he died in horrible torture within about two hours of the accident. An Inquest was taken on the body next morning before Alfred Drake, Esq., Coroner of the borough, and a verdict of "Accidental Death" was returned.

**THE LONDON GAZETTE, NOVEMBER 5, 1878.**

The Bankruptcy Act, 1869

In the County Court of Devonshire, holden at Barnstaple.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by

William Westacott. William Henry Westacott, and John Westacott, all of Barnstaple, in the county of Devon, Shipbuilders and Timber "Merchants, and Copartners, trading under the style or firm of William Westacott and Sons.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named persons has been summoned to be held at the Bridge Hall, Bridge-chambers,

Barnstaple, Devon, on the 16th day of November, 1878, at eleven o'clock in the forenoon precisely.—

Dated this 31<sup>st</sup> day of October, 1878.

J. A. THORNE. Castle -street, Barnstaple, Solicitors  
for the said Debtors.

The Bankruptcy Act. 1869.

In the County Court of Devonshire, holden at Barnstaple.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by

William Westacott, of Barnstaple, in the county of Devon, Shipbuilder and Timber Merchant.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Bridge Hall, Bridge-chambers, Barnstaple, Devon, on the 16th day of November, 1878, at two o'clock in the afternoon precisely.—

Dated this 31<sup>st</sup> day of October, 1878.

J. A. THORNE, Castle-street, Barnstaple, Solicitor

for the said Debtor.

A sailing boat is in stays immediately after the helm is put down to bring her about or turn her head through the wind and remains that way until she has turned enough for the wind to fill the fore sail and to be on the new course. In stays the sails are flogging making noise but not driving the boat. A vessel missing her stays has failed to turn through the wind and stay on her original course.

### **Arter & Sons, Barnstaple**

#### **London and Provincial New Commercial Directory,**

London, J. Pigot & Co. (1830)

MALTSTERS.

Arter William & Sons, High St, Barnstable

#### **North Devon Journal - Thursday 14 April 1831**

BARNSTAPLE QUARTER SESSIONS Held on Monday the 11th of April, 1831, before E. R. Roberts, Esq. Mayor, Richard Bremridge, Esq. Alderman, and Thomas Stevens, Esq Deputy Recorder. The Court being assembled, and " The act for the prevention of bribery and corruption," and " The King's proclamation for discountenancing vice and immorality, and encouraging piety and virtue," having been read,' the Grand Jury was empannelled, composed of Mr. W. Thome, Foreman, Mr. Geo. Fetter Mr. T. Allen Mr. H. Rock J. T. Lock H. Watts H. I. Gribble E.S. Baker R. Warminton P. Martin R. Martin W. Shapcott -R Black more J. Greek W .Phillips I. Brittan B. B. Edwards J. Thorne. J. Rendle W. Searle W. Turner J. Randall whom the Recorder delivered his Charge; in which he reminded them of the importance the duties which Grand Jurors, they had that day to perform, and directed them to dismiss from their minds any impressions which they might previously have received, that with the strictest impartiality and fidelity they might execute the trust confided to them. He congratulated them on the circumstance of there being but one criminal to engage their attention ; this said was subject of congratulation, as almost all other places crime was not

diminished, notwithstanding that were made its progress, by the establishment of Sunday Schools, and other kindred institutions, for the promotion and encouragement of religion and virtue. The case to be submitted them, appeared to be of less magnitude than it really was, it was that of stealing coal from vessel in the port, and this description of property was necessarily more exposed and liable to depredation than others, the legislature had placed an additional guard around it, by inflicting severer punishment on persons guilty of purloining it. He read the 17th section of the Act 7 of the late king, which adjudges persons proved guilty stealing from vessels lying in port, &c., or merchandise from quays, wharfs, &c. to transportation or imprisonment, at the discretion of the Court; he did this he said, not so much for the information of the Grand Jury, as that it might be more generally known through the other persons assembled in the 'Court. In the present case, two parties were concerned, one of whom was not in custody, but that would make no difference in relation to the other. The indictment stated that one the parties had before been convicted of a felony; it was necessary that the Court should put in possession of this fact, that if he should be found guilty on the present charge, it might inflict a heavier degree of punishment than if it were first offence, committed it might be ignorantly, or in a moment of excitement; whereas second offence of felony could plead no such excuse, and merited much severe punishment. It was necessary that this distinction should be kept in mind, otherwise when different degrees of punishment were inflicted for similar offences, the Court might be suspected of partiality, whilst it was really exercising a sound discretion. With these observations, and the usual directions relative to presentments, he concluded his Charge.

The Grand Jury having returned a true bill against Henry Priscott, for a felony, the prisoner was arraigned and Mr. Gribble, solicitor, on the part of the prosecutor, elicited from evidence the following facts. On Saturday the 19th of March last, the prisoner and man called Alexander Belford, were employed by Messrs. Arter to discharge a cargo of coal from The Alert, Capt. Paddon, at this port; it is customary discharging coal vessels to leave small quantity (a bushel or a bushel and half) for the use of the vessel, as a sea stock for her return voyage ; on this occasion a much larger quantity was reserved, on discovering which on the Sunday morning, the mate expostulated with the prisoner, and said that he would communicate the circumstance and return the surplus quantity of coal to Mr. Arter on the ensuing morning; between five and half-past five Monday morning, the prisoner and Belford went on board the vessel, called up the boy, the only person board, of whom they demanded light, and said they were come for the coal which the mate had authorized them take away; they sacked the coal and carried on shore to the Ship Inn, the landlord of which they called out his bed, who, after having admitted them perceiving they had sacks of coal with them which they left and returned bringing others, suspected they had procured

it dishonestly, and immediately sent to Mr Bently, coal merchant, who informed Mr. Arter of the affair, by which means it was brought to light. The coal being measured was found to seven bushels The prisoner readily admitted having removed the coal, but denied having done with a felonious intention. Two or three witnesses appeared to speak to the character of the prisoner, and the prosecutor strongly recommended him to the favourable consideration of the court, his object being not to punish the prisoner but to prevent repetition those practices, which the shippers were liable to great an imposition. The prisoner was found guilty, but in consideration of the recommendation of the prosecutor and the jury, was sentenced to *one month's imprisonment to hard labour*. The defence was conducted by Mr. Harvey, solicitor, of Bideford.

### **North Devon Journal - Thursday 11 July 1833**

A true bill having been returned against Abraham Couch and George German for a felony, the prisoners were brought to the bar. The indictment charged them with stealing a peck of oats on the of April, the property of Messrs. Arter and Sons, Merchants. The prisoners pleaded *not guilty*.

Mr. Carter conducted the prosecution.

It appeared from the evidence of the prosecutor Mr. Arter, sen., the prisoner Couch is workman whom he has occasionally employed ; and German, the son of a farmer at Bishopsnympton, who had been accustomed to deal at his warehouses two or three times week ; on the 20th of April he came to his yard with his horse and cart for a load of coal; shortly after his arrival, Mr. Arter heard a noise in his loft like the footsteps of man; went out of his office, and met Couch nearly at the foot of the stairs, and saw German a few paces behind him, with a bag of corn his shoulder; on seeing Mr. Arter, German seemed agitated, and made involuntary motion, but recovering himself he came down the stairs and went to the stable; asked his man Couch what was in the bag, he told him a peck of oats for his horse; Mr. Arter remarked there was more than a peck, and said there was a lot of straw in the bag; German having waited in the stable about ten minutes, came out, bolted the door, and paid Mr. Arter sixpence, which he understood to be for the peck of oats ; his suspicions were excited and he was determined to see the contents of the bag ; went into the stable few minutes afterwards, there was a lot of corn in the manger, but he could not discover the bag; at length he found it secreted under the manger ; felt it, and went directly to the prisoners, saying there was something wrong in the measurement of the corn; German said there was some chaff in the bag ; went with them the stable, brought out the bag and threw its contents into a half bushel measure which it filled to the heap; compared the oats with his sample in the loft, and they corresponded ; German then said that Coach had measured oats with what he

thought was a half peck, but supposed he most have made a mistake and taken a peck. Mr. Arter was of opinion, the bag when first he saw it contained a little more than three pecks.

Mr. Vickery and Mr. Stevens deposed that they examined a sample of the oats in the bag in the manger and in the loft, and were of opinion that they were from the same bulk.

