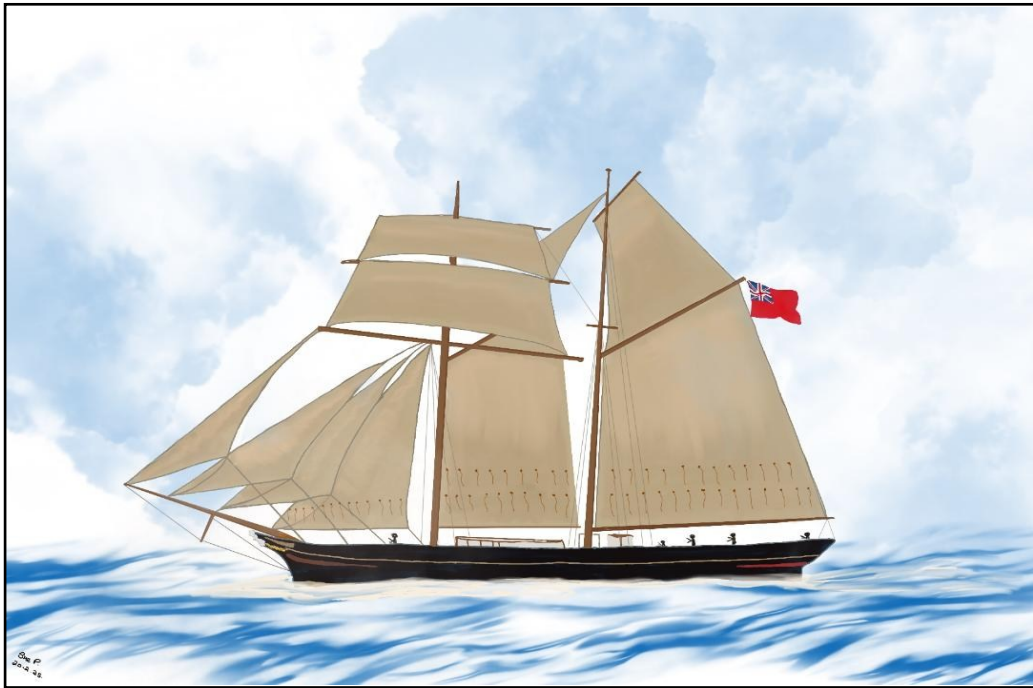


**Welsh Wreck Web Research Project
(North Cardigan Bay)
On-line research into the wreck of the:
William Keith**



Painting of Schooner like William Keith

Report compiled by:

Graeme Perks

Report Title:

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

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Date:

November 2021

Report Ref:

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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 William Keith, a schooner of 99 tons was built in 1859 by Rees Jones at Port Dinorwic for the first owner Griffith Dedwith who was also the master. William Keith sailed between Porthmadog Portugal, Spain, the continent, Baltic and both coasts of Scotland. The outward voyages usually carried slates, or coal with cargo’s sourced for the return in the North of England from the Baltic. The William Keith was blown onto the Bar at Barmouth in 1860 but was re-floated after assistance from the RNLI.

The William Keith continued until 1876 when she was sold to another owner, master Rees Jones when she mainly carried slates to London, returning with cargo often cement for Dublin. She also made some Baltic voyages. She was repaired after mishaps a few times before being sold on the death of the owner in 1905 to Messrs Kinch of Arklow. The William Keith was intended to carry coal to Ireland but in July 1906 she was in collision with a Swansea steamer Abermaed in fog and sank with the loss of two lives. A BOT enquiry found the steamer at fault.

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2.4 Contributors

Madu

Sue Perks (Painting of Schooner)

2.5 Abbreviations

BNA	British Newspaper Archives
BOT	Board of Trade
LR	Lloyds Register of shipping
MADU	Malvern Archaeological Diving Unit
MNL	Mercantile Navy List
NAS	Nautical Archaeology Society
NAW	National Archives of Wales
NPRN	National Primary Resource Number
OS	Ordnance Survey
RNLI	Royal National Lifeboat Institution
SMG	Shipping and Mercantile Gazette
WNL	Welsh Newspapers on Line

w/e

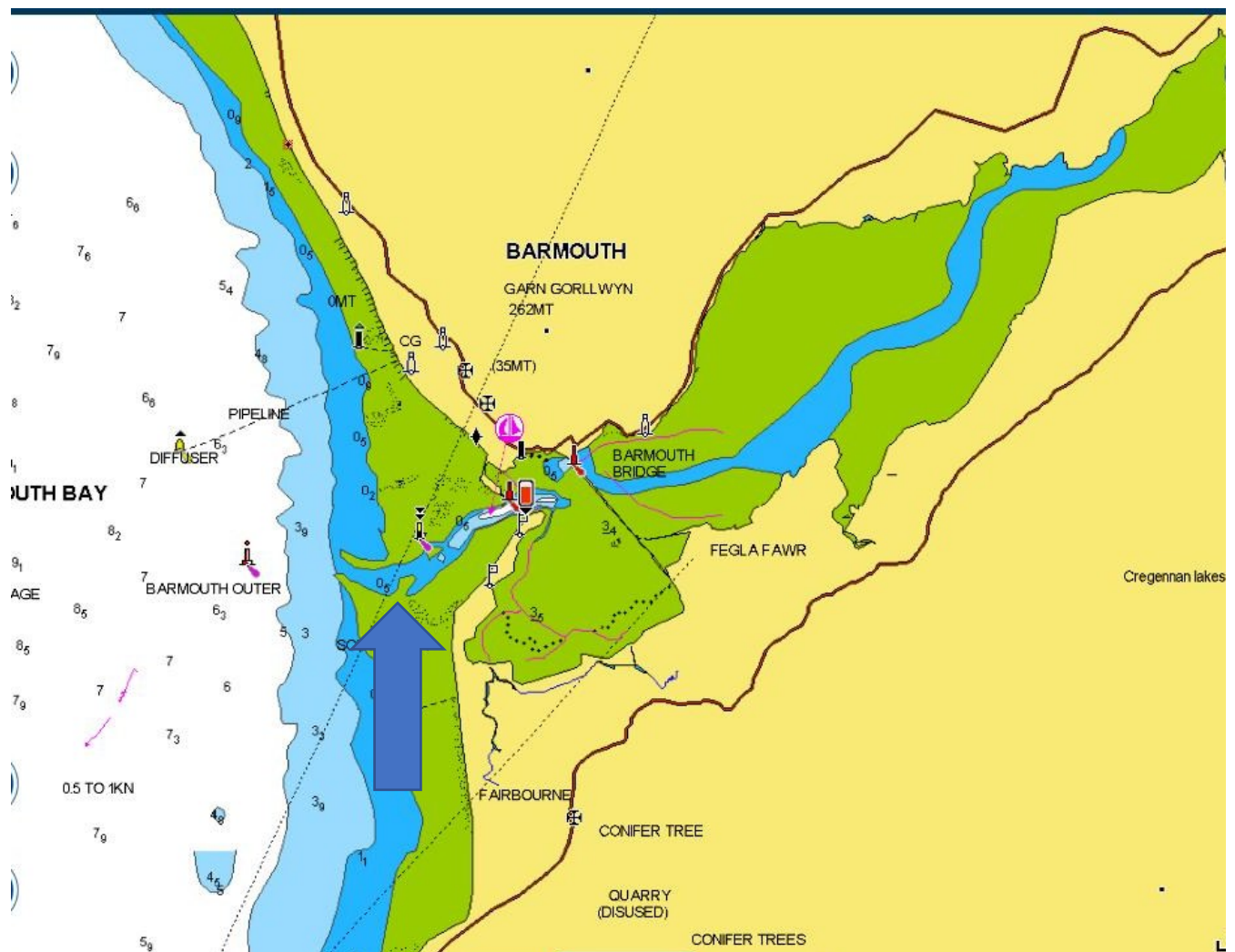
Week ending

3.0 Introduction

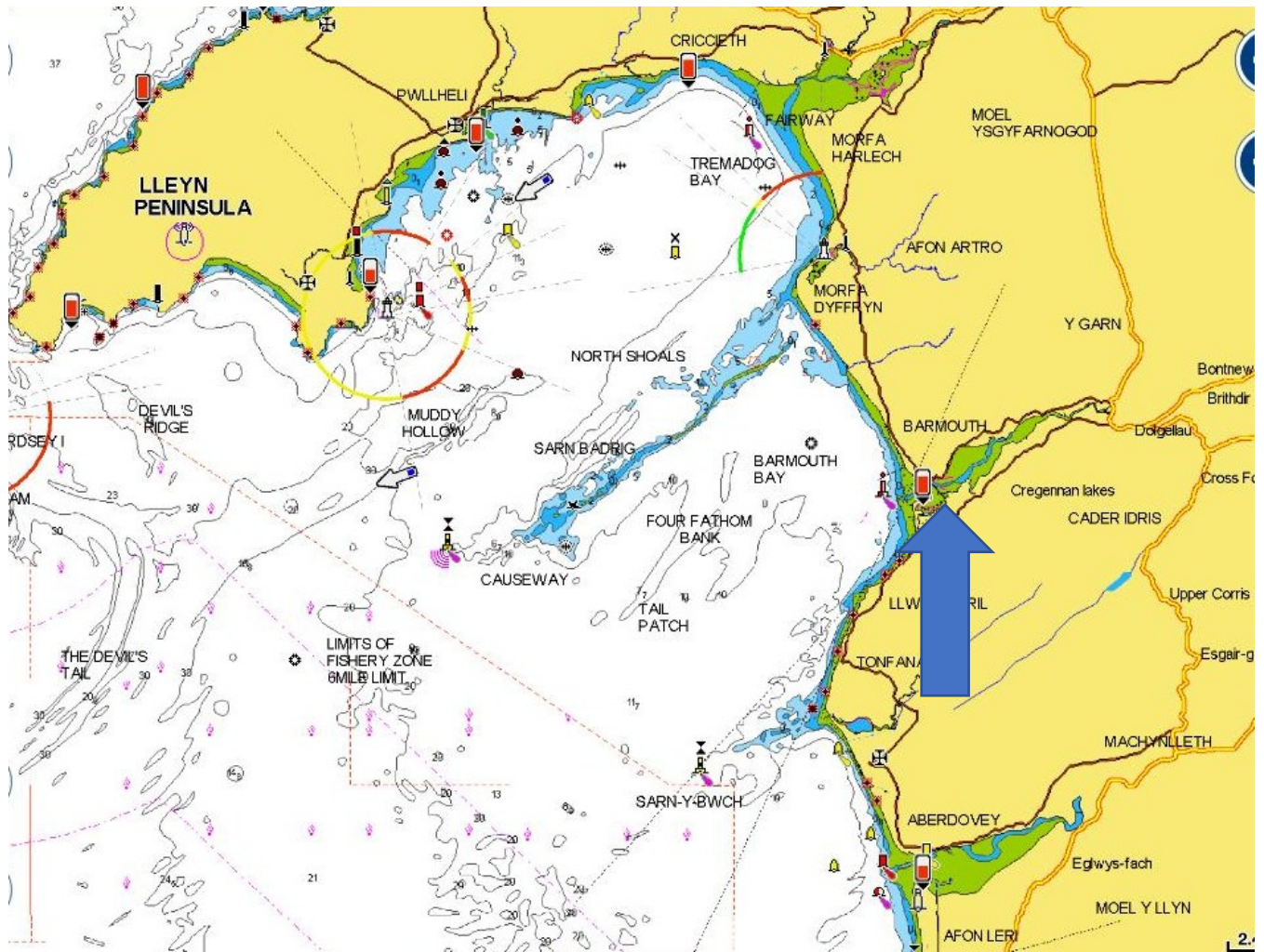
1. I selected William Keith to research because she was a schooner reported aground and re-floated and wanted to identify her and see how much information I could find about her and to find out what happened and to discover:
2. The dimensions of the vessel, who the builder was and when she was built 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 1860.
5. To discover the cause of the event in 1860 and if the vessel survived, the cause of its eventual loss.
6. The events that happened after the incident in 1860 and up to and after its loss if it survived.
7. If there were any previous research of the vessel for the 1860 incident and its story.
8. If there was a wreck site for William Keith 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 William Keith

4.0 Background

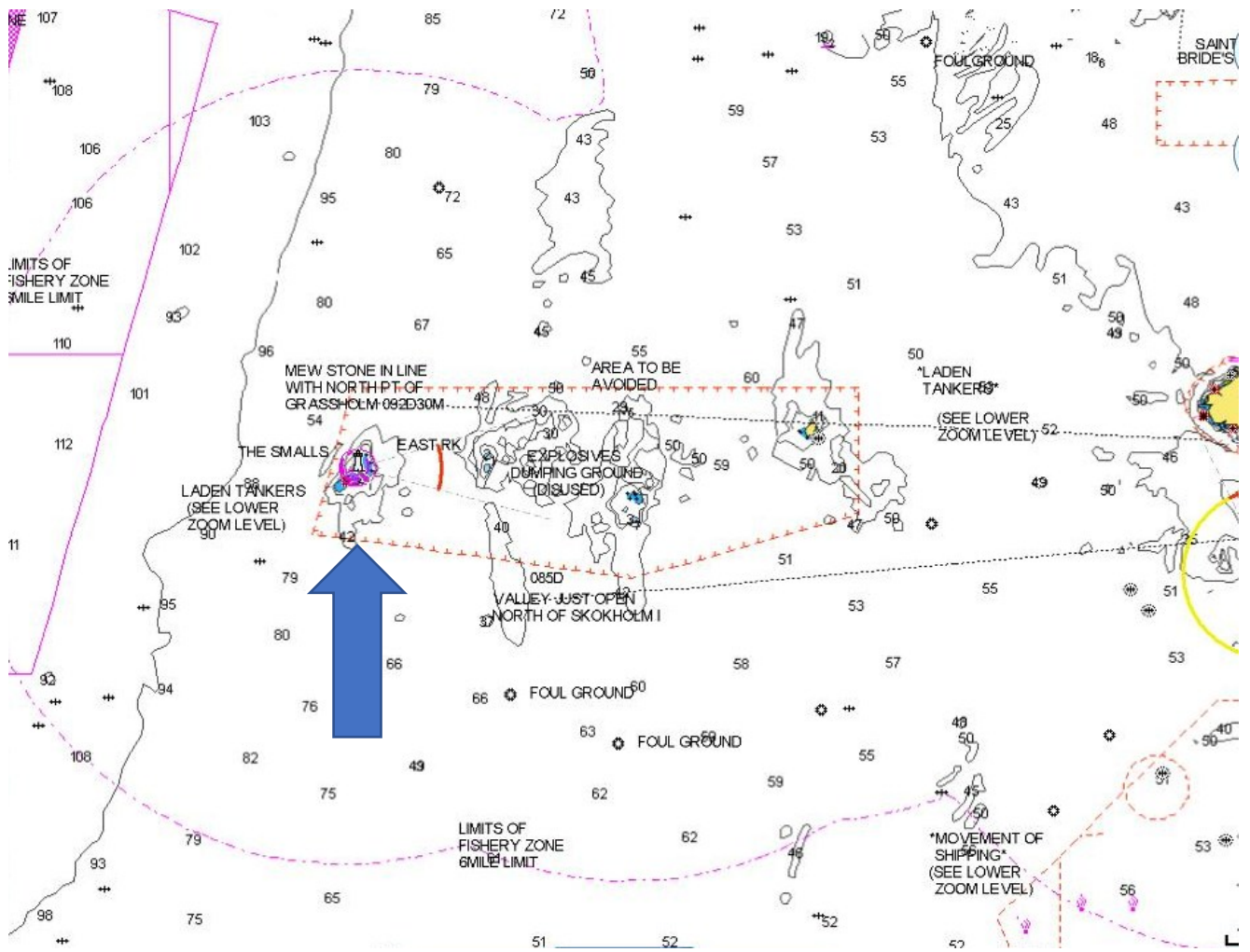
When I started this project I knew that the William Keith was a wooden schooner built in 1859 of 99 tons registered at Carnarvon, that on about 16th October 1860 was ashore on the north bar of Barmouth / aground but re-floated.



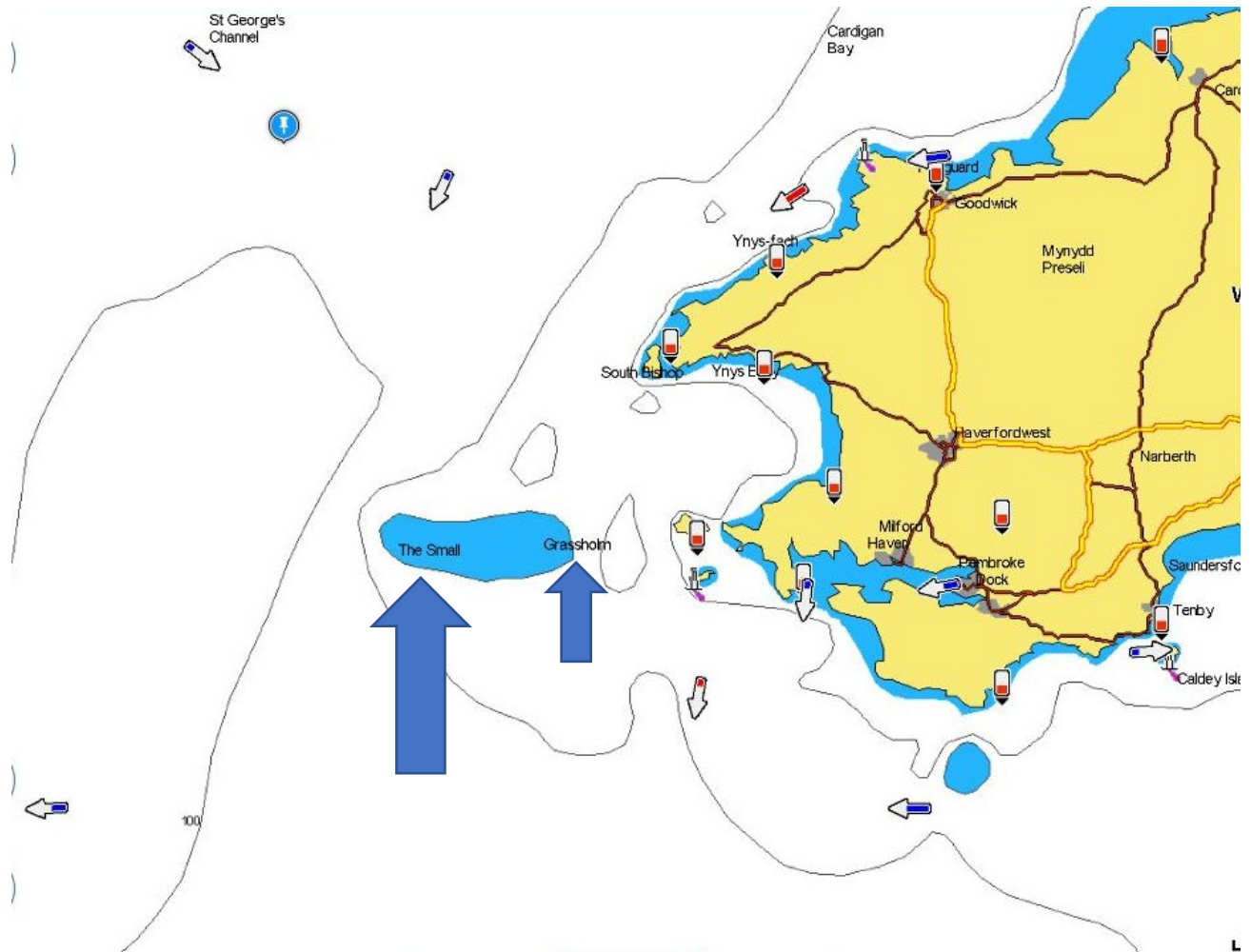
Barmouth and the Bar



Barmouth and Cardigan Bay



The Smalls



The Smalls, Grasholm and adjacent coast

5.0 Research Methodology

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

I searched Lloyds Register of Shipping (LR) for "William Keith" looking for details of her dimensions, master, builders and owners from 1859 with a match. I then searched yearly until 1840.

I searched LR ships, plans and survey reports for "William Keith" with no match.

I searched the Crewlist Project for " William Keith" looking for her official number and links to MNL, appropriation book, crew lists, owner and master with a match. I followed the links for crew lists, Board of Trade Enquiry and found matches.

I searched The British Newspaper Archives (BNA) for "William Keith", "dedwith", "dodwith", "Edwards", "Keith ", "Keith Kinch" and "Wm Keith " looking for sailings, arrivals, a launch, owners, builders, mishaps and any details of her loss and found a number of matches. I started searching "William Keith Dodwith" but I found William being shortened to Wm or W so I split the searches and used "William Keith" for the occasions the master's name was missing in the reports. The searches for "dodwith" and "Edwards" were after I found Dedwith misspelt. The Lloyds List and Shipping and Mercantile gazette merged in June 1884 and after that date "William Keith" or "Wm Keith" often did not show in the brief details of matches found but was marked in the record when I opened it. I also searched for "Rees Jones shipbuilder", Griffith Dedwith, Rees Jones and " William Kinch" finding matches.

I searched Welsh newspapers on line for "William Keith" looking for sailings, arrivals, a launch, owners, builders and any details of her loss and found matches. I also searched for "Rees Jones shipbuilder", Griffith Dedwith, Rees Jones and " William Kinch" finding matches.

I searched Coflein site for "William Keith" looking for any details of the wreck and a chart with no match.

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

I searched on Google for "William Keith", "Rees Jones shipbuilder" and found matches and a painting of the vessel. I also searched Porthmadog and found matches for the port and the Ballast Island.

6.0 Results

Vessel	Name/s	William Keith		
	Type	schooner		
		Cargo		
Built	Date	1859		
	Builder	Rev. Rees Jones		
		Port Dinorwic		
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	79 ft	6 ins	
	Beam	20 ft	2 ins	
	Draught	11 ft	9 ins	
Tonnage	Gross	99.45 tons		
	Net	78.6 tons		
Owner	First	Griffith Dedworth		
		Barmouth, Merionethshire		
	Last	William Kinch,		
		36 Tinnabask, Arklow		
	Others	Rees Jones, Barmouth, Merionethshire		
Registry	Port	Carnarvon		
	Flag	British		
	Number	27438		
History	Routes	From Wales to Scotland, Ireland, Spain, Portugal and Baltic returning via England		
		From Wales to London & Ireland, From Ireland to Wales and England		
	Cargo	Coal, Manure, Timber, Cement, Bricks, Wheat, Barley, Pig Iron, Slates, Malt, Grain, Scrap Iron, Sulphur Ore, Herrings, Whiting, Tiles, Potatoes, Copper Ore		
Final Voyage	From	Liverpool		
	To	Barmouth		
	Captain	Griffith Dedwith		
	Crew	unknown		
	Passengers	Two, master's wife and child		

	Cargo	unknown
Wrecking	Date	26 th October 1860
	Location	Barmouth Bar
	Cause	S. W. GALE
	Loss of life	none
	Outcome	Refloated
Final Voyage	From	Swansea 21 st July 1906
	To	Dingle
	Captain	John Kinch
	Crew	4
	Passengers	None
	Cargo	Bricks and Coal
Wrecking	Date	23 rd July 1906
	Location	St Georges Channel, 3 or 4 miles off Smalls Light
	Cause	Collision with Steamer "Abermaed" of Swansea in Fog
	Loss of life	2, Master John Kinch and seaman, James Murphy
	Outcome	Sank

Aberdeen Press and Journal - Wednesday 12 October 1859

Slates for Sale.

NOW Discharging at the Quay, a Cargo of excellent NORTH WALES SLATES, ex: the Economy," of Portmadoc. Also, expected daily, a Cargo the "William Keith" of Carnarvon. They will be Sold either from the Ship's side or from the Yard. Apply to William Keith, 24 Summer Street, or Wm. Keith, Jun., 187, King Street

Wrexham and Denbighshire Advertiser and Cheshire Shropshire and North Wales Register 3rd November 1860

Lifeboat Services—Barmouth, Saturday. — Yesterday morning, the schooner William Keith, of Carnarvon, went ashore, during a heavy gale of wind from S. W. on the north bar of Barmouth, a most dangerous place, where she was grinding fearfully, and the sea making heavy breaches over her. In such a very deep sea, no shore boat had dared to approach the vessel; but the lifeboat of the National Lifeboat Institution having been immediately launched and manned, soon reached without, much difficulty the schooner, and took from her, to their great joy, the master's wife and child—the crew preferring to remain by the vessel. After landing the woman and her child, the lifeboat returned again to the vessel, and it remained by her until eight o'clock that night, when the weather having considerably moderated, she returned to the shore.

Lloyd's List - Thursday 01 November 1860

BARMOUTH, 29th Oct. The WILLIAM KEITH, Dedwith, from Liverpool, which got aground inside the bar 26th Oct., came off the bank with assistance; she makes water.

List of the Rewards Voted By the Royal National Life-Boat Institution, From the 1st January to the 31st December, 1860

Nov. 1.—Voted £122 to pay the expenses of the Barmouth life-boat in putting off, during a gale of wind, to the assistance of the crew of the schooner William Keith, of Carnarvon, which was observed in a very perilous position on the North Bar at Barmouth, on the 26th Oct. The crew of the schooner declined to leave her, but the master's wife and child were brought on shore in the life-boat. The boat again returned to the vessel, and remained by her until eight o'clock at night.

The Evening Freeman. - Thursday 14 August 1862

The hired schooner William Keith, Dedwith, master, has arrived Kingstown with naval stores.

Dunfermline Saturday Press – Saturday 27 December 1862

DOVER Dec. 22.—Arrived—William, Keith, from Bo'ness, for Calais—lost anchor.

Morning Post - Friday 24 June 1864

The following British vessels have arrived out at Gibraltar :—

schooner William Keith 12 days, from Newport ; schooner Margaret and Jane, 14 days, from Newport

Shipping and Mercantile Gazette - Friday 02 December 1864

ABERDOVEY—Dec. 1: Yesterday It was blowing whole a gale from southward. To-day it to more moderate from N W

The Wave of Life tug has come here to tow the schooner William Keith round to Portmadoc.

Gore's Liverpool General Advertiser - Thursday 24 August 1865

William Keith. 90, of Carnarvon (D W Davies and co.) G Dedwith. from Pomaron with 160 tons sulphur ore for F T Barry - Garston

Liverpool Mercury - Friday 21 August 1868

William Keith, from Cardiff for Lisbon, at Scilly to a stop a leak.

Northern Weekly Gazette - Friday 21 January 1870

PORT OF MIDDLESBROUGH. JANUARY 14.

SAILINGS—Pirella, Jones, Newport, 180 tons pig iron; Jane Knox, Smith, Exmouth, 140 tons pipes, 16 tons coal; Benjamin Scott, Miller, Teignmouth ; William Keith, Dedwith, Briton Ferry, 155 tons pig iron;

Shipping and Mercantile Gazette - Friday 09 December 1870

DOVER—Dec. 8: NE, fresh, thick, snow. The Venus, Lawrence, from Hythe; and William Keith, Deadman, from Portmadoc ; have both arrived here to lie up for the winter.

Shipping and Mercantile Gazette - Tuesday 12 December 1871

CAEN—Dec. 1: The William Keith schooner, of Caernarvon, Dedwith, from Stettin for this port (wheat), got ashore in the entrance channel Nov. 28, and discharged part of cargo, assistance was rendered.

Lloyd's List - Monday 17 August 1874

DOVER, 14th Aug.—The William Keith, Dedwith, from Newcastle to Tralee, has put in here, today, with loss of an anchor and chain.

Lloyd's List - Tuesday 18 August 1874

RECEIVERS REPORTS

Dover, 14th Aug

William Keith (schr;), of Carnarvon, from Newcastle to Tralee deposition of G. Dedwith, master (No. of cert., 38,515).

Lloyd's List - Tuesday 16 November 1875

MILFORD, 15th Nov., 2. 30 p.m.—The WILLIAM KEITH, from Port Madoc, put in, yesterday, with bowsprit and bulwarks carried away, sails split, & c.

The Cambrian News and Merionethshire Standard 28th April 1876

FOR SALE.

By PRIVATE TREATY, 36-64 shares in the A1 Schooner "William Keith, of Carnarvon," 99 Tons Register.— For particulars, apply to C. WILLIAMS, 10, Cornhill, Portmadoc.

Lloyd's List - Wednesday 31 January 1877

PORT MADOC, 29th Jan. It blew a complete gale here yesterday from the SSW, which caused considerable damage to some of the vessels in the harbour. The brigantine Tyne broke adrift, and had her stern completely smashed to the deck by coming in contact with the bow of the schooner William Keith ; the latter vessel had also her headgear carried away, figurehead broken, and bowsprit supposed sprung.

The New Dove had two stanchions, bulwark, and headrail carried away.

The Lerry had bowsprit carried away.

The G. & W. Jones had bulwark and companion damaged.

South Wales Daily News 10th January 1878

MILFORD HAVEN. The schooner William Keith, of Carnarvon, Jones master, whilst entering Sandy Haven on the 8th inst, was blown on the rocks by a heavy squall. A portion of the cargo was discharged and the vessel floated off on the next tide. No particular damage was sustained, further than splitting the keel. She was bound from London, with manure, and was only three lengths from her discharging berth when the casualty occurred.