The constable Mr. Duliyn (to whose custody they had been committed) produced the oats.

Mr. Eliot was engaged for the prisoner German, and called several very respectable individuals, who deposed to his former good character. Two or three witnesses also bore testimony in favour of the prisoner Couch among whom (at the prisoner's request) was Mr. Arter the prosecutor, who said that he had employed the man occasionally, but had never seen any reason to suspect him dishonesty until the detection of the present felony.

The jury found them both *guilty*.

The prosecutor recommended them to mercy, stating that the reason inducing him prosecute was, that similar depredations had frequently been perpetrated, and as this case appeared a very clear one, he hoped by making an example of the prisoners he should deter others from such practices.

The court sentenced them to *one month's imprisonment*.

### **North Devon Journal - Thursday 12 December 1833**

Guildhall, Barnstaple, Dec. 9th, 1833.

Capt. Prust complained Messrs. Arter and Sons for having spar on the quay, which interrupted the discharge of Vessels. The Captain stated that about a fortnight ago, he had collier at the quay, waiting to be discharged, and as the spar lay in the way carts going to and from the vessel, waited on Mr. Arter, Jun., and requested that it might be removed, which Mr. A. promised ; however, the spar still remained, and then remove it himself temporarily, and having discharged his cargo replaced it; last week had a vessel at the quay, and represented at the custom house and to the quay-master, that this spar was an annoyance, and application to Mr. Arter, the quay master was promised that it should be taken away ; it was not immediately done, and he therefore procured a summons. Mr. Thomas Arter stated, that it was not until a fortnight after it had been landed on the quay, that he had purchased the spar; the first application was made to his brother and captain of the Rebecca (the vessel Capt. Priest was discharging) said it was of but little consequence, and if Mr. Arter could not conveniently send, he would put it out the way. On the quay master subsequently representing to him (the defendant") that the Customs house officers wished it to be removed he

promised it should be done in the course of the day ; about half hour after, Capt. Prust him, and in the most insolent and authoritative manner, demanded if he intended to take away the spar; Mr. A. replied that he did not intend to immediately, for having made arrangement with the quay -master, who applied on the part of the authorities, he considered that sufficient, and in about 3 or 4 hours afterwards he had it removed. The bench told Mr. Arter that under the provisions the improvement act, rendered him liable to a penalty of 40s. but considering that had removed the spar according to the arrangement had made with the quay-master on behalf the custom house, they inflicted no penalty, but ordered Mr. A. to pay the expenses. Mr. Arter, sen. , represented to the bench the great expense and inconvenience to which he was subjected by the practice of the captains who retailed their cargoes from the vessel's deck, and were frequently a week a fortnight, and sometimes longer, discharging; thus preventing his vessels, which could be discharged in a day, from coming into the slip, and putting him to the expense of additional hands. The mayor gave instructions to the water bailiff, Downman, to the effect, that captains who were in the habit of retailing from their vessels, should give way to those whose cargoes could be immediately discharged.

### **North Devon Journal - Thursday 27 February 1834**

Guildhall, Barnstaple, Feb. 2<sup>sth</sup>, 1834\* AT a Meeting held this day, pursuant to the request of the Southmolton Rail Road Committee, inviting the co-operation of the inhabitants of this town in the measure; present. —John Law, Esq., Mayor, in the Chair, Zachary Hammet Drake, Esq., John Gribble, Esq., Edward R. Roberts, Esq., Richard Bremridge, Esq., John Marshall, Esq., John Pyke, Esq., Stephen Bencraft, Esq., Messrs. Harris and Co., Colton and Co., Arter and Sons, Richard Thorne, James Marsh, Gilbert Knill Cotton, John Besley, Robert T. Partridge, Robert Gregory, James Trix, J. M. Fisher, Richard Ware, William Thorne, Thomas Willshire, John Mallett, Thomas Marshall, and others

Resolved —On the motion of Mr. Cribble, seconded by Mr. Partridge, That the Rail Road cannot be entertained by this meeting, until the sentiments of the principal Land Owners the line are ascertained, and further, until certain plans are more matured for improving the Navigation of the River.”

Resolved —On the motion of Mr. J. Cotton, seconded by Mr. Trix, That Mr. Cribble's motion having been carried, it is the opinion of this meeting, that the inhabitants of Southmolton may dispose to defer the adoption the projected Rail Road, until the object the inhabitants Barnstaple, with reference to the Navigation of the River, be ascertained.

Resolved—On the motion of Mr. Richard Bremridge, seconded by Mr. Arter, That a Committee be appointed for the purpose of employing a Civil Engineer, to

survey, map, and estimate the expense of Navigating the River, and that a subscription list be opened, and left at each of the Banks, to defray the expense.—That the following gentlemen do form the Committee, five to be a quorum, viz.,— Mr. Law, Mr. Cribble, Mr. R. Bremridge, Messrs. Arter, G. Harris. J. K. Cotton, R. T. Partridge, J. Trix, J. Besley, R. Thorne, R. Gregory, J. M. Fisher, and W. Thorne. That Mr. Wm. Thorne, be requested act as secretary.” That the Chairman be requested to sign these Resolutions, behalf of the meeting, transmit the copy to the Southmolton Committee, and advertise them the North Devon Journal,” and County Advertiser.” The Mayor having quitted the chair, on the motion of E. R. Roberts, the thanks of the meeting was voted to him for his readiness in convening it.

### **North Devon Journal - Thursday 15 February 1838**

Direct from St. Michaels to Barnstaple.

. THE 'Aid,' Stone, .Master, is this day arrived this Port, with  
 . Cargo of Oranges,  
 finest quality, and in excellent condition, which are now on Sale, from the Vessel,  
 by W. ARTER AND SONS,  
 . R LINNINGTON AND SON BARNSTAPLE  
 . C. DENNIS. Ilfracombe.  
 February 15th, 1838

### **North Devon Journal - Thursday 28 March 1839**

DEVON SPRING ASSIZES. (continued from our last ) MSI PRIUS. Arter v. Jones.—This was an action for libel. "Mr. Crowder and Mr. Cockbum, were for the plaintiff; Mr. R. Mortimer, of Barnstaple, attorney. Mr. Erie and Mr. Montague Smith, for defendant; attorney, Mr. Richard Bremridge, of Barnstaple. Mr. Cockburn opened the pleadings. Mr. Crowder stated the case to the jury,—from which it appeared that the plaintiff was a respectable merchant of Barnstaple, and member of the town council. The defendant was and proprietor of newspaper, called the ' North Devon Advertiser,' published at Barnstaple. The learned counsel, after opening with some severity on the nature of the attack upon his client, proceeded to read the libels, from which it appeared that the plaintiff, having commented in the council of Barnstaple, on the conduct of Mr. George Harris, who had, he alleged, attended survey for letting the quay dues, had them knocked down to him, and then gave his clerk and shopman as taker, promising to become surety, and had afterwards failed to redeem the promise so

given, Mr. Arter then proceeded, to say that had he done so, he should have been shown up in that scurrilous paper, the ' North Devon Advertiser,' all over the country. The ' Advertiser' hereupon charged him with having been made liar three several times, without having had the manliness to reply, or the manhood to resent the attack, and did not care for the censure of such a person, whose reproach was better than his praise. This was the amount of the articles, expressed coarsely and " strongly"; but the editor threatened further castigations. It was perfectly clear, the learned counsel said, that those who had written the articles intended to follow up the attack, and continue to stigmatize the plaintiff's character, unless he was protected by the verdict a jury. He was sorry to see they had put upon the record, they had gone through every item of the allegations, and declared that they could justify all, and prove him to be common liar. This he believed the jury would take to a great aggravation of the offence, for the charges were founded on expressions used in the course of Town Council discussions, when the plaintiff made statements which might be met with a denial from the speakers on the opposite side, and which were all of an exceedingly trivial and paltry character—such indeed no honest man would use for the purpose convicting another of the very serious charge of wilful and acknowledged liar. The only charge that would have required single moment's notice, was that respecting the contract for lighting the town (which afterwards came out in evidence) ; and having detailed the various libels, he expressed himself perfectly satisfied that the defendant would only aggravate the offence by the attempt to prove them. He was satisfied that he should have their verdict. As to damages, that was question for the jury, knowing as they did the situation in life of Mr. Arter, knowing what would be likely be the feelings of his friends on subject of this kind, he should feel it doubly unnecessary occupy their time with any question of that kind. He would state distinctly that Mr. Arter came there vindicate his character, not to get vindictive damages. He came forward with imperative necessity at his time of life to maintain his character with that reputation which it had sustained in this county for a period of 30 or 40 years.