Lloyd's List - Friday 18 January 1878

RECEIVERS' REPORTS Milford, 9th Jan. William Keith (schr.), of Carnarvon, from London Sandy haven : deposition of R. Jones, master (No. of cert. 32,689).
[56,139]

Shipping and Mercantile Gazette - Friday 18 January 1878

MARITIME DEPOSITIONS. The following Depositions, continued from our Paper of Wednesday have been made to Receivers of Wreck, the reports from our own Correspondents having already appeared in the Shipping Gazette:— William Keith.— Report of Rees Jones, Master of the schooner William Keith, of Caernarvon, 99 tons from London Dec.15 at 6 a. m., for Sandy Haven (Milford Haven) (160 tons of manure):—Proceeded, and put into Plymouth, windbound, on 24th Dec., and sailed again on 4th Jan. On the 8th, 9 A.M., tide being flood, weather squally, wind NNE strong, the vessel was in the entrance of Sandy Haven about two of my vessel's length from the discharging point, when a heavy squall took the ship and blew her on the rocks. We let go our anchor in the squall, but her stern canted on the rocks. We then ran our stream anchor from the starboard quarter, and tried to heave her off, but could not do so, and the tide fell she caught a rock 10 feet from the stempost, and split the keel so as to occasion her to make water. We commenced immediately to discharge, so as to get her off next tide. She is now off, and at the discharging berth. I employed the

assistance of seven men to assist my own Crew in getting the vessel off.—Milford Jan.9.

Lloyd's List - Saturday 26 January 1878

MILFORD, 24th Jan. The Wm. Keith has been towed up from Sandy haven, where she discharged, and is replacing a piece of keel which she lost by striking at that place. [See paragraph in List of 11th Jan.]

Lloyd's List - Tuesday 02 April 1878

FALMOUTH, 31st Mar.— The William Keith, Jones, from London to Douglas, the Start bearing NNE 20 miles, lost some bulwarks on both sides and portion of rail, and some chain and warp.

Shipping and Mercantile Gazette - Saturday 26 March 1881

Hurst Castle March 26th, 8 17 am.—The following windbound vessels which were anchored off Lymington river during past few days passed out to sea William IV. smack, of Teignmouth ; Athlete schooner, of Goole; Sultan ketch, of Plymouth ; Queen of the Sea schooner, of Penzance ; Elizabeth Charlotte schooner, of Caernarvon ; Three Brothers barge, of Rochester ; Florence Miriam ketch, of Goole; J. B. Wood brigantine, of Newport; William Keith schooner, of Caernarvon

Lloyd's List - Tuesday 28 March 1882

P. M. WILCOCK, Captain Rosevear, of Fowey, from Treport for this port, seeking, has arrived with damage to rail. P. M. WILCOCK, schooner, master; collided in Ryde Roads yesterday with the schooner William Keith, of Carnarvon ; former lost chain plates, and latter lost jibboom and head gear; both vessels have proceeded to Cowes. Wind NW, moderate. (Portsmouth, March 27. 4.47 p.m.)

WILLIAM KEITH schooner, Carnarvon (cement), London for Dublin, has arrived with loss of jibboom, both vessels having been collision in roads. (Cowes, March 27, 8 p.m.)

Lloyd's List - Thursday 30 March 1882

P. M. WILLCOCK, of Fowey, Rosevear, from Treport, seeking, while beating to the westward yesterday, March 27. was in collision with the schooner William Keith, of Caernarvon, Jones, from London for Dublin (manure), at anchor at the Motherbank and had two chain plates broken. The William Keith has lost jibboom and figurehead damaged. Both vessels have come here to repair. (See paragraph in List of March 28). (Cowes, March 28.)

Lloyd's List - Wednesday 15 November 1882

WILLIAM KEITH schooner, hence for London (slates), while in charge of pilot, grounded on the bar this morning, but is expected off this evening's tide with assistance of tug. (Portmadoc, Nov. 13.)

North Wales Chronicle - Saturday 08 April 1893

RECOGNITION OF BRAVERY On the 29th ult., a meeting, rather hastily convened, was held at the Newsroom, Penyoce, for the purpose of presenting an address in vellum from the Royal Humane Society, to Captain Rees Jones, of the " William Keith," for saving the life of Hugh Griffith, son of a Captain William Griffith, the Marine, Criccieth, from drowning, on the occasion of the launch of the " Mary Annie." It appears that a few weeks ago, whilst going along a plank, the lad fell into the of sea and was carried away by the tide Captain Jones, who was fully attired and wearing heavy pair of sea boots, jumped into the water, and succeeded in bringing the be lad ashore. The facts were brought to the notice of the Humane Society by Mr B. G. Humphreys, and he the address was sent down with a request that it might be publicly presented, and as Captain Jones had to sail the next morning and would be absent he probably for some months, it was thought best to present the address at that short notice. Mrs Casson, Bronygarth, very kindly undertook to make the presentation, which she did in a few well-chosen words. -Captain Rees Jones replied in true Sailor fashion, stating that he simply did his duty. 'On seeing his fellow creature in danger, and having 'been brought up as it were in the sea he could not bear the sight of seeing a man perish without attempting to rescue him. He hoped that should a similar opportunity occur he would not be found wanting. The only regret be felt was that he was not as young as he used to be, or else he would not have considered the deed worth talking about. Addresses were also delivered by the chairman (Dr. Jones-Morris), Captain David Richards, Mr Hugh Jones (block-maker), Captain R. Williams, Captain Lloyd, and Captain Meyrick Ellis.-Mr Randal W Casson responded on behalf of his wife for the cordial vote of thanks accorded her

Irish Independent - Friday 26 May 1893

BEST LONDON PORTLAND CEMENT.

We have just discharged a cargo of above ex William Keith. Brand. Wm Lee, Son, & Co. which is one of the best imported.

JOHN M FERRAN AND CO, 4 BEEESFOED PLACE, DUBLIN.

Dublin Daily Express - Saturday 23 June 1894

ASHORE NEAR POOL BEG LIGHTHOUSE The schooner " William Keith," laden with grain, went ashore yesterday near Pool beg Lighthouse, but was soon extricated from her unpleasant position.

Irish Independent - Thursday 12 August 1897

CEMENT.

We are now discharging the "William Keith", from London with a large cargo of celebrated and well-known high grade

"ANCHOR BRAND"

PORTLAND CEMENT,

Which offer on favourable terms during discharge.

Soliciting enquiries,

.
LOCKE AND WOODS,
TIMBER AND SLATE IMPORTERS, CUSTOM HOUSE DOCKS, DUBLIN.

Lloyd's List - Friday 08 February 1901

WILLIAM KEITH.— *Weymouth*, Feb. 7, 322p.m. Schooner William Keith, of Carnarvon, from Portmadoc for London, cargo slates, towed into Weymouth Harbour leaky. Cargo must be discharged. Club surveyor arrives today. Will underwriters communicate with me, suggest sale cargo here avoid expense ?
— Lloyd's Agent.

Shields Daily News - Wednesday 13 February 1901

Weymouth, Feb. 12.—The schooner William Keith, which was towed into harbour leaky. sailed this morning for London, after diver stopping butt; vessel reported tight.

Towyn-on-Sea and Merioneth County Times 13th March 1902

SHIPPING.—The following vessels are now in the harbour :-The s.s. "Nephrite" with a cargo of cement for the Birmingham Waterworks at Rhayader, s.s. "Dora" from Liverpool with a general cargo for the district. The following sailing vessels have recently arrived :Glynearon" now loading with slates for Gloucester, Pluvier with general produce for Mr Griffith Davies, and the "William Keith" seeking.

Northern Whig - Wednesday 18 March 1903

A Tamora telegraph states that the schooner William Keith, from London for Cork, is at Passage East, making water, having grounded.

Carnarvon and Denbigh Herald and North and South Wales Independent 20th March 1903

SHIPPING CASUALTIES - It is also reported that the schooner "William Keith," of Carnarvon, bound from London to Cork, grounded' on Tuesday night near Creaden Head, Tramore, but has been taken to Passage East leaking.

Creadan Head is located on the southeast coast of Ireland on the western entrance to Waterford Harbour.

Cork Examiner - Monday 28 December 1903

WILLIAM Keith arrived with cargo of whiting, discharging at Patrick's quay. Write for quotations ex ship. Bible Bros., Ltd., Pope's quay Cork.

Lloyd's List - Monday 20 June 1904

WILLIAM KEITH—Kingstown, June 19. 5 49 p.m.—William Keith, Off. No. 27,438, Portmadoc for Southampton, cargo slates, put into Kingstown leaking ; vessel making five inches per hour.

The Cambrian News and Merionethshire Standard 21st July 1905

For Ireland. An Irish firm has bought the schooner "William Keith," from Mr John Evans, Barmouth, intending her for the coal trade between South Wales and Ireland.

Western Mail - Friday 22 December 1905

Newport Imports December 21

Belfast William Keith 150 tons scrap iron from T. Wilks & Co

Lloyd's List - Friday 06 July 1906

VESSELS IN DRY DOCK UNDER REPAIR

SWANSEA CAMBRIAN.

William Keith

Belfast News-Letter - Tuesday 24 July 1906

SCHOONER CUT IN TWO

TWO IRISHMEN DROWNED

In a dense fog off Small's Lightship in the Bristol channel yesterday afternoon, the schooner William Keith of Carnarvon was sunk in collision with the Swansea steamer Abermaed of Swansea and the master of the schooner named Finch of Arklow, and James Murphy a sailor of Wexford were drowned. William Finch the mate, brother of the master and Michael O'Neill, of Wicklow, the other hand were

rescued. The schooner was bound from Swansea to Dingle with coal and the steamer was proceeding to Port Talbot, where she arrived in the evening and landed the rescued men. The Abermaed was slightly damaged but the schooner was completely cut in two.

The Cambrian News and Merionethshire Standard 3rd August 1906

Shipping. During a dense fog in the Bristol Channel last week, the Swansea steamer "Abermaed" collided with the schooner "William Keith" of Carnarvon, when the latter was completely cut in two, her master and a seaman also losing their lives. The "William Keith" was well known in the coasting circles and formerly belonged to the late Captain Rees Jones, Craigydun.

Lloyd's List - Wednesday 25 July 1906

MARITIME LOSSES & CASUALTIES. Casualties reported at Lloyd's on Loss Book between Wednesday, July 18, and Wednesday, July 25, 1906:

William Keith 77 tons British 1859 Collision/abandoned Two lost

Lloyd's List - Saturday 04 August 1906

WILLIAM KEITH AND ABERMAED COLLISION.— The Board of Trade have requested their solicitor to take the necessary steps for holding an inquiry into the circumstances attending the loss of the British sailing ship William Keith, of Carnarvon, through collision with the steamer Abermaed, of Swansea, in St. George's Channel, on the 23rd ult., whereby loss of life ensued.

Morning Post - Monday 18 February 1907

The Board of Trade Inquiry concerning the collision of the steamer Abermaed, of Swansea, with the schooner William Keith, of Arklow, was concluded Dublin on Saturday. The collision took place off the Smalls Lightship on July 23 during thick fog. The sailing vessel sank with the captain and one man. A third was rescued.

The steamer suffered damage, but the William Keith was cut in two. The Court found that the master of the Abermaed did not stop his vessel he should have done, and they censured him. but taking into account his previous good record they did not touch his certificate.

Coflein

The WILLIAM KEITH was a wooden schooner built by Jones at Port Dinorwic in 1859. Technical and configuration specifications are given as 99gt, 77nt; 79ft 5in length x 20 ft 5in breadth x 10ft 2in depth; partly fastened with iron bolts; official number 27438. At time of loss on 23 July 1906, the vessel was owned by W Kinch of Arklow and under the command of J Kinch. The schooner was carrying coal and bricks from Swansea to Dingle when it was in collision with the Swansea registered steamship ABERMAED off the Smalls lighthouse. The schooner subsequently foundered with the loss of two crewmembers.

Sources include:

Board of Trade Wreck Return 1906 Appendix C Table 1 pg138 (606)

Larn and Larn Shipwreck Database 2002

Lloyds Register of British and Foreign Shipping, 1 July 1905 - 30 June 1906, number 222 in W

Maritime Officer, RCAHMW, November 2009.

Captain Rees Jones

The Cambrian News and Merionethshire Standard 30th June 1905

Death of Captain Rees Jones.—The death of Captain Rees Jones. Craigydun, took place on Thursday evening last at the age of sixty- four. Captain Jones, who was the owner of the schooner Wm. Keith, of Portmadoc had returned home from a voyage only about three weeks ago. He had been in failing health for some time and had been compelled to hand over the charge of his vessel to a substitute

more than once, but he himself was in charge during her last voyage. He had been subjected to severe attacks of asthma and was under medical care ever since his return home. During the past week, however he felt himself much better and thought he would try his luck at his favourite hobby of bass fishing. On Thursday evening he, in company with another boatman, rowed out to the mouth of the Estuary. They had not been out long, however, before deceased began to complain of an approaching attack and asked to be rowed ashore. His request was immediately complied with and when the little boat reached Twll-y-bath several boatmen who were near found that Captain Jones was seriously ill and ran to his assistance, doing all in their power for him.—Dr Sinclair, Tynycoed, was soon upon the scene. but in spite of all possible efforts. Captain Jones expired before he could be removed from the boat. The sad news soon spread over the town where deceased was highly respected by all who knew him. He had been engaged for many years on the coasting trade between Portmadoc and London, but in his youth he had sailed far and wide on the face of the globe. He knew every harbour and creek on the British coasts. He was a member of Park-road C.M. Chapel, a member of the Harbour Trust and a Freemason. He was a brother of the late Captain Evan Jones. Minafon," and Mrs John Evans, Glanymor House," the latter predeceasing him about three months ago.' The funeral, which was public, took place on Saturday and his remains, which were followed by a large concourse of friends, were laid to rest at Llanaber Churchyard when the Rev. W. Morgan Griffith and Canon Hughes, B.A., officiated. Much sympathy is extended to his widow and relatives in their sad bereavement and especially with Mrs. Sidney Williams, of Abergynolwyn, who is the only sister left and who is at present in a very weak state of health.

John and William Kinch

Lloyd's List - Tuesday 10 April 1888

ABANDONMENT OF THE MARGARET.

In the matter of a formal investigation held at the Land Commission Court, Four Courts, Dublin, on the 6th, 7th , and 8th days of March, 1888, before C. J. O'Donel, Esq. chief magistrate for Dublin Metropolitan Police District: assisted by Captain Davies and Captain Baker, nautical assessors, into the circumstances attending the abandonment of the British sailing ship Margaret, of Dublin, near the Hats and Barrels Reefs, St. George's Channel, on or about Jan. 28, 1868,

REPORT OF COURT.

The Court, having carefully inquired into the circumstances attending the above-mentioned shipping casualty. finds, for the reasons stated in the annex hereto, that the Margaret, though unseaworthy was unnecessarily abandoned by the master and mate ; but the Court is unable to deal with these officers, since they do not hold certificates. Dated this 8th day of March, 1888. C. J. O'Donel Esq., Judge. We concur in the above report,—

T. Davies. Assessors.
C. H. J. BARER,

ANNEX TO THE REPORT.

The Margaret was schooner-rigged sailing vessel built of wood, at Perth, in the year 1857. Her official No. was 17,462, and she was registered at the Port of Dublin. Her registered tonnage was 88.48 ; her length 83.6 feet, breadth 19.7 feet, and depth 10.4 feet. She was the property of three brothers, Messrs. Richard, John, and William Kinch, of Arklow, in the county of Wicklow, John Kinch being the managing owner. He, however, appears to have had less to do with the Margaret than either of his brothers, for he himself was master of another vessel, and did not appear during this inquiry, while William Kinch was master of the Margaret. and Richard Kinch, who is a ship's carpenter by trade, had charge of the fitting and repairs of the vessel. She was purchased by her present owners 13 years ago for the sum of £550 and they claim to have expended about £400. in repairs in the meantime; But at the time of her abandonment they did not value her at more than £100. At the time of the casualty forming the subject of this inquiry, and for some years previously, the Margaret was engaged in the coasting trade, principally between Ireland and the Welsh ports. In the month of December last she left Waterford for Llanelly, with a cargo of pitwood. Her crew consisted of the master (Kinch). mate (Henry Smith), neither of whom held certificates from the Board of Trade, and two men. On the voyage she encountered rough weather, and remained lying-to or head-reaching under low sails in a gale of wind for two days. during which time she made a considerable quantity of water. She finally put into Milford. and remained there 14 days, until the weather became sufficiently favourable to proceed to Llanelly, where she arrived on January 3 and discharged her cargo. The crew then expressed their intention of leaving the vessel, owing to her unseaworthy condition; but the master prevailed on them to remain and take the vessel back to Waterford, by giving 10s. to each, and an increase of wages of 5s. per month, with the additional stipulation that he would wait for fine weather. He added that he would sell the vessel by auction when he arrived in Waterford. A cargo of 150 tons of culm, which was about - five tons short of her full cargo, was taken in, and they were ready to sail on the 6th January. The cargo, which was shipped by Messrs. Nevill, Druce, and Co., of Llanelly, was insured by them, and so was the sum of

£10 which they advanced to the master upon the freight ; but the vessel herself was not insured, nor had she been since her present owners possessed here. In fact, it was stated that it is not usual to insure vessels in Arklow, as shipowners there consider the premiums too high, and prefer to stand their own risk. Though the Margaret was ready to leave Llanelly on the 6th January, she did not sail until the 16th, The weather was then fine, with a S.E. breeze. By the time she arrived off Milford the breeze had become stronger, and the weather looked rather thick, and it was therefore decided not to venture further on the voyage then. They accordingly put into Milford to await more favourable weather, and remained there until Jan. 28. On that day, at 4 p.m., they made a fresh start. The weather was fine, the sea smooth, and the wind S.E., a favourable wind for Waterford. A course of N.N.W. was steered at first, so as to run to the northward of Grassholm Island, and between the Smalls and the Islands. After they got clear of the islands the course was changed to N.W. Everything proceeded well until the Margaret arrived about six or seven miles to the N.E. of the Smalls, when, at about 12 o'clock midnight the wind fell dead calm. The vessel then canted round with the tide and drifted, but after a short time a breeze sprang up from the N.E., and the master then sailed her on a different course, intending to run to the windward of the Grassholm, The wind, however, soon fell calm again, and the vessel began to drift towards the Hats and Barrels Reefs. There were two anchors on board and a kedge, but no effort was made by the master to get out the kedge and try to hold the vessel. He states that he thought it would be useless to do so, as the tide was running too strongly. Neither was any attempt made to tow her off by means of the boat, a course which the Court thought ought at least to have been tried. The sea was smooth at the time, with a slight swell. The vessel continued to drift towards the reefs, over which the waves were seen to be breaking, and about 1 o'clock a.m. (29th) the entire crew took to the boat. There is a considerable discrepancy in the evidence as to the circumstances under which this course was taken. The master states that the boat was got out without his knowledge while he had gone below, and that it was only when the crew had clearly shown their determination to leave the vessel that he consented to join them, and that he was the last to get into the boat. He also states that he had a crushed hand, and was comparatively helpless, or he would not have consented to leave the vessel at all, and that finally he only did so with the intention of again going aboard her if she got safely over the reefs. On the other hand, the mate and the two men agree in stating that the master was the first to suggest taking to the boat, that he was the first to pack up his effects and put them into the boat, and that he was one of the first to jump into her after she had been get out. It was agreed by all that the master wished to follow the vessel, which was seen to be drifting over the reefs, but this the crew refused to do, as the boat was fast making water, and would not, they assert, have been able to live in the rough water which was breaking over the reefs. They, however, said that they

would row round the reefs in safe water, and then if possible regain the vessel. The boat made a considerable quantity of water through the seams, some of the timbers and thwart-knees being broken, and the master was obliged constantly to bail her out with a bucket which had been brought for the purpose. Some angry words appeared to have passed between the mate and master on the subject of following the vessel over the reefs, but no violence was used. When the boat had passed round the reefs, the vessel seems to have been still in view, though at a considerable distance. The master wished to follow her, but the crew were against him, and they rowed towards the mainland. About 5 o'clock a.m. they were picked up by a passing vessel, the *Talavar*, some miles to the eastwards of the Grassholm. They were landed at Milford, whence they returned to Waterford. About 1 p.m. the same day the *Margaret* was boarded by the mate and two of the crew of the ship *Magic*, of London, who found about 4 feet of water in the hold. They pumped her out and worked her to Plymouth, where she was subsequently sold for the benefit of the sailors, the owners having refused to redeem her. She was bought as a hulk, but the price obtained for her did not transpire. Mr. Sparrow, the surveyor to the Board of Trade at Plymouth, states that he considers her value as a hulk to be about £60. or £70, but that for sailing purposes he would not give £10 for her in other words, that she would not be worth the expense of putting her into a seaworthy condition. Mr. Sparrow examined the *Margaret* at the instance of the Board of Trade, after she was discharged of her cargo at Plymouth, and his evidence on the subject of her unseaworthiness is worthy of notice. He states that the seams of her hull were open throughout; the planking was bad, particularly in places; and the wood-ends had started from the stem and stern posts, in consequence of which defects she must have made a considerable quantity of water, particularly in a heavy sea-way. The deck was in a bad condition, the water-way was rotten, especially on the port side, where there was a hole big enough to put one's hand through. The chain plates of the fore rigging were in a very defective condition, three of the chains were broken; in one of the broken chains the links had been lashed with wire, but the other two were quite disconnected. On the port side, which had lost two chains, the mast was supported by two chain plates only. The foremast was rotten from the deck to the keelson, there being only a third of the circumference of the mast hard and sound. In addition to this, it was sprung a little below the partners, and some planking had there been put round it and lashed with a chain, but this had no strengthening effect whatever on the mast. In fact, Mr. Sparrow expressed his surprise that it stood at all. The rigging throughout was worn out, and required renewing ; the sails were in fair condition, though there were no spare sails, and the pumps were good, but there was no sounding rod on board. Mr. Sparrow stated that the vessel was in an utterly unseaworthy condition, so as to be dangerous to life, and that she must have been unseaworthy for the last 12 months at least. The rottenness of the

mast alone was sufficient to render her unseaworthy, independent of the other defects.

The Court had no doubt that the master was well aware of the unseaworthy condition of the vessel, not only when she left Llanelly and Milford on the 16th and 28th January respectively, but also when she left Waterford, in December, on her voyage to Llanelly. He admitted that he knew that the mast was "dozed," and that the vessel was in a leaky condition. The crew, indeed, go so far as to assert that in rough weather one man had to be almost constantly at the pumps. Even taking the master's statement that two of the chainplates were broken on the voyage from Waterford to Llanelly, there was no excuse for his leaving Llanelly without getting them renewed. If corroboration as to his actual knowledge of the condition of the ship were needed, it is afforded by the fact that he overcame the crew's objection to sail in his unseaworthy vessel by offering them additional wages at Llanelly, and by undertaking to wait for exceptionally fine weather; and the latter fact accounts for the delay of 10 days at Llanelly before starting as well as for the delay of 14 days at Milford. He was also aware that the boat was in a bad condition, for he admits that some of her timbers were broken, that she made water when in use in port at Llanelly and Milford, and that she was not properly repaired before proceeding to sea.

Unseaworthy though the vessel undoubtedly was, the Court considers that she was very unnecessarily abandoned, as the sequel, indeed, proves. The knowledge which the master and crew possessed of the unsafe condition of the ship, rendered them, perhaps, more ready to leave her than they would otherwise have been. It should, however, be added that the fact that the vessel did not founder after her abandonment, would appear to be due rather to the fine weather that ensued than to the sea-going qualities of the vessel herself.

Seven witnesses having been examined by the Board of Trade, and the owners having addressed some observations to the Court, the Board of Trade submitted the following questions, upon which they desired the opinion of the Court : -

1. Whether, when the vessel left Waterford in the month of December, 1887, with a cargo of pitwood on board, she was in a good and seaworthy condition ?
2. Whether, at that date, the boat carried by her was in good order and fit for use?
3. Whether the vessel was in good and seaworthy condition when she left Llanelly on Jan. 16, 1887 ?
4. Whether at that date her boat was in good order and fit for use?
5. Whether the master of the vessel offered the crew more wages if they shipped again at Llanelly to take the vessel to Waterford, and, if so, why was this offer made?
6. Whether the master of the vessel steered a safe and proper course after leaving Milford on Jan. 28 ?
7. Whether, when the vessel arrived to the N.E. of the Hats and Barrels Rocks,

the master took proper measures for her safety ?

8. Whether, about 1 a.m. on Jan. 29, when the vessel arrived in close proximity to the Bats and Barrels, the master took proper measures for her safety?
9. Whether the vessel was abandoned by the master's orders, and, if so, whether the master was justified in abandoning her?
10. Whether, after clearing the rocks, the master used every endeavour to persuade the crew to return to the vessel, and whether the crew were justified in not doing so?
11. Whether the vessel was navigated with proper and seamanlike care ?
12. Whether the master and mate, or either of them, is in default ?
13. Whether Richard Kinch, part owner of the vessel, was or ought to have been aware that the vessel was unseaworthy when she left Waterford with the cargo of pitwood, and that her boat was in bad order and unfit for use, and whether William Kinch, master and part owner of the vessel, was or ought to have been so aware?
14. Whether the said William Kinch or Richard Kinch, or either of them, were or ought to have been aware that the vessel was unseaworthy, and that her boat was in bad order and unfit for use when the vessel left Llanelly on Jan. 16, and Milford on Jan. 28, respectively?

To which questions the Court replied as follows :-

1. When the Margaret left Waterford in the month of December she was not in a good and seaworthy condition, and according to the evidence of Mr. Sparrow, the Board of Trade surveyor at Plymouth, she had ceased to be so for at least 12 months.
2. The vessel had only one boat, which was regularly used in the several ports, but there was ample evidence to prove that she was not in a good condition.
3. The vessel when she left Llanelly on Jan. 16 was not in a good and seaworthy condition.
4. There was no evidence to show that anything had been done to the boat in the nature of repairs, so as to put her in good order and fit for use after the vessel left Waterford.
5. According to the evidence of the crew, to which the master assented, extra wages were offered to take the vessel to Waterford. The crew were reluctant to return in the Vessel owing to her unseaworthy condition, and to overcome this reluctance the offer was made.
6. The course steered by the master after leaving Milford was much more northerly than was necessary with a fair wind, and the Court considers that it was neither safe nor proper for him when bound to Waterford to elect to steer a course leading to the vicinity of dangerous reefs, when by steering a more southerly course he could keep outside of all dangers.
- 7 and 8. The vessel was becalmed near dangerous rocks and reefs, but the master neither got the boat out to try and tow her clear, nor let go a stream

anchor or kedge to prevent her drifting with the stream which sets irregularly between the islands on that coast; and the Court considers that these omissions on the part of the master prove that he took no measure for the safety of the ship.

9. The evidence on this point was conflicting. The master stated that the crew got the boat out without his knowledge while he was below. The mate and the other two men stated that they were acting under the master's orders. The Court, looking at all the circumstances, is disposed to believe that the vessel was abandoned by common consent, and, if she was, that the master was not justified in so abandoning her.

10. Some conversation of a quarrelsome nature appears to have taken place between the master and some of the crew in the boat with reference to returning to the vessel, but no satisfactory effort to do so was made by either the one or the other.

11. Having regard to the answers given to questions 6,7, and 8, the vessel was not navigated with proper and seamanlike care.

12. The master and mate are both in default. The master, first of all, in electing to steer a course leading to a dangerous navigation when souther and a safer course was open to him and, secondly, when he found himself becalmed in a position involving danger, in not exhausting every means in his power to save the ship before he abandoned her. And although the master was in command, nothing can exonerate the mate from blame in consenting to abandon the vessel prematurely. These men are not certificated officers, therefore this Court can only express its strong disapprobation of their conduct in leaving the vessel when, as the result proved, it was possible to save both ship and cargo.

13 and 14. Richard Kinch, who is a ship carpenter, had been entrusted with the superintendence of the repairs done to the Margaret since he and his brothers bought her, and although he was not the managing owner, he ought to have been aware of the unseaworthy condition of the vessel at the time she left Waterford. It is clear that William Kinch, the master, must have been well aware that the vessel was unseaworthy both at Waterford, Llanelly, and Milford on the occasions mentioned, and that her boat was in bad repair.

The Court was not asked to make any order as to costs.

Dated at Dublin this 9th day of March, 1888.

National Archives

BT 99/1681/57

Description:

Ship: Express; Official number: 28401. Jan.1 to Dec 31 1891

John Kinch; rank/rating, Master; year of birth, 1838; place of birth, Arklow; previous ship, same ship.

William Kinch; rank/rating, Mate; year of birth, 1843; place of birth, Arklow; previous ship, same ship.

Irish Independent - Monday 27 February 1905

OFF WICKLOW COAST.

The schooner Express, belonging to Mr. John Kinch. Arklow, bound from Cardiff to Dublin with coke, was driven ashore at 3 a, m, yesterday on the Wicklow coast. The crew were rescued, but it is feared the vessel will become a wreck.