Mr. Baron Gurney summed up.—This is an action brought the plaintiff to recover compensation in damages for the injury he alleges he has sustained reason several libels which have been published respecting him in this Barnstaple newspaper. I dare say. Gentlemen, the public reports of proceedings in our Town Councils are very beneficial; but however beneficial they may be other respects, one respect they are somewhat injurious; that what they say reported or mis-reported rival newspapers, and now and then perhaps, they are disposed a little talk to newspapers instead of talking to the purpose, and what they say is made the ground work of attacks, and is served up at the breakfast table of one party or the other, and the bad passions of each gratified by attacks on the other. That appears to be the case this instance, because I find part of this libel read to

you—that which is called a libel, I find there a considerable controversy carried on between this newspaper, and the newspaper which takes the opposite side in the town of Barnstaple. Now it appears the plaintiffs a merchant in the town of Barnstaple; that he a person somewhat advanced in age; that has taken a part in the concerns of the town, and that that account he has been made the subject of attacks this newspaper. However, certainly it should seem if, as far regards the evidence before us, he rather commenced the war, because the first mention we have of him, is, in the course of the debate which took place in the Town Council, he spoke of this newspaper as a "scurrilous newspaper" whether it deserved that appellation at that time I not know; we can only judge of its character former times, by what see in the two or three instances now before us. Now the great endeavor on the part of the writer of this long article, is to represent Mr. Arter as a man addicted to falsehoods—wilful intentional falsehoods, and that he deserved the character of liar. And there are various things which are selected which this imputation is made The defendant first says answer to the declaration, he *not guilty*; upon that your verdict must be for the plaintiff, because it is proved he has published these libels. Next it is said, he not entitled to the verdict complaining him for the libels, because such things were said by him which are proved be false, and that it will result from the proof of their falsehood that he deserves the appellation of liar which have given to him. Now, gentlemen, we will take the several instances that have been given evidence. The first is: that *he admitted* had been *three times* publicly *made liar*. That is certainly not proved; because where we take the words, the words of the witness are " that he had been made a liar, that a person had said had not believed him." Now those are very unlike each other, and those who undertake to prove it, must prove it distinctly, and proving it the alternative is no proof at all and this comes from the mouth of a witness who, when he was giving the publication the day after, used the term redress; and when he came to give evidence today, made use of the term revenge, and never corrected himself back to redress until he was reminded that when he wrote immediately after, when it was fresh in his memory, the word was redress, and not revenge, and that undoubtedly gives one a little reason to distrustful as to evidence of words used by parties when those who hear then are not disposed to put the best and most favourable construction upon them. Then it is said he has stated that which it is untrue upon another subject; that has stated the Gas Company were bound by their contract light Barnstaple from sunset to day-break. Now I think it is very clearly proved that he has said that, and as clearly proved it not correct; but one of the witnesses tells you he remembers Mr. Arter did say distinctly " I thought it was so, because it was, I know, in the original proposition " he might have supposed; I think it a great deal say man must have told a *wilful falsehood*, that of which he was capable of being convicted falsehood by sending for the paper; it is more likely he said it from error than that he said it intentionally. It is not man should say

intentionally that which could at once disproved by sending for the paper. Another thing which charged upon him is, that he has said a penny was paid for half-penny cabbage in the quay dues. Now I think very clearly proved he said that, and very clearly proved that on being questioned, said he had seen it a dozen times, and that being further questioned, he said he would swear had seen it 100 times, and if they had denied it another time, how far he would have gone cannot say. He appears to me to me a man warm in his statements; but when come to find from the Collector what has really taken place, it is not impressive that might a certain sense have seen that the Collector says is this: we do not take a toll upon a cabbage, or any individual article vegetable; but we take a toll upon a basket, and if man does not open the basket there may be single cabbage, and when take the penny ; but take it upon the basket whatever it contains. Therefore you are to say. if a man has been incorrect in that mode making an assertion, that therefore he has said that which entitles other persons to charge him with a wilful falsehood. Then there another thing said: that he had imputed to Mr. Harris that he had said he would guarantee the payment of quay dues by 'Joce. Now the facts are these: that the quay dues had been put to auction the year before; that Mr. George Harris had become the purchaser; that after he become the purchaser it was discovered, on looking at the act, that he could be neither party or surety, being one the Town Council, and that thereupon the contract was transferred from him to Joce, who, it is remembered, is his clerk and shopman, and his ( Mr. Harris's) son or brother was the surety for Joce. Upon this occasion Mr. Harris bid again, and when he had bid the highest bid £103 and was knocked down to him, he notified to Mr. Drake that Mr. Joce was again the purchaser, and there is a controversy on which you have contradictory evidence, as to what he said to Mr. Drake. Now on the one side they tell you not pledging themselves to the words, but saying their belief and impression was, that he said to Mr. Drake, leaving his seat and going and speaking to him close to him, that he said to Mr. Drake that he would be responsible for Mr. Joce's payment of the dues. The other witnesses on the other side stated to you that said security would be given, without saying that he would the security; but the last witness we have, Mr. Drake, who the person whom it addressed, and was officially to receive it being the Town Clerk, he says, either he said he would provide good security, or he would see that security should furnished. Now to be sure, when that appears to be Mr. Drake's version of the words that were used, one does not wonder that Mr. Arter should have said that he thought Mr. George Harris I had said that he would responsible for Mr. Joce, considering who and what Mr. Joce was—that was the an servant of him. Mr. George Harris, and that Mr. George Harris was the person actually making the biddings for him and therefore, would be the most uncharitable construction that could possibly be put upon the words of any man to impute to him that he intentionally told a falsehood when said that Mr. George Harris had said he would responsible for the

payment of Mr. Joce's tolls, and we find reason for Mr. Arter's being a little displeas'd on the subject, for we find Mr. Joce had fail'd in his contract —the money had never been paid; and he thought (it might be mistake) —he thought Mr. George Harris was responsible, and ought to make good damages. Now gentlemen, I think therefore, although you may be of opinion that Mr. George Harris did not state positively would be responsible, yet, if said what Mr. Drake says, either would provide good security, or see that good security was found, it comes very near what was said by Mr. Arter, that it would be most uncharitable to say that Mr. Arter had intentionally uttered any falsehood in what he said. Then there another: that he had said about the price at which gas was charged the town ; that whereas it was 12s he thought it too much, and he said other or many other towns there was a less charge from 6s to 9s. In the first place, he did not make use the words, at least, it not proved, he used the words stated the libel; they state he said in every other town, and as remarked the learned counsel, *every* is put italics; that they have not proved; one witness said in many other towns, and the other witness said in other towns. And therefore, they have clearly not proved the justification ; and it moreover stated part of the words were used at a meeting of Commissioners and not at a meeting of the Town Council, and therefore, there too the justification would fail. I believe these are all the matters, except the £500, and there I think it is very clear indeed that the defendant has fail'd his justification. Mr. Arter was making a speech : —he was talking about many things, and talking partly about himself; he appears to have been angry and stung about something which had been said, and he said he had been told, or had beard, that some person would spend £500 to keep him out of the Town Council, and was looking at Mr. Thorne at the time he spoke; on which I asked Mr. Thorne whether that was not the case, which I take to be the case in other assemblies, that sometimes a speaker addresses the chair, or his friends when wishes a cheer, or his enemies when he to provoke them, and he goes on without meaning to charge any person with saying this, that, or the other. It is certainly not proved that he said that any member of the Council, and therefore, calling two three members to tell you that they had not offered £500 is no answer to the charge. He did not say any one had: but, that he heard that some "person had said so; and I dare say in the tittle tattle of Barnstaple had heard that, or, if possible, many more extraordinary things than that. These are the several justifications; if they were all proved it would be for you to say, whether they would the whole length of making out that this gentleman was a liar. That he said all these things; not only any of them incorrectly, but that he said them intentionally for the purpose of imposing upon those persons whom they were stated; —that is for you to say. to some they are clearly not proved; as the £500, that is not proved; as to the gas, that is not proved; as to admitting himself a liar three times, that is not proved; the main one, the subject of the guarantee ship of Joce, that you have contradictory evidence, and a very good