Belfast Weekly News - Thursday 08 November 1906

DEATHS OF IRISH SEAMEN

The following a Return the deaths of Irish seamen reported to the Registrar-General of shipping during the month of September last :-

John Kinch (68), master. Arklow; drowned, vessel foundered after collision with s.s. Abermead, 23rd July, off Smalls Lighthouse, William Keith of Carnarvon

CAPTAIN GRIFFITH DEDWYDD/ DEDWYTH / DEDWITH

Ancestry

Born in Barmouth, Merionethshire, Wales on 13 Sep 1829 to Lewis Dedwith and Ann Dedwith. Griffith Dedwith married Elizabeth Evans and had 4 children. He passed away on 10 Mar 1902 in Caernarvonshire, Wales.

Children

Griffith Evan Dedwydd

1859 - 1933

Thomas Vincent Dedwith

1872 - 1934

Walter Caradoc Dedwith

1875 - Unknown

Gwenddydd M. Dedwith

1858 - 1934

The Cambrian News and Merionethshire Standard 14th March 1902

DEATH OF CAPTAIN DEDWYTH.—The Borthygest Methodist Chapel have in the space of a few Months lost three of their deacons by death, Captain Dedwyth passing away on Monday night at the age seventy seven- Deceased, who was a native of Merioneth, became well known in maritime circles as the master of "William and Jane" afterward that of "William Keith," the latter being built by him. He left the sea some twenty years ago when he took up the post of agent to the Prudential Insurance Company. He retired into Private life three or four years back and devoted himself with greater zeal than ever to the cause at Ebenezer Chapel. He suffered but a few days' illness. Sympathy is felt for his children. Two of the deceased' sons are engaged in trade in South Africa.

The North Wales Express 21st March 1902

FUNERAL OF CAPTAIN DEDWYDD. On Friday the funeral of Captain Dedwydd, Borthygest, took place, the interment being at the cemetery. The deceased was one of the best known master mariners in the district. For many years he commanded the "William Keith." He was. a great reader, and possessed sound judgment. Three of the sons are in South Africa, one of them having taken an active part in the war at the commencement. Mrs Roberts, wife of Captain E. Roberts, Borth, is a daughter of the deceased-

Rees Jones - Shipbuilder Y Felinheli (Port Dinorwic)

In 1847 the Rev Rees Jones, a young Methodist preacher from Barmouth, moved to Y Felinheli. He soon established various businesses, including shipbuilding. The largest of his wooden-hulled ships was the Ordovic, which left Y Felinheli in spring 1877 to take its first cargo from Cardiff to Italy. He was also a grocer and owned shares in ships. Sometimes he had up to 60 people working for him. In 1880 the barque AM Rowlands, of which he was part-owner, was lost on the

Atlantic Ocean while sailing from St Lucia to Falmouth, Cornwall. The crew were removed by a Norwegian barque, leaving their vessel "in a sinking condition". An official inquiry was later held into this "abandonment".

The Rev Jones dropped dead in 1885 while delivering an address at a meeting of Arfon preachers. The shipbuilding business was continued by his son, William Edward Jones, but began to lose out to shipyards which built steel-hulled vessels.

The Dinas shipyard Port Dinorwic was run by Rees Jones and his son W E Jones, it was active between 1849 and 1894.

The company Ledgers 1882 -1887 Pay book 1873 – 1888 are held by the Gwynedd Archives Service - Caernarfon Record Office Shirehall Street, Caernarfon, LL55 1SH, Wales. Not available on line

North Wales Chronicle - Saturday 22 March 1862

MARRIAGES

On the 7th inst., at the Calvinistic Methodist Chapel, Amlwch, by the Rev. John Phillips, Bangor, the Rev. Rees Jones, Port- dinorwic, to Sarah, daughter of the: Rev. William Roberts, Amlwch.

Cement from London

The works which we are about to describe—those of I. C. Johnson and Co., Limited, at Greenhithe—possess the great advantages that they have on the site an enormous quantity of easily get-at-able chalk, and an excellent approach to the river Thames. True it is that clay is not obtainable on the spot; but it has only to be brought from a comparatively short distance, the company owning a quantity of clay land on the Medway. Having its own wharf on its own premises, the necessary fuel is obtained at minimum expense, while as the wharf is large enough, and has at all times at least 20ft. of water round it, 2000-ton ships can come alongside and either deliver material or take away cement with as little delay as may be. From this works the company's cement is sent away entirely by water.

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Porthmadog harbour

The area around the slipway provides good views over the whole of Porthmadog harbour. The first wharves were built here in 1825 but the harbour we see today evolved over decades, as the slate industry prospered.

Each of the main slate quarries to the east of Porthmadog built its own wharf. The area to the left of the slipway, for example, was the Oakeley Wharf, where slates were exported from the giant Oakeley quarry in Blaenau Ffestiniog. There were similar private wharves in the railway yard at Minffordd, where some slate was transhipped to main-line rail wagons.



Fig. 1 Victorian photograph of Porthmadog Harbour

Slates came to the harbour on narrow-gauge railways, and the wharves were covered with a web of railway tracks. Each wharf had an unloading track along its quayside, usually connected to other tracks by simple turntables on which

individual wagons were rotated manually. The rail system continued to the “public” wharves at the harbour mouth (on the right as you look from the slipway area) which were not linked to specific quarries.

Cei Balast artificial island, Porthmadog



Fig. 2 Cei Balast (Ballast Island)

The island you can see across the water here is the most cosmopolitan place in Wales, as it consists of rocks and gravel from around the world! You can see and handle rocks from it at Porthmadog Maritime Museum.

Ships which carried slate from Porthmadog usually returned empty. For stability at sea on their return voyage, they were partially loaded with stone. This load was known as ballast, and comprised whatever rocks, sand, gravel or building rubble were available at the port. On arrival at Porthmadog, the ships unloaded their ballast. The original dump at the harbour entrance was levelled in 1862 and dumping transferred to a sandy site east of the outflow of the river Glaslyn. The deposits soon built up into an island. Three brothers – Joseph, John and Evan Lewis – built and maintained a quay there for ships to unload.

The island is named “Lewis’s Island” on Victorian maps but was commonly known as Cei Balast (Ballast Quay) and marked on a 1901 map as “Ballast Bank”.

The quay ran along the west side and had a steam-powered crane for unloading ships. Ballast was distributed using a tramroad (primitive railway) to the rest of the island. The island had a storehouse and a house for the crane operator – Evan Roberts in the 1890s – and his family. The operation was funded by charges for each vessel unloaded – £3 in the case of a ship named Blodwen in 1899.

In 1877 the owners built a "grid iron" dock at the ballast wharf. Ships rested on the grid so that workers could get underneath at low tide to remove barnacles and other objects (which would impede the ship's progress at sea).

West of the island, the Madog Boat Sales yard occupies former slate wharves, visible on the left in the upper photo which also shows the island and a steam tug towing a sailing ship. The channel between the wharves and island was deep, and outbound sailing ships laden with slate would wait there for a fair wind. The lower photo shows a couple of ships anchored in the channel, with the island's steam crane on the left.



Fig. 3 Ships in Porthmadog channel

The river stones brought back from Hamburg were used to ballast the new Ffestiniog railway before granite chippings became available.

7.0 Analysis

The date for the William Keith going ashore is given in the RNLI meeting to pay the expenses of the rescue and Lloyds List of 1st November 1860 as 26th of October 1860. The Wrexham and Denbighshire Advertiser and Cheshire Shropshire and North Wales Register of 3rd November 1860 mentions yesterday but this is from the previous Saturday and not the date of publication, but seems to be source of the confusion. This makes it certain the date of the grounding on the Bar was 26th October 1860.

The records for 1903 showing the William Keith lying in the river in London probably relate to a financial depression related to the Boxer rebellion in China and are an aid to shippers looking for vessels to carry cargo. The lists of vessels lying in the river are long and I have not recorded every record for William Keith only ones to illustrate the time she spent lying idle. It also lay in Aberdovey Harbour in March 1902 waiting for a cargo, but does not seem to have been involved in delivering cement for the reservoirs for drinking water being built by the City of Birmingham near Rhayader.

Griffith Dedwith the first master and owner of William Keith retired from the sea on her sale and became a Prudential Insurance agent. I have found his name spelt Dedwith, Dedwyth and Dedwydd and I cannot show which is correct, although Dedwith looks an anglicised version. Some or all of his three sons emigrated to South Africa and one was recorded as having returned.

A majority shareholding (36/64ths) for the William Keith was advertised for sale in April 1876, and later that year the ownership changed to Rees Jones.

The poor health of Captain Rees Jones is reflected in the voyages made by William Keith with other masters from 1903 until his death in 1905 and LR which lists the masters as Jones, Williams, Lane and Humphreys.

The cargo's from Porthmadog were seldom recorded but it only exported slates.

The new owners Messrs Kinch from Arklow seemed to have used old vessels which they did not always maintain (See Lloyd's List - Tuesday 10 April 1888) as in the case of the Margaret which went to sea for some time in an unseaworthy

state. A BOT enquiry was unable to deal with William Kinch as he did not hold a certificate as a master or mate. The depressed state of trade in 1905 must have reduced the price paid for the William Keith which was then 46 years old.

The masters of the William Keith were also the owners and seem to find return cargo's for delivery near Porthmadog whether it was cement to Dublin or Belfast, pig iron to Neath or unknown cargo to Douglas and manure Milford. The vessel then had only a short unproductive voyage in ballast to Porthmadog to discharge on Cei Balast (ballast island).

The William Keith was sold by the managing owner John Evans in July 1905 after Rees Jones death.

The William Keith was owned within the Kinch family and others but was recorded in LR as owned by W. Kinch but he was the managing owner. The BOT enquiry lists the owners as Joseph Jones, John Hughes, Mary Kinch and William Kinch although the number of the 64 shares they each held is not recorded. A William Horner held a mortgage "A" of £150 on the vessel and interest.

John Kinch seems to have lost his previous vessel when it was driven ashore on the Arklow coast in February 1905.

The BNA produced the majority of the voyages for the William Keith with the WNL producing the remainder. The background information for Porthmadog, on London cement and Rees Jones the builder of William Keith came from Goggle searches.

The BOT enquiry found the master of the steamer Abermaed of Swansea at fault for the collision which sank the William Keith since he failed to stop in the thick fog when he heard the fog signal in front of his vessel. The account he gave that the two casualties did not leave the William Keith when they had the chance. He then stopped the engines to clear the William Keith which then sank immediately, this would in modern times have resulted in proceedings in court, probably criminal.

8.0 Conclusions & Recommendations

I have spent about 55 hours on this project researching the William Keith from its launch in 1859 until it sank after the collision in 1906.

The wreck site for the William Keith is unknown with only a vague location given for the collision and the depths in the area are beyond the scope of recreational diving.

To find any further family details of Griffith Dedwith, Rees Jones and John Kinch a subscription to Ancestry is required. I obtained a family tree for Griffith Dedwith but for any further details a subscription is required. The same site also holds details of masters and mates certificates for Britain and Ireland for these dates. I doubt John Kinch held a masters certificate, but Griffith Dedwith and Rees Jones would have required a certificate for their foreign voyages.

The project has achieved most of my objectives except for the crew and a large number of the crew lists are held by Gwynedd Archives, Caernarfon Record Office but not available on line.

The loss of the William Keith was dramatic and the vessel is a good example of a master owned vessel but requires additional information concerning the crew and the masters to make a further publication worthwhile.

The only other report into the William Keith was a Coflein entry for her loss in 1906 above.

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The Shipbuilding Industry: A Guide to Historical Records

edited by L. A. Ritchie

Porthmadog Maritime Museum

Appendices:

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

+	9	William Keith Sr	Dedwith pt.I.B.	99	Wales Jones	1859	Dedwith	Crnrvn	Bng. Coaster	12	A	1	8
+	10	Waber	S	R. Lawson	599	Mrmci Gibbs	1859	Frazer	Mch. Livrpl	7	A	1	8
+	11	William per Sw	W Harker M. 59 over pt.I.	298	Sndrld B. Lister	1859	W Harp	Shlds	Sld. Medit.	8	A	1	9
	12	William		122	Tgnmh len.59,N	1828	A. Palme	rmth	Yar. Coaster	11	Æ	1	7
+	13	Wenon	S	Hewison	599	Mrmci Parsons	1859	Muirhead	Mch. Clyde	7	A		8
	14	William	Sr	R. Kitto	67	Fowey	1831	Kitto&Co.	Pnznee	Pnz. Coaster	—	A	1
	15	Wear Sew (Iron)	Sr	Willi'msn AP.45H.	282	Sndrld Laing	1859	Smthw'te	Sndrlnd	Sld. Coaster	9	A	1
	16	William	Sk I.B.	Gammon	30	Pdst'w nd.w.&l rp.59	1799	T. Cook	Bidefrd	Bid. Coaster	—	Æ	1
+	17	Woodcock	Bk pt.I.B.	J. Jones	336	Pwlhli Jones	1859	G. Jones	Pwlheli	Bng. Quebec	6	A	1
+	18	White Jacket	S	Flood	1148	NBrns. M'Lachlan	1859	Rome	Liverp'l	Liv. Austral.	7	A	1
+	19	Wild Wave	Sr I.B.	Beamer	93	NBrns.	1859	G. Travis	St. John	St.J. Austral	7	A	1
	20	William	Bn I.B.		88	P.E.Isl Pope	1859	J. C. Pope	Liverp'l	Liv.	4	A	1
	21	Woodpecker	Sr	J Hendrsn overpt.I.B.	175	London Bilbe2m	1860	Thomsn& Frameplank	London	Lon. VCvrs ed Pugit Sound Pine[B.S]	7	A	1
+	22	Walsoken	Bk p.&YM.59	Brigstock	370	Sndrld Hume	1854	R. Young	Wisbeh	Sld. Ceylon	8	A	1



**Lloyd's Register of Shipping
1859**

by Lloyd's Register Foundation, Heritage & Education Centre



No.9 William Keith a schooner built under special inspection by Lloyds using part iron bolts in 1859 in Wales by Jones, the master and owner are Dedwith, registered at Carnarvon, sailing Bangor coaster, classified A1 for 12 years in May 1859 at Bangor. This is in the amendments section of this issue of LR.

1860, 1861, 1862, 1863 No changes

1864 new survey September 1864 at Portmadoc, now sailing Portmadoc coaster

1865, 1866, 1867, 1868, 1869, 1870 no changes

1871 New survey May 1872 still A1, sailing Portmadoc to Hamburg, Portmadoc since 1871, Portmadoc to Baltic

1872 official number 27438 added sailing Portmadoc to Stettin no other changes

1873 No changes

1874 New survey August 1874

1875 New master added E Jones, new owner added E Jones & Co, new survey May 1876

1876 Master R Jones, owner R Jones & Co, survey date crossed out indicating defects not remedied so not entitled to a class.