reconciling the whole by Mr. Drake's evidence, which shows how nearly the plaintiff was correct upon that subject; you have it also, he was incorrect in speaking possibly about the cabbage: certainly upon a cabbage as a cabbage, because a cabbage as a cabbage had never paid the toll, but basket with a cabbage in it might have paid the toll: and as to the other, that about the contract, is most difficult suppose he would have intended to state that which was false, when they had the means of sending for the paper; and they did send for it and showed that the surmise he had made was incorrect. I think therefore your verdict must pass for the plaintiff: it will be for you to say what shall the amount of damages; that is a subject peculiarly your province. It said, by way of extenuation, that it is not of this gentleman private life, it is said of him merely as a candidate for office, and it is said of him in regard to what he has done in his public character. Gentlemen, I confess I do not find any great extenuation in a thing being said or written at a time when man is a candidate for office; when a man is candidate for office, a candidate for the result of the opinions of his fellow citizens, and degrade him at that moment by anything which false and calumnious, is, think, by no means excusable, or to be considered in the least more excusable than if it is said at any other time. wish to say that, because have heard this again and again in a court of justice, given as plea extenuation. confess it appears to me to be no plea of extenuation whatever, and that men should be taught in times of political excitement that they are to abstain from calumny as much they are to abstain from it at any other, the coolest and most deliberate time. Still the question for your consideration is, what damages this gentleman has sustained; you will take care not to give anything intemperate—nothing large or intemperate asked for; but you will say what damages ought to have and those damages you will give. The jury turned round for a few minutes, and returned a verdict for the plaintiff, damages one shilling, which carries costs.

(Edited)

### **North Devon Journal - Thursday 30 December 1841**

W. ARTER AND SONS have just landed, ex 'Earl Gover,' Mc'Duff,

. A CARGO of SCOTCH HERRINGS

and are also in receipt of supply NEWFOUNDLAND BANK COVE FISH, which they now offer for sale at their Warehouse; with a general assortment of

New Fruits, &c., &c. consisting of

VALENCIA. MUSCATEL, LEXIA, and DENIA RAISINS,

LISBON AND FAYAL ORANGES,

MALAGA GRAPES and FIGS,

MESSINA AND MALAGA LEMONS, PRUNES. ALMONDS, MACARONI,

BOILING PEAS,  
MILLSTONES, FRENCH BURRS, and  
SCOURING BRICK  
Quay, Barnstaple. "29:11 December, 1841.

### **The Weather Recordings**

Prior to the first issue of the Daily Weather Report on 3 September 1860, there were no routinely published synchronised observations in tabular form covering the British Isles.

In 13 January 1843 a very deep depression crossed the north of Ireland and southern Scotland during the late morning/early afternoon of Friday, 13<sup>th</sup> January, 1843, travelling towards the east-north-east at about 30 knots. A number of pressure values, reduced (largely retrospectively) to MSL, are given in Symons (1892) who reprinted the contemporary account of William Ick of the Birmingham Philosophical Institution. Ignoring the values obviously in error and plotting the observed minima and times of minima we can ascertain that at noon the centre of the depression was located in the Southern Uplands of Scotland, with MSL pressure probably a little below 950 mbar. It was probably filling, for at 0630h the barometer stood at 944 mbar at Markree, Co. Sligo, in north-west Ireland. (The observatory at Markree Castle stood about 37m above MSL, which would require a barometric correction to MSL of approx. 4.5mbar, and thus the true MSL pressure at this time was probably 948–949mbar). Ick's account lists 13 pressure readings made at a wide range of locations, but once again it is difficult to be sure of the lowest MSL (rather than station-level) values reached in this storm as the heights of the observing locations are unstated (in all probability, they were not known at the time). The lowest indisputable' MSL value accepted by Symons was 950.5mbar at Makerstown Observatory near Kelso in Roxburghshire (now Borders Region, Scotland) at 1315h. In London, MSL pressures of 956.7mbar were noted at 1245h at Somerset House, and 957.2mbar at Greenwich at 1253h. In Cambridge the MSL minimum was 955.4 mbar at 1335 h, and in Norwich 955.1 mbar at 1400h (the latter from Marriott 1873). No other details of the weather are available but Ick's contemporary account does not specifically mention storm damage as perhaps might have been expected. At Carlisle, which lay close to the track of the depression, there were "only a few gusts of wind between midnight of 13<sup>th</sup> and sunrise on 14th

The Lowest of the Lows ... extremes of barometric pressure in the British Isles,  
part 1 – the deepest depressions

Stephen Burt, University of Reading

## 7.0 Analysis

Sarn y Bwch, is one of three parallel reefs extending beneath the sea into Cardigan Bay from the west coast of Wales. The causeway, probably a medial moraine is made of glacial deposits left by receding ice sheets at the end of the last ice age.

The Initial information that the Victoria was built in 1843 and was 120 tons registered tonnage was incorrect, especially since she foundered on 14<sup>th</sup> January 1843. The Lloyds surveyors report from 1839 shows she was built in 1830 and was 60 tons registered tonnage. The 120 tons is quoted in newspaper reports of the time quoting a guess from a witness who saw her founder, but did not know the vessel. The weight of cargo the Victoria could carry was near this weight but 112 tons of salt was the highest I found recorded.

The newspaper report in The Welshman of 20th January 1843 states the depression associated with the storm was the lowest in 30 years but unfortunately does not give the actual reading. The carnage it caused was certainly memorable but the storm was not given a name, there was great loss of life but not a single event like in 1859 when the s. s. Royal Charter foundered. The pressure recorded at Bristol in the storm was 28½ inches, in Markree, Co Sligo 27.75 inches which was probably closer to the storm centre which passed over north west Ireland and Scotland late morning early afternoon Friday 13<sup>th</sup> January 1843 travelling E N E at about 30 knots. The lowest pressure ever recorded in Wales was 27.9 inches of mercury on 22 November 1865, Dolgellau, North Wales, so close to the record. The loss of vessels and lives was certainly widespread, with 73 fishermen being lost from Newcastle and Annalong on the east coast of Northern Ireland, being commemorated with a plaque to this day. The database records nine vessels lost on 13th and 14th January 1843 including the Victoria and this is only for a small area. In the English channel several large vessels up to 900 tons also foundered on both sides with the English & American vessels reported in the papers.

William Arter of Arter & Son, Merchants was an Alderman on the Barnstable town council who seemed to challenge the actions of other councillor's where their actions were for their own benefit or against the interests of the less well off. He took a case for libel against the proprietor of the North Devon Advertiser who labelled him a " Wilful Liar" and won. He was the majority owner of the Victoria when she was wrecked with some other merchants of Barnstable.

The Victoria made a single voyage in some years to Spain, Gibraltar, France or the South coast of England. The voyage to Shoreham was to carry railway iron,

the others were probably carrying coal but are not recorded. The Victoria was advertised with two other vessels in 1830 as providing a regular service to Bristol which would mean a mixed cargo and on one occasion a cargo of sugar on return.

The Victoria unusually for other sailing vessels I have researched seems to have sailed without many mishaps except for springing a leak in Bristol in 1832 and fouling a moored vessel in 1834 which seems a crew member of the other vessel failed to take proper action. The Victoria did not appear in LR until 1839, (the survey report is available on line see Appendix D ).

The severe weather of January 1843 caused the loss of a great many vessels, some much larger than the Victoria but unfortunately cost the lives of all the crew. The letter to the mate's father illustrates the care taken with the bodies and effects of drowned seamen. The some of the cargo of the Victoria was salvaged along with the wrecked vessel, but no details are available on line for its disposal.

The BNA produced the majority of the reports of the voyages of the Victoria with WNL producing the remainder.

## 8.0 Conclusions & Recommendations

I have spent about 35 hours on this research with 95% of the time spent on line. Victoria is a challenging name to research in this period when it appears so many times in newspaper reports in other contexts. The combination with the master's name produced the records found but there were too many potential matches to check everyone.

There is no wreck site for the Victoria as she was washed ashore and salvaged along with her cargo.

The only other research I have found is the Coflein entry above.

The research has answered most of my questions except details of the crew and details of cargo carried. The cargo from South Wales was almost certainly coal, but between North Devon and Bristol was probably a mixed cargo, including agricultural produce.

The Victoria had an uneventful career until her loss in one of the worst storms to effect the Great Briton and Ireland, that she was driven onto Sarn - y - bwch is not in doubt. The number of vessels in difficulties or lost means only the ones that were slightly different were reported in the newspapers apart from recording there loss. The letter to the mate's father after his body was discovered is the feature that provides the difference.

## 9.0 References

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**Appendices:**

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

SUPPLEMENT.										V
Victory	Sk	Gower	36	Bristol	1829	S. Gower	Bristol	St. I. Coast	—	Æ1
				Drp.39						7
Veritas	Sr	R. Pick	154	Grnsey	1839	Pill & Co.	Grnsey	Gns. Londn	6	A 1
	pt I.B.				9 mo					10
Victoria	Sr	R. Tait	130	Nwbg	1839	J. Leish	Lerwck	Dun. Neastl	5	A 1
	pt I.B.			Lh O. E & A.	9 mo	pt RP.	plk			9
Venus	Sk	Crossman	65	Bustpl	1820	Edwards	Brnstpl	Bpl. Bristol	—	Æ1
	I.B.			no. T.S. & lrp.	38					11
Victoria	Sr	J. Smith	60	Bustpl	1839	Arter & Ss	Brnstpl	Bpl. Co. ser	—	Æ1
	I.B.									11
	Sr	W. ...	50	M <sup>c</sup> Dff	1839	J. Collie	B...	Bnf.	5	A 1
	I.B.			Bh, Lh & P.	10 mo					10
Venus	Sr	T. ...	84	Gngm	1816	Alexander D		Ldy. Coast	—	Æ1
	I.B.		67	Drp.39						9
Victoria	Sw	G. ...	252	Dndee	1832	W. Hynd	Dun.	Dun.	—	Æ1
				PP.T.S. & s	5 mo					12, 1, 10
Victory	Sr	T. Larkins	84	C. Brtn	1837	Kent's	Nfndld	Wtf. StJhus	3	A 1
	I.B.			BB. & S.						1, 40
Vigilant	Bg	P. Grant	184	NBrns	1839	Balsillie &	Irvine	Cly. Hondrs	4	A 1
	YM.40		179	BB. S. & Hk	7 mo					10

1839 in the Supplement Schooner Victoria 60 tons, built in 1830 at Barnstaple using iron bolts, master J Smith, owner Arter & Sons, registered at Barnstaple, sailing as a Barnstaple coaster, classified AE1 for 11 years, survey November 1839 at Barnstable.