1877 Damage repair 1877, Half time Portmadoc 1877, surveyed at Milford from 1871

1878 New survey January 1878 at Milford still A1

1879 new deck 1880, new survey March **SS 1880 Portmadoc for 8 years** indicating surveyed as rules section 60 with hull opened.

1880, 1881 No changes

1882 New survey August 1882 at Portmadoc still **A1**

1883 No changes

1884 New survey October 1884 still **A1** Half time Portmadoc since 1884

1885 No classification

1886, 1887 Universal Register Now showing built at Port Dinorwic

1889 New survey, surveyed as rules section 60 with hull opened January 1889 classified A1 for 8 years, no other changes

1890 Universal Register master R Jones 1876 to 1889, no changes

1891, 1895 Not on line

1892 new survey February 1892 still **A1**

1893 net weight now 77 tons, new survey **March 1893 still A1** no other changes

1894 Halftime Portmodoc 1893, No changes

1896 new survey March 1895 **still A1** no other changes

1897 new survey February 1897 **still A1** no other changes

1898 Classification stamped expired no other changes

1899 new survey May 1898 **still A1** surveyed as rules section 60 with hull opened classified A1 for 8 years, no other changes

1900 No changes

1901 New survey May 1901 **still A1**

1902 Sailing Vessels not on Line

1903 master E Evans since 1902 deleted, master Lanes since 1902 deleted, T Humphreys since 1903 added. Half time 1902 Portmadoc, new survey in February 1902 and new survey March 1903 **still A1**

1904 Master changed to R Jones from 1904, no other changes

1905 master amended to W Williams from 1904 deleted and R Jones master since 1904, new survey in October 1904 **still A1**

1906 master amended to J Kinch since 1905, owner amended to W Kinch

1907 Entry stamped sunk by Collision 07/06 – no changes

Appendix B – The Timeline for the *William Keith*

1859

August 12 1859 Dublin arrived William Keith, Dedwith from Abbeville - Wheat

September 11 1859 Caledonian Canal shipping William Keith, Dedwith from
Portmadoc for Aberdeen

October 1 1859 Portmadoc sailed William Keith, Dedwith for Aberdeen

October 14 1859 Aberdeen arrived William Keith, Dedwith from Portmadoc-slates

November 2 1859 Aberdeen sailed William Keith, Dedwith for Wick

November 6 1859 Longhope arrived William Keith, Dedwith from Aberdeen

November 9 1859 Longhope sailed William Keith, Dedwith for Wick

November 9 1859 Wick arrived William Keith, Dedwith from Aberdeen – tiles

November 22 1859 Wick arrived William Keith, Dedwith from Orkney - Herrings

December 7 1859 Longhope put back William Keith, Dedwith from Burra

December 12 1859 Longhope sailed William Keith, Dedwith for Liverpool

1860

March 15 1860 Portmadoc sailed William Keith, Dedwith for Dundee

March 23 1860 Caledonian Canal passed William Keith, Dedwith from
Portmadoc for Aberdeen

March 27 1860 Aberdeen arrived William Keith, Dedwith from Portmadoc

April 11 1860 Aberdeen sailed William Keith, Dedwith for Newcastle

April 26 1860 Shields sailed William Keith for Limerick

May 22 1860 Limerick sailed William Keith, Dedwith for Portmadoc - ballast

June 11 1860 Llanelly sailed William Keith, Dedwith for Seville

September 16 1860 Liverpool arrived William Keith, Dedwith from Huelva

October 26 1860 Barmouth Bar aground William Keith, Dedwith

November 15 1860 Portmadoc arrived William Keith, Dedwith from Barmouth

November 29 1860 Portmadoc sailed William Keith, Dedwith for Aberdeen

December 10 1860 Caledonian Canal shipping William Keith, Dedwith from
Portmadoc for Aberdeen

December 14 1860 Aberdeen arrived William Keith, Dedwith from Portmadoc

1861

January 4 1861 Aberdeen sailed William Keith, Dedwith for Alloa

April 1 1861 Dublin arrived William Keith, Dedwith from Caen

w/e April 20 1861 Portmadoc arrived William Keith, Dedwith

May 8 1861 Portmadoc sailed William Keith, Dedwith for Aberdeen

May 14 1861 Aberdeen arrived William Keith, Dedwith from Portmadoc

w/e August 16 1861 Limerick arrived William Keith, Dedwith from Sligo -

w/e August 27 1861 Limerick sailed William Keith, Dedwith for Cardiff - Ballast

August 30 1861 Ardrossan arrived William Keith, Dedwith from Limerick

September 4 1861 Ardrossan sailed William Keith, Dedwith for Morecombe

September 6 1861 Fleetwood arrived William Keith, Dedwith

September 10 1861 Fleetwood sailed William Keith, Dedwith

September 10 1861 Barrow arrived William Keith, Dedwith from Fleetwood

September 13 1861 Barrow sailed William Keith, Dedwith for Newport – iron ore

October 2 1861 Cardiff sailed William Keith, Dedwith for Lytham

w/e October 26 1861 Portmadoc arrived William Keith, Dedwith

1862

April 22 1862 Portmadoc sailed William Keith, Dedwith for Aberdeen
 May 16 1862 Aberdeen sailed William Keith, Dedwith for Newcastle
 w/e August 14 1862 Kingstown arrived William Keith, Dedwith – naval stores
 w/e August 23 1862 Portmadoc arrived William Keith, Dedwith
 September 11 1862 Portmadoc sailed William Keith, Dedwith for Aberdeen
 October 2 1862 Aberdeen sailed William Keith, Dedwith for Wick
 October 9 1862 Wick sailed William Keith, Dedwith for Stettin - Herrings
 October 26 1862 Swinemunde arrived William Keith, Dedwith from Wick
 November 10 1862 Stettin sailed William Keith, Dedwith for Swinemunde
 . & England
 November 22 1862 Grangemouth arrived William Keith, Dedwith from Stettin
 . -grain
 December 22 1862 Dover arrived William Keith, Dedwith from Bo'ness for Calais
 December 25 1862 Calais arrived William Keith, Dedwith from Bo'ness

1863

January 9 1863 Harwich arrived William Keith, Dedwith from Calais
 w/e March 28 1863 Portmadoc sailed William Keith, Dedwith
 April 15 1863 Aberdeen sailed William Keith, Dedwith for Newcastle
 May 6 1863 Kingstown entered inwards William Keith from Newcastle - coals
 July 7 1863 Aberdeen arrived William Keith, Dedwith from Ballahulish
 August 8 1863 Dublin entered inwards William Keith from Newcastle
 August 13 1863 Portmadoc arrived William Keith, Dedwith from Dublin
 September 11 1863 Portmadoc sailed William Keith, Dedwith for Stettin
 September 28 1863 Swinemunde arrived William Keith, Dedwith from Portmadoc
 November 12 1863 Elsinore arrived William Keith, Dedwith from Danzig for
 . Portmadoc

December 2 1863 Caledonian canal passed William Keith, Dedwith from Danzig
for Portmadoc

1864

January 28 1864 Portmadoc arrived William Keith, Dedwith from Danzig

March 17 1864 Portmadoc sailed William Keith, Dedwith for Aberdeen

March 24 1864 Aberdeen arrived William Keith, Dedwith from Portmadoc

April 2 1864 Montrose arrived William Keith, Dedwith from Aberdeen – light

April 13 1864 Montrose sailed William Keith, Dedwith for Newport – potatoes

April 20 1864 Stornaway put in William Keith, Dedwith from Montrose for Newport

May 3 1864 Newport arrived William Keith, Dedwith from Montrose

May 27 1864 Newport arrived William Keith, Dedwith from Gibraltar

June 8 1864 Gibraltar arrived William Keith, Dedwith from Newport

June 15 1864 Gibraltar arrived William Keith, Dedwith from Pomaron

June 18 1864 Villa Real arrived William Keith, Dedwith from Gibraltar

July 26 1864 Liverpool arrived William Keith from Pomaron

September 17 1864 Portmadoc sailed William Keith, Dedwith for Aberdeen

September 25 1864 Aberdeen arrived William Keith, Dedwith from Portmadoc

October 6 1864 Aberdeen sailed William Keith, Dedwith for Newcastle

December 3 1864 Aberdovey sailed William Keith, Dedwith for Portmadoc

December 8 1864 Portmadoc arrived William Keith, Dedwith from Aberdovey

1865

March 23 1865 Portmadoc sailed William Keith, Dedwith

May 25 1865 Liverpool entered loading William Keith 99, Dedwith for Lisbon

June 16 1865 Liverpool sailed William Keith, Dedwith for Lisbon

June 20 1865 Milford arrived William Keith, Dedwith from Liverpool for Lisbon

July 5 1865 Lisbon arrived William Keith, Dedwith from Liverpool

w/e August 24 1865 Liverpool arrived William Keith, Dedwith from Pomaron
· - 160 tons Sulphur ore

w/e September 9 1865 Portmadoc arrived William Keith, Dedwith from Liverpool

October 7 1865 Portmadoc sailed William Keith, Dedwith for Aberdeen

October 10 1865 Tobermory put in William Keith, Dedwith from Portmadoc
· for Aberdeen

October 31 1865 Aberdeen arrived William Keith, Dedwith from Portmadoc

December 28 1865 Portmadoc arrived William Keith, Dedwith from Plymouth

1866

January 26 1866 Portmadoc entered loading William Keith, Dedwith for Aberdeen

February 20 1866 Portmadoc sailed William Keith, Dedwith for Aberdeen

February 21 1866 St Tudwall' s Roads put in William Keith for Aberdeen

February 29 1866 Holyhead arrived William Keith, Dedwith for Aberdeen

March 9 1866 Peterhead arrived William Keith, Edwards from Portmadoc

March 23 1866 Aberdeen arrived William Keith, Dedwith from Portmadoc

May 14 1866 Dublin cleared William Keith for Cardiff

June 8 1866 Cardiff sailed William Keith, Dedwith for Gibraltar - Coal

June 21 1866 Gibraltar arrived William Keith, Dedwith from Cardiff

June 29 1866 Gibraltar cleared William Keith, Dedwith for Pomaron

July 9 1866 Villa Real arrived William Keith, Dedwith from Gibraltar

July 18 1866 Villa Real sailed William Keith, Dedwith for Shields

August 10 1866 Shields arrived William Keith, Dedwith from Pomaron

September 3 1866 Off Yarmouth proceeding south PRHD William Keith of
· Caernarvon

September 6 1866 Margate Roads anchored William Keith, Dedwith from Shields
for Kingstown

October 8 1866 Dublin entered inwards William Keith, Dedwith from Newcastle

w/e November 3 1866 Portmadoc arrived William Keith, Dedwith from Kingstown

November 22 1866 Portmadoc sailed William Keith, Dedwith for Aberdeen

December 3 1866 Caledonian Canal passed William Keith, Dedwith from
Portmadoc for Aberdeen

1867

February 8 1867 Caledonian Canal passed William Keith, Dedwith from Liverpool
for Aberdeen

w/e March 30 1867 Port Madoc arrived William Keith, Dedwith

May 27 1867 Helvoet arrived William Keith from Portmadoc

June 17 1867 Rotterdam cleared William Keith, Dedwith for Stockholm

July 1 1867 Elsinore arrived William Keith, Dedwith from Rotterdam for
Stockholm

July 8 1867 Stockholm arrived William Keith, Dedwith from Rotterdam

July 10 1867 Sandhamn arrived William Keith, Dedwith from Rotterdam

August 4 1867 Elsinore arrived William Keith, Dedwith from Stockholm for Hull

August 17 1867 Hull arrived William Keith, Dedwith from Stockholm

August 30 1867 Hull sailed William Keith, Dedwith for Plymouth

October 2 1867 Runcorn arrived William Keith, Edwards from Par

October 26 1867 Portrush arrived William Keith, Dedwith from Runcorn

November 7 1867 Portrush sailed William Keith, Dedwith for Ardrossan

w/e November 16 1867 Portmadoc arrived William Keith, Edwards from Portrush

w/e December 7 1867 Portmadoc sailed William Keith, Dedwith for London

December 1 1867 St Tudwall' s Roads put in William Keith for London

December 4 1867 St Tudwall' s Roads sailed William Keith for London

1868

January 7 1868 London customs house cleared out William Keith, Dedwith
· for Londonderry

January 25 1868 Portland put in William Keith, Dedwith from London for
· Londonderry

w/e April 18 1868 Portmadoc arrived William Keith, Dedwith

May 8 1868 Longhope arrived William Keith, Dedwith from Portmadoc

May 15 1868 Aberdeen arrived William Keith, Dedwith from Portmadoc

May 28 1868 Aberdeen sailed William Keith, Dedwith for Newcastle

June 8 1868 Deal arrived William Keith, Dedwith from north for west

w/e June 23 1868 Limerick arrived William Keith, Dedwith from Newcastle - coals

w/e July 4 1868 Limerick sailed William Keith, Dedwith for Portmadoc – ballast

August 20 1868 St Mary's, Scilly sailed William Keith, Dedwith from Cardiff
· for Lisbon

September 11 1868 Lisbon sailed William Keith, Dedwith for St Ubes

October 27 1868 London customs house entered inwards William Keith 99,
· Dedwith from St Ubes

October 30 1868 Victoria Dock, London William Keith 99, Dedwith from St Ubes

November 28 1868 Ipswich sailed William Keith, Dedwith for Whitehaven

December 8 1868 Holyhead sailed William Keith, Dedwith for Whitehaven

1869

February 11 1869 Pwllheli arrived William Keith, Dedwith from Howth

w/e February 20 1869 Portmadoc arrived William Keith, Dedwith from Pwllheli

February 20 1869 Portmadoc entered loading William Keith, Dedwith
· for Rotterdam
w/e February 27 1869 Portmadoc sailed William Keith, Dedwith
March 10 1869 Portmadoc sailed William Keith, Dedwith for Rotterdam
April 4 1869 Helvoet arrived William Keith, Dedwith from Portmadoc
April 31 1869 Portsmouth arrived William Keith, Dedwith from Portmadoc
· for Rotterdam
May 29 1869 Port Talbot arrived William Keith, Dedwith from Caen
June 7 1869 Caen arrived William Keith, Dedwith from Port Talbot
June 14 1869 Caen sailed William Keith, Dedwith for Llanelly
July 28 1869 Portmadoc sailed William Keith, Dedwith for Hamburg
August 9 1869 Deal arrived William Keith of Carnarvon from west &
· sailed for river
August 15 1869 Cuxhaven arrived William Keith, Dedwith from Portmadoc
September 13 1869 Middlesbrough arrived William Keith, Dedwith from Hamburg
September 17 1869 Middlesbrough sailed William Keith, Dedwith for Britonferry
September 28 1869 Off Deal anchored William Keith from Middlesbrough
· for Britonferry
December 6 1869 Falmouth arrived William Keith from Portmadoc for Folkestone
December 20 1869 Folkestone arrived William Keith, Dedwith from Portmadoc