1840,1841, No changes

1842 Stamped wrecked

## **Appendix B – The Timeline for the *Victoria***

### **1830**

w/e September 30 1830 Barnstable arrived Victoria, Hartnoll from Bristol

w/e October 9 1830 Newport arrived Victoria, Hartnoll

w/e October 13 1830 Barnstable arrived Victoria, Hartnoll from Newport

w/e December 22 1830 Barnstable arrived Victoria, Hartnoll from Newport

w/e December 29 1830 Barnstable sailed Victoria, Hartnoll for Bristol

### **1831**

w/e June 2 1831 Barnstable arrived Victoria, Hartnoll from Bristol

w/e June 2 1831 Barnstable sailed Victoria, Hartnoll for Santander

w/e November 2 1831 Ifracombe arrived Victoria, Hartnoll from Bristol

w/e November 2 1831 Ifracombe sailed Victoria, Hartnoll for Bideford

w/e November 2 1831 Barnstable arrived Victoria, Hartnoll from Bristol

w/e November 9 1831 Appledore sailed Victoria, Hartnoll for Bristol

### **1832**

w/e January 4 1832 Barnstable sailed Victoria, Hartnoll for Bristol

w/e March 28 1832 Ifracombe arrived Victoria, Hartnoll from Newport

w/e March 28 1832 Ifracombe sailed Victoria, Hartnoll for Barnstable

w/e April 4 1832 Barnstable arrived Victoria, Hartnoll from Newport

w/e April 4 1832 Barnstable sailed Victoria, Hartnoll for Newport

w/e August 2 1832 Bristol arrived Victoria, Hartnoll

w/e August 22 1832 Ifracombe arrived Victoria, Hartnoll from Newport

w/e August 22 1832 Ifracombe sailed Victoria, Hartnoll for Barnstable

w/e August 25 1832 Newport sailed Victoria, Hartnoll – coals

w/e September 12 1832 Barnstable sailed Victoria, Hartnoll for Gibraltar

### **1833**

w/e February 13 1833 Ifracombe arrived Victoria, Hartnoll from Newport

w/e March 20 1833 Appledore arrived Victoria, Hartnoll from Swansea

w/e March 20 1833 Barnstable arrived Victoria, Hartnoll from Swansea

w/e April 3 1833 Barnstable sailed Victoria, Hartnoll for Plymouth

w/e June 19 1833 Barnstable arrived Victoria, Hartnoll from Swansea

w/e June 26 1833 Barnstable sailed Victoria, Hartnoll for Bristol

w/e June 26 1833 Bideford sailed Victoria, Hartnoll for Bristol

w/e July 24 1833 Bideford arrived Victoria, Hartnoll from Bristol

w/e July 24 1833 Barnstable arrived Victoria, Hartnoll from Bristol

w/e August 21 1833 Barnstable arrived Victoria, Hartnoll from Swansea

w/e August 21 1833 Barnstable sailed Victoria, Hartnoll for Alicante in Spain

### **1834**

w/e January 1 1834 Ifracombe arrived Victoria, Hartnoll from Bristol

w/e January 28 1834 Barnstable sailed Victoria, Hartnoll for Gloucester

w/e February 5 1834 Bideford sailed Victoria, Hartnoll for Gloucester

w/e March 19 1834 Bideford arrived Victoria, Hartnoll from Bristol

w/e March 19 1834 Barnstable arrived Victoria, Hartnoll from Bristol

w/e April 16 1834 Barnstable arrived Victoria, Hartnoll from Newport

w/e April 16 1834 Bideford arrived Victoria, Hartnoll from Bristol

w/e April 30 1834 Barnstable sailed Victoria, Hartnoll for Bristol

w/e June 25 1834 Barnstable sailed Victoria, Hartnoll for Bristol

w/e August 13 1834 Bideford arrived Victoria, Hartnoll from Swansea

w/e September 24 1834 Bideford arrived Victoria, Hartnoll from Newport

w/e October 15 1834 Barnstable sailed Victoria, Hartnoll

w/e November 5 1834 Bideford arrived Victoria, Hartnoll from Bristol

## **1835**

w/e January 28 1835 Barnstable sailed Victoria, Hartnoll for Bristol

w/e January 28 1835 Bideford sailed Victoria, Hartnoll for Bristol

w/e February 18 1835 Bideford arrived Victoria, Hartnoll from Newport

w/e February 18 1835 Barnstable arrived Victoria, Hartnoll from Newport

w/e April 1 1835 Bideford arrived Victoria, Hartnoll from Bristol

w/e April 1 1835 Barnstable arrived Victoria, Hartnoll from Bristol

w/e May 6 1835 Ifracombe arrived Victoria, Hartnoll from Bristol

w/e May 6 1835 Ifracombe sailed Victoria, Hartnoll for Barum

w/e May 6 1835 Bideford arrived Victoria, Hartnoll from Bristol

w/e May 6 1835 Barnstable arrived Victoria, Hartnoll from Bristol

w/e May 13 1835 Ifracombe arrived Victoria, Hartnoll from Swansea

w/e May 13 1835 Ifracombe sailed Victoria, Hartnoll for Barum

w/e May 27 1835 Bideford sailed Victoria, Hartnoll for Bude

w/e May 30 1835 Bideford arrived Victoria, Hartnoll from Swansea

w/e May 30 1835 Barnstable arrived Victoria, Hartnoll from Swansea

w/e May 30 1835 Barnstable sailed Victoria, Hartnoll for Bude

w/e August 12 1835 Barnstable arrived Victoria, Hartnoll from Bristol

w/e August 26 1835 Barnstable sailed Victoria, Hartnoll for Bristol

w/e September 30 1835 Bideford sailed Victoria, Hartnoll for Bristol

w/e September 30 1835 Barnstable sailed Victoria, Hartnoll for Bristol

**1836**

w/e January 20 1836 Barnstable sailed Victoria, Hartnoll for Bristol  
w/e March 2 1836 Barnstable sailed Victoria, Hartnoll for Bristol  
w/e March 2 1836 Bideford sailed Victoria, Hartnoll for Bristol  
w/e March 23 1836 Bideford arrived Victoria, Hartnoll from Swansea  
w/e March 23 1836 Barnstable arrived Victoria, Hartnoll from Swansea  
w/e April 13 1836 Bideford sailed Victoria, Hartnoll for Torridge  
w/e May 18 1836 Bideford sailed Victoria, Hartnoll for Torridge  
w/e June 1 1836 Barnstable arrived Victoria, Hartnoll from Bristol  
w/e September 7 1836 Bideford arrived Victoria, Hartnoll from Bristol  
w/e September 7 1836 Barnstable arrived Victoria, Hartnoll from Bristol  
w/e December 21 1836 Ifracombe arrived Victoria, Hartnoll from Gloucester  
w/e December 21 1836 Ifracombe sailed Victoria, Hartnoll for Bideford  
w/e December 21 1836 Bideford arrived Victoria, Hartnoll from Gloucester

**1837**

w/e February 8 1837 Bideford arrived Victoria, Hartnoll from Bristol  
w/e February 8 1837 Barnstable arrived Victoria, Hartnoll from Bristol  
w/e March 30 1837 Bideford arrived Victoria, Hartnoll from Bristol  
w/e March 30 1837 Barnstable arrived Victoria, Hartnoll from Bristol  
w/e April 27 1837 Ifracombe arrived Victoria, Hartnoll from Newport  
w/e April 27 1837 Ifracombe sailed Victoria, Hartnoll for Liverpool  
w/e May 25 1837 Bideford arrived Victoria, Hartnoll from Liverpool

w/e May 25 1837 Barnstable arrived Victoria, Hartnoll from Liverpool  
w/e July 20 1837 Bideford arrived Victoria, Hartnoll from Swansea  
w/e July 20 1837 Barnstable arrived Victoria, Hartnoll from Swansea  
w/e September 7 1837 Bideford arrived Victoria, Hartnoll from Barry  
w/e September 7 1837 Barnstable arrived Victoria, Hartnoll from Llanelly  
w/e October 19 1837 Barnstable arrived Victoria, Hartnoll from Llanelly  
w/e October 19 1837 Bideford arrived Victoria, Hartnoll from Bristol  
w/e November 15 1837 Lydney arrived Victoria, Hartnoll from Barnstable  
w/e November 15 1837 Lydney sailed Victoria, Hartnoll for Barnstable

### **1838**

w/e February 8 1838 Bideford arrived Victoria, Hartnoll from Bristol  
w/e February 8 1838 Barnstable arrived Victoria, Hartnoll from Bristol  
February 20 1838 Ilfracombe put in Victoria, Hartnoll from Barnstable for Newport  
w/e March 1 1838 Bideford sailed Victoria, Hartnoll for Torridge  
w/e March 1 1838 Ifracombe arrived Victoria, Hartnoll from Barnstable  
w/e March 1 1838 Ifracombe sailed Victoria, Hartnoll for Newport  
March 23 1838 Llanelly arrived Victoria, Hartnoll from Swansea  
March 24 1838 Llanelly cleared Victoria, Hartnoll for Rouen  
May 4 1838 Portreath arrived Victoria, Hartnoll from Rouen  
w/e May 17 1838 Bideford arrived Victoria, Hartnoll from Swansea  
w/e May 17 1838 Barnstable arrived Victoria, Hartnoll from Swansea  
August 9 1838 Barnstable arrived Victoria, Hartnoll from Bristol  
w/e August 16 1838 Bideford arrived Victoria, Hartnoll from Bristol  
October 29 1838 London customs house outwards Victoria, Hartnoll for Bristol

**1839**

January 11 1839 Bristol, Pill arrived Victoria, Hartnoll from Barnstable

w/e January 17 1839 Bideford sailed Victoria, Hartnoll for Bristol

w/e January 31 1839 Barnstable arrived Victoria, Hartnoll from Bristol

w/e February 7 1839 Barnstable sailed Victoria, Hartnoll for Gloucester

w/e February 14 1839 Bideford sailed Victoria, Hartnoll for Gloucester

w/e March 7 1839 Bideford arrived Victoria, Hartnoll from Lydney

w/e March 7 1839 Barnstable arrived Victoria, Hartnoll from Gloucester

w/e March 14 1839 Bideford sailed Victoria, Hartnoll for Newport

w/e March 21 1839 Bideford arrived Victoria, Hartnoll from Newport

w/e April 4 1839 Bideford sailed Victoria, Hartnoll for Dublin

April 15 1839 Barnstable arrived Victoria, Hartnoll from Dublin

w/e May 2 1839 Bideford sailed Victoria, Hartnoll for Bristol

w/e May 9 1839 Bideford sailed Victoria, Hartnoll for Newport

July 26 1839 Bideford arrived Victoria, Smith from Bristol

w/e August 1 1839 Bideford arrived Victoria, Smith from Bristol

w/e August 17 1839 Llanelly arrived Victoria, Smith from Barnstable

w/e August 24 1839 Llanelly sailed Victoria, Smith for Barnstable – coal

August 20 1839 Portsmouth arrived Victoria, Smith from Llanelly

October 23 1839 Barnstable arrived Victoria, Smith from Bristol

w/e October 31 1839 Barnstable arrived Victoria, Smith from Bristol

w/e November 14 1839 Barnstable sailed Victoria, Smith for Newport

w/e November 14 1839 Bideford sailed Victoria, Smith for Swansea

November 28 1839 Waterford Passage arrived Victoria, Smith from Swansea

December 22 1839 Waterford Passage remains Victoria, Smith for London

December 25 1839 Waterford Passage sailed Victoria, Smith for Newport - grain

**1840**

w/e 11 January 1840 Newport arrived Victoria, Smith from Waterford - Oats

January 14,15 1840 Newport sailed Victoria, Smith for Barnstable

w/e January 23 1840 Barnstable arrived Victoria, Smith from Neath

w/e January 23 1840 Bideford arrived Victoria, Smith from Newport

April 16 1840 Portsmouth arrived Victoria, Smith from Guernsey

May 5 1840 Yarmouth I.W. sailed Victoria, Smith for Gloucester

w/e May 16 1840 Gloucester arrived Victoria, Smith from Yarmouth

w/e May 16 1840 Gloucester cleared out Victoria, Smith for Waterford - salt

w/e June 4 1840 Bideford arrived Victoria, Smith from Lydney

w/e June 4 1840 Barnstable arrived Victoria, Smith from Llanelly

w/e June 18 1840 Bideford sailed Victoria, Smith for Newport

w/e June 20 1840 Bristol entered out Victoria, Smith for Guernsey & Jersey

July 13 1840 Mumbles sailed Victoria, Smith for Guernsey from Bristol

July 23 1840 Guernsey arrived Victoria, Smith from Jersey

August 1 1840 Guernsey sailed Victoria, Smith for Bristol

August 10 1840 Bristol arrived Victoria, Smith from Guernsey

September 7 1840 Waterford sailed Victoria, Smith for Newport – ballast from  
New Ross

September 8 1840 Newport arrived Victoria, Smith from Ross

October 1 1840 Waterford sailed Victoria, Smith for Newport – ballast from  
New Ross

October 31 1840 Newport sailed Victoria, Smith for Shoreham - Iron

November 1 1840 St Mawes put in Victoria, Smith from Newport for Shoreham

November 4 1840 St Mawes sailed Victoria, Smith for Shoreham

November 10 1840 Shoreham arrived Victoria, Smith from Newport–Railroad iron

November 26 1840 Yarmouth I.W. put in Victoria, Smith from Shoreham  
to load sand

November 28 1840 Yarmouth I.W. sailed Victoria, Smith for Gloucester

### **1841**

January 10 1841 Barnstable arrived Victoria, Smith from Bristol

January 28 1841 Barnstable sailed Victoria, Smith for Bristol

February 25 1841 Bristol, Pill sailed Victoria for Barnstable

w/e March 4 1841 Bideford arrived Victoria, Smith from Bristol

w/e March 4 1841 Barnstable arrived Victoria, Smith from Bristol

w/e March 18 1841 Bideford sailed Victoria, Stone to Bristol

March 21 1841 Bideford sailed Victoria, Stone to Bristol

To April 11 1841 Bideford arrived Victoria, Smith from Bristol

w/e April 15 1841 Barnstable arrived Victoria, Smith from Bristol

w/e May 7 1841 Swansea arrived Victoria, Smith from Barnstable

To May 8 1841 Bideford arrived Victoria, Smith from Swansea

w/e May 20 1841 Barnstable sailed Victoria, Stone to Bristol

w/e June 2 1841 Gloucester arrived Victoria, Smith from Barnstable

June 7 1841 Gloucester sailed Victoria, Smith for Swansea

w/e June 26 1841 Swansea entered out Victoria, Smith for Rotterdam - copper

June 26 1841 Helvoet arrived Victoria, Smith from Swansea

July 21 1841 Cowes arrived Victoria, Smith from London

w/e September 3 1841 Portreath sailed Victoria, Smith for Llanelly

September 7 1841 Llanelly cleared Victoria, Smith for Barnstable

w/e 17 September 1841 Llanelly sailed Victoria, Smith for Barnstable – coal

w/e September 30 1841 Barnstable sailed Victoria, Stone to Gloucester

September 28 1841 Gloucester arrived Victoria, Stone from Barnstable

w/e October 4 1841 Bideford sailed Victoria, Stone for Bristol  
October 26 1841 Cove of Cork arrived Victoria, Smith – coals  
November 2 1841 Barnstable arrived Victoria, Stone from Lydney  
November 19 1841 Ifracombe sailed Victoria, Stone for Swansea  
November 22 1841 Newport cleared Victoria, Stone for Barnstable  
To November 29 1841 Barnstable arrived Victoria, Stone from Newport  
December 3 1841 Llanelly arrived Victoria, Stone from Barnstable  
To December 20 1841 Bideford arrived Victoria, Stone from Llanelly  
w/e December 24 1841 Llanelly sailed Victoria, Stone for Barnstable  
w/e December 30 1841 Barnstable arrived Victoria, Stone from Llanelly

## **1842**

w/e January 6 1842 Barnstable sailed Victoria, Stone for Newport  
w/e January 13 1842 Barnstable arrived Victoria, Stone from Newport  
January 21 1842 Newport sailed Victoria, Stone for Barnstable  
January 26 1842 Ifracombe put in Victoria, Stone  
January 29 1842 Ifracombe sailed Victoria, Stone for Bideford  
w/e February 3 1842 Barnstable arrived Victoria, Stone from Newport  
w/e February 3 1842 Barnstable sailed Victoria, Stone for Newport  
To February 7 1842 Bideford arrived Victoria, Stone from Swansea  
w/e February 17 1842 Barnstable arrived Victoria, Stone from Llanelly  
To March 8 1842 Bideford sailed Victoria, Stone for Bristol  
w/e March 12 1842 Bristol arrived Victoria, Stone from Barnstable  
w/e March 12 1842 Bristol sailed Victoria, Stone for Barnstable  
March 25 1842 Ifracombe put in Victoria, Stone from Bristol  
March 27 1842 Ifracombe sailed Victoria, Stone for Barnstable

w/e March 31 1842 Barnstable arrived Victoria, Stone from Bristol  
April 12 1842 Newport sailed Victoria, Stone for Barnstable  
w/e April 21 1842 Barnstable sailed Victoria, Stone for Bideford  
w/e April 21 1842 Bideford arrived Victoria, Stone from Barnstable  
June 1 1842 Waterford Passage arrived Victoria, Stone from Newport – coals  
June 8 1842 Waterford sailed Victoria, Stone for Newport  
July 8 1842 Lynn arrived Victoria, Smith from Swansea  
August 18 1842 Newhaven sailed Victoria, Stone for Liverpool – stone  
w/e October 20 1842 Bideford arrived Victoria, Stone from Liverpool  
w/e October 20 1842 Bideford sailed Victoria, Stone for Barnstable  
w/e October 20 1842 Barnstable arrived Victoria, Stone from Liverpool  
w/e October 27 1842 Barnstable sailed Victoria, Stone for Bideford  
October 30 1842 Newport arrived Victoria, Stone from Barnstable  
November 2 1842 Bideford arrived Victoria, Stone from Newport  
To November 5 1842 Barnstable arrived Victoria, Stone from Newport  
To November 5 1842 Barnstable sailed Victoria, Stone for Llanelly  
November 15 1842 Llanelly arrived Victoria, Stone from Barnstable  
November 22 1842 Bideford arrived Victoria, Stone from Newport  
w/e December 8 1842 Bideford arrived Victoria, Stone from Barnstable  
w/e December 8 1842 Bideford sailed Victoria, Stone for Liverpool

**1843**

January 12 1843 Holyhead sailed Victoria, Stone for Liverpool  
January 14 1843 Schooner Victoria of Barum, Stone wrecked on Sarn-y-bwch

## Appendix C Ports and other Locations

**Barnstaple**, the main town of North Devon, it lies 68 miles (109 km) west-south-west of Bristol, 50 miles (80 km) north of Plymouth and 34 miles (55 km) north-west of the county town and city of Exeter. It was founded at the lowest crossing point of the River Taw, where its estuary starts to widen, about 7 miles (11 km) inland from Barnstaple Bay in the Bristol Channel. However, the harbour was silting up — as early as c. 1630 Tristram Risdon reported that "it hardly beareth small vessels".

Barnstaple was formerly referred to as "**Barum**", a contraction of the Latin form of the name (ad Barnastapolitum) in Latin documents such as the episcopal registers of the Diocese of Exeter.[6] Barum was mentioned by Shakespeare, and the name was revived and popularised in the Victorian era in several novels.

**Bideford**, lower down the estuary and benefiting from the scouring action of the fast-flowing River Torridge, gradually took over the foreign trade.

Fremington is a large village in North Devon, England, the historic centre of which is situated three miles (5 km) west of Barnstaple. The village lies between the south bank of the tidal estuary of the River Taw and a small inlet of that river known as **Fremington Pill**.

Hellevoetsluis is a small city and municipality in the western Netherlands, called **Helvoet** in English. It is located in Voorne-Putten, South Holland adjacent to Rotterdam.

**Ilfracombe** is a seaside resort on the North Devon coast, England, with a small harbour surrounded by cliffs.

**Lydney** is a town and civil parish in Gloucestershire, England. It is on the west bank of the River Severn in the Forest of Dean District, and is 16 miles southwest of Gloucester.

**New Ross** is a town in southwest County Wexford, Ireland. It is located on the River Barrow, near the border with County Kilkenny, and is around 20 kilometres northeast of Waterford.

**Portreath** is a port on the north coast of Cornwall, England. The village is about three miles northwest of Redruth.

**Rouen**, capital of the northern French region of Normandy, is a port city on the river Seine.

**Sarn y Bwch**, (Welsh for 'buck's causeway'), is one of three parallel reefs extending beneath the sea into Cardigan Bay from the west coast of Wales. Sarn y Bwch is the central of the three, extending south-westwards from near Tywyn. To the north is the causeway of Sarn Badrig, whilst to the south is Sarn Gynfelyn, which extends from near Aberystwyth.