1870

January 6 1870 Middlesbrough arrived William Keith, Dedwith from Folkestone
· - ballast
January 14 1870 Middlesbrough sailed William Keith, Dedwith for Briton Ferry
· - 155 tons pig iron
January 23 1870 Neath arrived William Keith, Dedwith from Middlesbrough
February 16 1870 Portmadoc arrived William Keith, Dedwith from Mochras

May 23 1870 Dunkirk arrived William Keith, Dedwith from Hamburg
June 2 1870 Dunkirk sailed William Keith, Dedwith for Middlesbrough
w/e June 18 1870 Portmadoc arrived William Keith, Dedwith
July 30 1870 Elsinore arrived William Keith, Dedwith from Portmadoc
. for Copenhagen
July 31 1870 Copenhagen arrived William Keith from Portmadoc
August 20 & 21 1870 Elsinore arrived from the river William Keith, Dedwith from
. Malmo for London
September 1 1870 London customs house entered inwards William Keith 99,
. Dedwith from Malmo at Millwall dock
September 10 1870 Millwall Dock William Keith 99, Dedwith from Malmo
w/e November 12 1870 Portmadoc arrived William Keith, Dedwith
December 1 1870 Portmadoc sailed William Keith, Dedwith for Dover
w/e December 10 1870 Portmadoc sailed William Keith, Dedwith
December 8 1870 Dover arrived William Keith, Dedwith to be Laid up

1871

January 21 1871 Ipswich sailed William Keith, Dedwith for Dublin
January 31 1871 Kingstown arrived William Keith, Dedwith from Ipswich
. for Dublin
February 13 1871 Dublin sailed William Keith, Dedwith for Portmadoc
February 18 1871 Portmadoc arrived William Keith, Dedwith from Dublin
April 1 1871 Deal arrived William Keith of Caernarvon from west
May 7 1871 Havre arrived William Keith, Dedwith from Hamburg
May 23 1871 Portmadoc arrived William Keith, Dedwith from Dunkirk
June 16 1871 Helvoet arrived William Keith, Dedwith from Portmadoc
August 2 1871 Dover arrived off PHRD William Keith of Caernarvon
August 14 1871 Swansea arrived William Keith, Dedwith from Skien

August 27 1871 Swansea sailed William Keith, Dedwith for Drammen
September 3 1871 Trouville arrived William Keith, Dedwith from Swansea
September 13 1871 Trouville-sur-mer ready for sea William Keith, Dedwith
. for Swansea
w/e October 4 1871 Portmadoc sailed William Keith, Dedwith
October 9 1871 Off Dover William Keith, Dedwith from Portmadoc for Stettin
October 31 1871 Swinemunde arrived William Keith, Dedwith from Portmadoc
November 1 1871 Stettin arrived William Keith, Dedwith from Portmadoc
November 16 1871 Stettin sailed William Keith, Dedwith to Swinemunde for Caen
November 21 1871 Swinemunde sailed William Keith, Dedwith for Caen -wheat
November 28 1871 Caen aground in entrance William Keith, Dedwith
. – discharged part cargo
December 29 1871 Caen arrived William Keith, Dedwith from Stettin

1872

February 2 1872 Falmouth William Keith, Dedwith from Caen for New Ross
. - Barley
February 9 1872 Waterford arrived William Keith 99, Dedwith from Caen- Barley
March 16 1872 Dublin sailed William Keith, Dedwith for Portmadoc
June 1 1872 Stettin arrived William Keith, Dedwith from Portmadoc
June 21 1872 Swindemunde sailed William Keith, Dedwith for Belfast
June 26 1872 Elsinore passed William Keith, Dedwith from Stettin for Belfast
July 9 1872 Broadstairs passed west William Keith of Caernarvon
July 10 1872 Anchored Off Deal arrived William Keith, Dedwith from Stettin
. for Belfast
July 21 1872 Belfast arrived William Keith, Dedwith from Stettin
July 31 1872 Maryport arrived William Keith, Dedwith from Belfast

August 11 1872 Holyhead put in William Keith, Dedwith from Maryport
· for Rotterdam

August 13 1872 Holyhead sailed William Keith, Dedwith for Rotterdam

August 27 1872 Helvoet arrived William Keith, Dedwith from Maryport

September 4 1872 Maasluis sailed William Knight, Dedwith for Shields

October 16 1872 Portland Roads put in William Keith, Dedwith from
· Shields for Limerick

December 14 1872 Limerick put in Windbound William Keith

December 18 1872 Waterford Passage put in William Keith 99, Dedwith from
· Limerick for Liverpool – Oats

1873

February 9 1873 Portmadoc arrived William Keith, Dedwith from Liverpool

April 11 1873 Elsinore arrived William Keith, Dedwith from Portmadoc for Lubeck

May 2 1873 Travemunde sailed William Keith, Dedwith for Konnginsberg

May 23 1873 Elsinore arrived William Keith, Dedwith from Konnginsberg
· for Belfast

June 7 1873 Belfast arrived William Keith, Dedwith from Konnginsberg

June 15 & 16 1873 Belfast sailed William Keith, Dedwith for Portmadoc

August 2 1873 Swinemunde arrived William Keith, Dedwith from Portmadoc

August 4 1873 Stettin arrived William Keith, Dedwith from Portmadoc

August 13 1873 Swindemunde sailed William Keith, Dedwith for Arendal

August 19 1873 Arendal arrived William Keith, Dedwith from Stettin

August 28 1873 Arendal sailed William Keith, Dedwith for Runcorn

September 17 1873 Liverpool arrived William Keith, Dedwith from Arendal

September 22 1873 Runcorn arrived William Keith, Dedwith from Arendal

w/e November 8 1873 Portmadoc arrived William Keith, Dedwith from Dublin

1874

w/e May 22 1874 Portmadoc sailed William Keith, Dedwith to Stettin
June 3 1874 Elsinore passed William Keith from North Sea to Baltic
June 6 1874 Swinemunde arrived William Keith, Dedwith from Portmadoc
June 24 1874 Swinemunde sailed William Keith, Dedwith for Leer
July 21 1874 Shields arrived William Keith, Dedwith from Leer
August 3 1874 Dungeness passed west PRHD William Keith of Caernarvon
August 12 1874 Off Dungeness William Keith, Dedwith, from Newcastle for Tralee
August 14 1874 Dover put in William Keith, Dedwith, from Newcastle for Tralee
. with loss anchor and chain

1875

February 16 1875 Lizard signal station passed west William Keith of Caernarvon
April 21 1875 Portland Roads sailed William Keith, Dedwith for Flensburg
April 23 1875 Yarmouth I.W. arrived off William Keith, Dedwith from Portmadoc
. for Flensburg
April 24 1875 Yarmouth I.W. sailed William Keith, Dedwith for Flensburg
May 13 1875 Flensburg arrived William Keith, Griffith from Portmadoc
May 26 1875 Flensburg sailed William Keith, Dedwith for Portmadoc
June 4 1875 Dantzic arrived William Keith, Dedwith from Flensburg
August 31 1875 Bremen arrived William Keith, Dedwith from Portmadoc
October 6 1875 Deal anchored William Keith of Caernarvon from north for west
w/e October 13 1875 Middlesbrough sailed William Keith, Dedwith for Swansea
October 29 1875 Swansea cleared William Keith for Rouen
November 14 1875 Milford put in damaged William Keith from Swansea
. for Rouen
December 13 1875 Havre Roads passed William Keith from Llanelly for Rouen
December 15 1875 Rouen arrived William Keith, Dedwith from Swansea

1876

- January 28 1876 Partmadoc damaged in gale schooner William Keith
- March 8 1876 Prawle Point passed east PRDH William Keith of Caernarvon
- March 25 1876 Clyde arrived William Keith, Dedwith from Waterford
- April 2 1876 St Catherine's Point passed down William Keith of Caernarvon
- April 13 1876 Waterford sailed William, Dedwith for Portmadoc - ballast
- April 13 1876 Portmadoc arrived William Keith, Dedwith from Dublin
- May 26 1876 Dungeness passed east PRDH William Keith (schr)
- June 26 1876 Lizard passed east William Keith schooner of Caernarvon
- July 1 1876 Gravesend arrived William Keith from Caernarvon
- July 20 1876 Deal passed William Keith of Caernarvon from north to west
- August 3 1876 Whitehaven arrived William Keith, Jones from London
- August 16 1876 Whitehaven sailed William Keith, Jones for Portmadoc
- September 16 1876 Beachy Head passed west William Keith (schr) of Caernarvon
- September 17 1876 Prawle Point passed west PRDH William Keith of Caernarvon
- October 19 1876 Lizard passed east William Keith schooner of Caernarvon
- November 1 1876 Dover passed down William Keith schooner of Caernarvon
. (Possibly to anchor further down the channel)
- November 16 1876 London customs house entered inwards William Keith, Jones
. from Dublin
- December 17 1876 Deal passed William Keith of Caernarvon from north to west
- December 23 1876 Prawle Point passed west PRDH William Keith of Caernarvon
- December 30 1876 Milford arrived William Keith, Jones from London

1877

- January 29 1877 Portmadoc arrived William Keith, Jones from Dublin

January 29 1877 Port Madoc damaged in Storm schooner *WILLIAM KEITH*
March 8 1877 Prawle Point passed east PRDH William Keith of Caernarvon
March 9 1877 St Catherine's Point I W passed up William Keith of Caernarvon
March 27 1877 London customs house cleared out William Keith, Jones
. for Belfast
April 2 1877 St Catherine's Point I W passed down William Keith of Caernarvon
April 14 1877 Belfast arrived William Keith, Jones from London – Cement
April 20 1877 Belfast sailed William Keith for Portmadoc
April 25 1877 Portmadoc arrived William Keith, Jones from Belfast
May 26 1877 Dungeness passed east PRDH William Keith (schr)
June 11 1877 London customs house cleared out William Keith, Jones for Barrow
June 25 1877 Lizard passed west William Keith schooner of Caernarvon
June 29 1877 Barrow arrived William Keith, Jones from London
July 6 1877 Barrow sailed William Keith, Jones for Portmadoc
August 20 1877 Lizard passed east William Keith schooner of Caernarvon
August 22 1877 Deal passed William Keith of Caernarvon from west to north
September 16 1877 Beachy Head passed west William Keith (schr) of Caernarvon
September 19 1877 Prawle Point passed west PRDH William Keith of Caernarvon
September 27 1877 Liverpool arrived William Keith 99, Jones from London
October 6 1877 Liverpool sailed William Keith, Jones for Portmadoc
November 24 1877 Portmadoc sailed William Keith, Jones for London
November 28 1877 Dover passed William Keith of Caernarvon
December 13 1877 London customs house cleared out William Keith, Jones
. for Milford
December 15 1877 London sailed William Keith, Jones for Milford
December 18 1877 Deal passed William Keith of Caernarvon from north to west
December 23 1877 Prawle Point passed west PRDH William Keith of Caernarvon

December 24 1877 Plymouth put in windbound from London to Milford

1878

January 4 1878 Plymouth sailed William Keith, Jones for Milford

January 7 1878 Milford arrived William Keith, Jones from London

January 8 1878 Sandy Haven Milford blown on rocks William Keith, discharged

January 24 1878 Milford towed from Sandy Haven for repair William Keith

w/e February 3 1878 Portmadoc arrived William Keith, Jones from Dublin

February 2 1878 Dungeness passed east William Keith of Caernarvon

February 10 1878 Portmadoc arrived William Keith, Jones from Milford

March 2 1878 Milford arrived William Keith, Jones from Portmadoc

March 9 1878 Milford sailed William Keith, Jones for London

March 11 1878 Prawle Point passed east PRDH William Keith of Caernarvon

March 13 1878 Off Dungeness for east William Keith of Caernarvon

March 25 1878 Deal passed William Keith of Caernarvon from north to west

March 27 1878 St Catherine's Point I W passed down William Keith of Caernarvon

March 31 1878 Falmouth put in damaged William Keith from London to Douglas

April 16 1878 Douglas I.M. arrived William Keith from London

May 18 1878 St Tudwall's arrived William Keith, Jones from Portmadoc

May 22 1878 Prawle Point passed east PRDH William Keith of Caernarvon

June 4 1878 London customs house cleared out William Keith, Jones for Liverpool

June 7 1878 Gravesend sailed William Keith for Liverpool

June 15 1878 Lizard passed west William Keith schooner of Caernarvon

June 28 1878 Liverpool cleared out William Keith for Portmadoc

August 3 1878 Lizard passed east William Keith schooner of Caernarvon

August 7 1878 Deal passed William Keith of Caernarvon from west

August 22 1878 London customs house cleared out William Keith, Jones for
. Devonport

August 30 1878 Off Deal William Keith for Plymouth from London

September 16 1878 St Tudwall's arrived William Keith, Jones from Dublin

September 17 1878 Portmadoc arrived William Keith, Jones from Plymouth

w/e October 2 1878 Portmadoc sailed William Keith, Jones for London

October 3 1878 Milford arrived William Keith, Jones from Portmadoc

October 19 1878 Lizard passed east William Keith schooner of Caernarvon

October 22 1878 Dungeness passed east William Keith of Caernarvon

November 9 1878 Gravesend sailed William Keith for coast

November 23 1878 Portmadoc arrived William Keith, Jones from London

1879

January 11 1879 Lowestoft put in William Keith from Middlesbrough for
. Southwold

w/e March 12 1879 Portmadoc sailed William Keith, Jones for Hamburg

March 28 1879 Cuxhaven arrived William Keith, Jones from Portmadoc

March 30 1879 Itzhoe arrived William Keith, Evans from Portmadoc

April 9 1879 Itzhoe cleared William Keith, Jones for Hamburg

April 10 1879 Hamburg arrived William Keith, Jones

April 22 1879 Hamburg sailed William Keith, Jones for Bruges

April 28 1879 Ostend arrived William Keith, Jones from Hamburg

May 1 1879 Bruges arrived William Keith, Jones from Hamburg

May 21 1879 Ostend sailed William Keith, Jones for London

May 25 1879 Gravesend arrived William Keith, Jones from Ostend

May 26 1879 London customs house entered in William Keith 99, Jones from
. Ostend, agent H Edwards

May 31 1879 London Surrey Commercial dock William Keith 99, Jones from
 . Ostend in Russian dock

June 6 1879 Gravesend sailed William Keith for coast

June 9 1879 Off Deal William Keith from London for Plymouth

June 12 1879 Portland put into roads William Keith, Jones from London for
 . Plymouth – strong SSW gale all day

July 3 1879 Portmadoc arrived William Keith from Plymouth

July 28 1879 Dungeness passed east William Keith (schr) of Caernarvon

August 14 1879 London customs house cleared out William Keith, Jones for
 . Plymouth

August 16 1879 Gravesend sailed William Keith for Plymouth

August 26 1879 Dungeness in the roads PRDH William Keith of Caernarvon

August 27 1879 Deal anchored, put back William Keith of Caernarvon from north
 . for west

September 14 1879 Lizard passed west William Keith schooner of Caernarvon

October 11 1879 Falmouth arrived William Keith from Portmadoc for London

October 16 1879 Beachy Head passed east William Keith schooner of Caernarvon

October 18 1879 Gravesend arrived William Keith from Portmadoc

November 3 1879 London customs house cleared out William Keith, Jones for
 . Dublin

November 14 1879 Ventnor I W passed west William Keith of Caernarvon

November 30 1879 Portmadoc arrived William Keith, Jones from Dublin

December 24 1879 Ramsgate anchored in Gull Stream William Keith, Jones from
 . Portmadoc for London

1880

January 8 1880 London customs house cleared out William Keith, Jones for
 . Pwllheli & C.