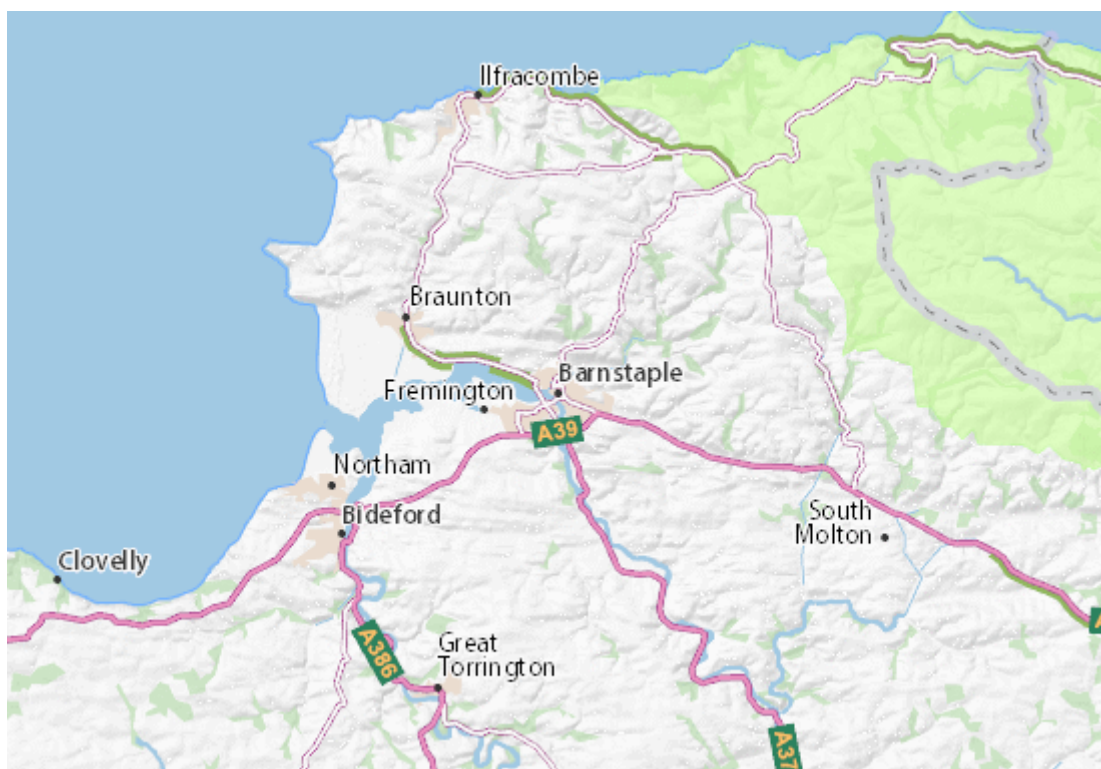


Fig. 2 Barnstaple and neighbouring ports

No. 93 Survey held at Barnstaple Date 9<sup>th</sup> Nov 1839  
 on the Schooner Victoria Master John Smith  
 Tonnage 61 Built at Barnstaple When built 1830  
 By whom built John M. Stovell Owners M<sup>rs</sup> Anna Evans  
 Port belonging to Barnstaple Destined Voyage Crabbing  
 If Surveyed Afloat or in Dry Dock Afloat

93  
 1/4  
 1/2

Length aloft	66	7	Extreme Breadth	16	Depth of Hold	8	
<b>Scantlings of Timber.</b>			<b>Thickness of Plank.</b>				
Timber and Space	each	20	Moulded	10	9		
Floors	sided	10		Keel to Bilge	2	Foot Waling	3/4
1 <sup>st</sup> Foothooks		8		Bilge Planks	3/4	Bilge Planks	3/4
2 <sup>nd</sup> Ditto		7		Bilge to Wales	2	Ceiling in Flat	2
3 <sup>rd</sup> Ditto		6		Wales	4	Ditto Bilge to Clamp	2
Top Timbers		6		Topsides	2	Hold Beam Clamps	2
Deck Beams	N <sup>o</sup> . of 15	7		Sheer Strakes	3	Deck Beam Ditto	3
Hold Beams	N <sup>o</sup> . of	7		Plank Sheers	3	Ceiling 'twixt Decks	2
Keel		11		Water-Ways	4	Hold Beam Shelves	2
Kelsons		11		Upper Deck	2	Deck Beam Ditto	2

<b>Copper, Iron</b>		<b>Size of Bolts in Fastenings.</b>		<b>Iron.</b>	
Heel-Knee, and Dead Wood abaft	1	Bolts thro' the Bilge and Foot Waling	3/4	Hold Beam	
Scarphs of Keel	N <sup>o</sup> . 6 7/8	Butt End Bolts	1/2	Deck Beam	7/8
Floor Timber Bolts	1	Lower Pintle of the Rudder	1 1/4		
Kelson ditto	1				
Transoms and throats of Hooks	1				
Arms of Hooks	7/8				

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is two Inches. The Space between the Top-timbers is \_\_\_\_\_ Inches. The Stem, Stern Post, are composed of \_\_\_\_\_ the Transoms, Aprons, Knight Heads, Hawse Timbers, of English oak and are \_\_\_\_\_ free from all defects. The Floors and first Foothooks are composed of English oak Timber. The other Foothooks and Top Timbers of \_\_\_\_\_ N. B. When less than prescribed by the Rule, state how many. The Shifts of the first and second Foothooks are not less than this object not stip'd therefore the frame is not exposed The rest of the Shifts of the Frame are \_\_\_\_\_ The Frame is \_\_\_\_\_ squared from the first Foothook Heads upwards, and \_\_\_\_\_ free from sap, and from thence downwards, the frame is \_\_\_\_\_ The alternate Frames are \_\_\_\_\_ bolted together. N. B. If not, state how bolted. The Butts of the Timbers are \_\_\_\_\_ close together; their thickness not less than \_\_\_\_\_ of the entire moulding at that place. The Frame is \_\_\_\_\_ chocked with \_\_\_\_\_ Butt at each end of the chock. The Main Kelson is composed of English oak and the False Kelson of \_\_\_\_\_ The Scarphs of the Kelsons are not less than six feet \_\_\_\_\_ inches. The Deck and Hold Beams are composed of English oak

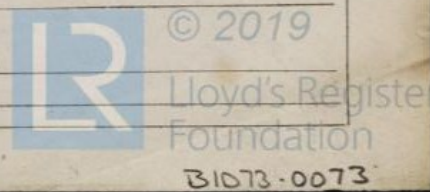
**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of English Slip & Oak From the first Foothook Heads to the Light Water Mark of English oak From the Light Water Mark to the Wales of \_\_\_\_\_ The Wales and Black-strakes are of English oak The Topsides of English oak The Sheer-strakes and Plank-sheers of \_\_\_\_\_ The Water-ways of \_\_\_\_\_ The Decks of Red Pine State Very Good The Shifts of the Planking are not less than five Feet \_\_\_\_\_ Inches. N. B. If less than prescribed by the Rule, state whether general or partial, and if partial, in what part of the Ship. The Planking is wrought three planks between

**Planking Inside.**—The Limber-strakes are composed of English oak the Bilge Planks of English oak The Ceiling, Lower Hold, of English oak Between Decks of English oak Shelf-Pieces of \_\_\_\_\_ Clamps of English oak

**Fastenings.**—To Hold Beams \_\_\_\_\_ Deck Beams used Union Bolts bolted to Iron Number of Breasthooks \_\_\_\_\_ Pointers \_\_\_\_\_ Cruteles \_\_\_\_\_ Butts End Bolts are of 1/2 Iron in the Bottom, and \_\_\_\_\_ Bolt in each Butt End through and clenched. Bilge and Footwaling 7/8 Iron bolted through and clenched. General Quality of Workmanship \_\_\_\_\_

We certify that the preceding is a correct description of the above-named Vessel.

Builder's Name \_\_\_\_\_  
 Surveyor's Name James Brown



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

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N <sup>o</sup> .		ft. or m.		Inches.	N <sup>o</sup> .
2	Fore Sails,	144	Chain .....	1 1/2	5-2-0
1	Fore Top Sails,	81	Hempen Stream Cable .....	6 1/2	1 Bower 4-2-0
1	Fore Topmast Stay Sails,	80	Hawser .....	5	1 Stream 2-2-0
2	Main Sails,	80	Towlines .....	3 1/2	1 Kedge 1-2-0
1	Main Top Sails,	120	Warp .....	2 1/2	
	and <u>all other necessary</u> <u>sails</u>		All of <u>good</u> quality.		

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

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

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

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

*This Vessel in good repairs and well found*

If Sheathed, Doubled, Felted, or Coppered \_\_\_\_\_ When last done \_\_\_\_\_

I am of opinion this Vessel should be Classed A1

The Amount of the Fee.....£ : 11:6 is received by me, James Brown  
Special .....£ : :

Committee's Minute 24th Dec 1838

Character assigned A1  
CS SB