January 16 1880 Off Deal William Keith, Jones from London for Milford

April 19 1880 Gravesend arrived William Keith from the coast
 May 6 1880 Gravesend sailed William Keith for coast
 May 11 1880 Prawle Point passed west PRDH William Keith of Caernarvon
 May 22 1880 Dundalk sailed William Keith, Jones for Portmadoc
 May 23 1880 Portmadoc arrived William Keith from Dundalk
 June 15 1880 Lizard passed east William Keith schooner of Caernarvon
 June 21 1880 Gravesend arrived William Keith from Portmadoc
 June 30 1880 London customs house cleared out William Keith, Jones for Dublin
 June 14 1880 Lizard passed east William Keith schooner of Caernarvon
 July 9 1880 Off Deal William Keith, Jones from London for Dublin
 July 23 1880 Dublin arrived William Keith from London
 August 3 1880 Portmadoc arrived William Keith from Dublin
 August 25 1880 Falmouth arrived William Keith, Jones from Portmadoc for
 . London
 September 14 1880 London customs house cleared out William Keith, Jones for
 . Dublin
 September 15 1880 Gravesend sailed William Keith for coast
 September 17 1880 Deal passed from the river William Keith, Jones for Dublin
 September 24 1880 Lymington put in William Keith, Jones from London for
 . Dublin
 October 15 1880 Dublin sailed William Keith for Portmadoc
 October 17 1880 Portmadoc arrived William Keith from Dublin
 November 2 1880 Portmadoc sailed William Keith, Jones for London
 November 9 1880 Gravesend arrived William Keith from Portsmouth
 November 19 1880 London customs house cleared out William Keith, Jones for
 . Dublin
 November 23 1880 Gravesend sailed William Keith for Dublin
 December 2 1880 Dover passed west William Keith (schr) of Caernarvon

December 11 1880 Falmouth arrived William Keith, Jones from London

December 28 1880 Milford arrived William Keith, Jones from London

1881

January 5 1881 Dublin arrived William Keith from London

January 15 1881 Portmadoc arrived William Keith, Jones from Dublin

February 28 1881 Portland put in William Keith, Jones from Portmadoc for London

March 1 1881 Portland sailed William Keith, Jones for Hamburg

March 3 1881 Gravesend arrived William Keith from Portmadoc

March 22 1881 At anchor off Eastbourne William Keith of Caernarvon

March 24 1881 Yarmouth I. W. in the roads William Keith, Jones of Caernarvon
for Dublin

March 26 1881 Hurst Castle sailed William Keith schooner of Caernarvon

March 28 1881 Falmouth arrived William Keith, Jones from London for Dublin

April 11 1881 Milford arrived William Keith, Jones from London

May 13 1881 Portmadoc sailed William Keith, Jones for London

May 26 1881 Falmouth arrived William Keith, Jones from Portmadoc for London

May 31 1881 Gravesend arrived William Keith from Portmadoc

June 9 1881 London customs house cleared out William Keith, Jones for Belfast

June 13 1881 Gravesend sailed William Keith for Belfast

June 15 1881 Lizard passed east William Keith schooner of Caernarvon

July 7 1881 Portmadoc arrived William Keith, Jones from Belfast

July 27 1881 Portmadoc sailed William Keith, Jones for London

August 23 1881 Gravesend sailed William Keith for coast

September 1 1881 Lizard passed west William Keith schooner of Caernarvon

September 15 1881 Portmadoc arrived William Keith from Dublin

December 9 1881 Portmadoc sailed William Keith, Jones for London

December 12 1881 Lizard passed east William Keith schooner of Caernarvon

December 27 1881 London customs house cleared out William Keith, Jones for
Dublin

1882

January 12 1882 Deal passed from the river for the north William Keith
of Caernarvon

January 17 1882 Prawle Point passed west PRDH William Keith of Caernarvon

February 24 1882 Lizard passed east William Keith schooner of Caernarvon

February 25 1882 Portland arrived William Keith of Caernarvon

March 7 1882 Gravesend arrived William Keith from Coast

March 16 1882 London customs house entered in William Keith, Jones from
Dublin

March 16 1882 London customs house cleared out William Keith, Jones for
Dublin

March 18 1882 Gravesend sailed William Keith for Dublin

March 27 1882 Cowes arrived William Keith damaged after collision Ryde Roads

April 3 1882 Lizard passed west William Keith schooner of Caernarvon

April 15 1882 Portmadoc arrived William Keith, Jones from Dublin

May 4 1882 Portmadoc sailed William Keith for London

May 12 1882 Gravesend arrived William Keith from Portmadoc

May 22 1882 London customs house cleared out William Keith, Jones for Dublin

June 5 1882 Gravesend sailed William Keith for Dublin

June 7 1882 Off Deal William Keith, Jones from London for Dublin

June 16 1882 Prawle Point passed west PRDH William Keith of Caernarvon

July 3 1882 Portmadoc arrived William Keith, Jones from Dublin

August 5 1882 Portmadoc sailed William Keith, Jones for Dantzic

August 31 1882 Dantzic arrived William Keith, Jones from Portmadoc

November 15 1882 Portmadoc sailed William Keith, Jones for London
· – grounded on bar

November 17 1882 Milford arrived William Keith, Jenkins from Portmadoc

December 12 1882 Falmouth arrived William Keith, Jones from Portmadoc
· for London

December 11 1882 Falmouth sailed William Keith, Jones for London

December 21 1882 Dartmouth sailed William Keith, Prees for London

December 23 1882 Dover passed east William Keith (schr) of Caernarvon

1883

January 4 1883 London customs house cleared out William Keith, Jones for
· Portmadoc

January 25 1883 Milford arrived William Keith, Lonel from London

February 2 1883 St Tudwall's arrived William Keith of Caernarvon

February 4 1883 Portmadoc arrived William Keith, Jones from London

March 16 1883 Lizard passed east William Keith schooner of Caernarvon

March 25 1883 Gravesend arrived William Keith from Portmadoc

April 10 1883 London customs house cleared out William Keith, Jones
· for Pembroke Dock

April 12 1883 Dover passed west William Keith schooner of Caernarvon

April 16 1883 Gravesend sailed William Keith for Pembroke Dock

April 20 1883 Dungeness passed west William Keith of Caernarvon

April 20 1883 Dover passed west William Keith schooner of Caernarvon

April 21 1883 Prawle Point passed down PRDH William Keith of Caernarvon

May 31 1883 Deal passed from the west William Keith of Caernarvon

June 1 1883 Gravesend arrived William Keith from Portmadoc

June 13 1883 London customs house cleared out William Keith, Jones for Dublin

June 14 1883 Gravesend sailed William Keith for coast

June 26 1882 Yarmouth I. W. in the roads William Keith, Jones from London
 . for Dublin

June 29 1882 Yarmouth I W sailed William Keith, Jones from London for Dublin

June 29 1883 Portland Bill passed west William Keith of Caernarvon

July 15 1883 Portmadoc arrived William Keith, Jones from Dublin

August 18 1883 Portmadoc sailed William Keith, Jones for Newcastle

August 29 1883 Yarmouth, Norfolk at anchor PRDH William Keith of Caernarvon

August 31 1883 Shields arrived William Keith from Portmadoc

September 21 1883 Shields sailed William Keith for Caernarvon

September 24 1883 Fowey put in William Keith, Toms from Newcastle for Youghal

October 4 1883 Falmouth arrived William Keith from Newcastle

October 2 1883 Penzance arrived in the roads PRHD William Keith schooner
 . of Caernarvon

October 3 1883 Lizard passed east William Keith schooner of Caernarvon

October 6 1883 Falmouth sailed William Keith for Youghal

December 1 1883 Lizard passed east William Keith schooner of Caernarvon

December 6 1883 Dover put in Tom Keith of Caernarvon

December 19 1883 Dover sailed William Keith, George for London

1884

January 19 1884 Dungeness passed west William Keith schooner of Caernarvon

January 23 1884 Yarmouth I W anchored William Keith, Jones from London
 . for Stranraer

February 1 1884 Yarmouth I W anchored William Keith, Jones from London
 . for Stranraer

April 10 1884 Portmadoc sailed William Keith for Konigsburg

April 26 1884 Prawle Point signalled off PRDH William Keith (schr) of Caernarvon

May 6 1884 Elsinore passed William Keith schooner from North Sea

May 9 1884 Pillau arrived William Keith, Jones from Portmadoc

June 8 1884 Pillau sailed William Keith, Reed for Cardiff

June 21 1884 Dover passed west William Keith schooner of Caernarvon

June 26 1884 Lizard passed west William Keith schooner of Caernarvon

June 30 1884 Cardiff arrived William Keith 99 from Konigsburg- 112 loads timber

July 4 1884 Lizard signalled off William Keith of Caernarvon

July 11 1884 Waterford arrived William Keith 99, Jones from Cardiff - Coals

July 21 1884 Waterford sailed William Keith, Jones for Portmadoc - ballast

July 23 1884 Portmadoc arrived William Keith, Jones from Waterford

August 21 1884 Portmadoc sailed William Keith, Jones for London

August 26 1884 Lizard passed east William Keith of Caernarvon

September 20 1884 Prawle Point signalled off William Keith

Lloyds List and Shipping and Mercantile Gazette ceased after June on line. This is when the two newspapers merged.

1885

April 21 1885 Dublin arrived William Keith from London

April 29 1885 Dublin cleared outwards William Keith for Portmadoc

June 26 1885 London sailed William Keith, Jones for Belfast

July 9 1885 Belfast arrived William Keith, Jones from London - cement

September 22 1885 Prawle Point bound down William Keith (schr) of Caernarvon

September 24 1885 Lizard passed west William Keith of Caernarvon

October 3 1885 Dublin arrived William Keith from London

December 30 1885 Dublin arrived William Keith from London

1886

July 12 1886 Dublin arrived William Keith from London

August 16 1886 Lizard passed east William Keith of Carnarvon

September 21 1886 Dublin arrived William Keith from Rochester

September 29 1886 Dublin cleared outwards William Keith for Portmadoc

1887

March 30 1887 Lizard passed east William Keith of Caernarvon

May 5 1887 Lizard passed west William Keith of Caernarvon

May 11 1887 Dublin arrived William Keith from London

July 7 1887 Deal anchored William Keith of Caernarvon from North to West

July 14 1887 Portland put in William Keith, Jones from London for Plymouth

July 28 1887 Portmadoc arrived William Keith, Jones from Plymouth

August 18 1887 Portmadoc sailed William Keith, Jones for London

August 29 1887 Gravesend arrived William Keith, Jones from Portmadoc

September 8 1887 London customs house cleared out William Keith, Jones for
Dublin

September 19 1887 Prawle Point bound down William Keith (schr) of Caernarvon

September 28 1887 Dublin arrived William Keith from London

October 7 1887 Portmadoc arrived William Keith, Jones from Dublin

November 12 1887 Portmadoc arrived William Keith, Jones from Drogheda

November 12 1887 Portmadoc sailed William Keith, Jones for London

December 8 1887 London customs house cleared out William Keith, Jones
for Aberdovey

December 15 1887 Gravesend sailed William Keith for Aberdovey

December 26 1887 Lizard passed west William Keith of Caernarvon

December 27 1887 Falmouth sailed William Keith for Aberdovey

1888

- January 3 1888 Aberdovey arrived William Keith, Jones from London
- March 19 1888 Aberdovey sailed William Keith, Jones for Rye
- March 23 1888 St Catherine's Point signalled off William Keith schooner
· of Caernarvon
- March 27 1888 Dungeness passed west William Keith schooner of Caernarvon
- March 28 1888 Folkstone arrived Keith, Jones from Aberdovey
- April 7 1888 Aberdovey arrived William Keith, Jones from London
- April 11 1888 Folkstone sailed William Keith for London
- April 20 1888 London customs house cleared out William Keith, Jones
· for Dundalk
- April 23 1888 Gravesend sailed William Keith for Dundalk
- April 24 1888 Southend anchored off William Keith schooner of Caernarvon
- May 15 1888 Dundalk arrived William Keith, Jones from London
- May 23 1888 Dundalk sailed William Keith, Jones for Aberdovey
- June 14 1888 Portmadoc sailed William Keith, Jones for Liverpool
- July 3 1888 Holyhead put in William Keith, Jones from Liverpool for Portmadoc
- July 7 1888 Portmadoc arrived William Keith, Jones from Liverpool
- July 28 1888 Portmadoc sailed William Keith, Jones for London
- August 1 1888 Lizard passed east William Keith schooner of Caernarvon
- August 3 1888 Prawle Point passed up William Keith (schr) of Caernarvon
- August 5 1888 Dover passed east William Keith schooner of Caernarvon
- August 8 1888 Gravesend arrived William Keith from Portmadoc
- August 20 1888 London customs house cleared out William Keith, Jones
· for Dublin
- August 23 1888 Gravesend sailed William Keith for Dublin
- August 25 1888 Dungeness passed west William Keith schooner of Caernarvon
- September 8 1888 Dublin arrived William Keith from London

September 19 1888 Portmadoc arrived William Keith, Jones from Dublin

October 6 1888 Portmadoc sailed William Keith, Jones for London

October 13 1888 Gravesend arrived William Keith from Portmadoc

October 24 1888 London customs house cleared out William Keith, Jones
· for Aberdovey

November 5 1888 Falmouth arrived William Keith from London

November 14 1888 Gravesend sailed William Keith for coast

November 15 1888 Falmouth sailed William Keith for Aberdovey

December 7 1888 Aberdovey arrived William Keith, Jones from London

1889

February 19 1889 Portmadoc sailed William Keith, Jones for London

March 14 1889 Gravesend arrived William Keith from Portmadoc

March 22 1889 London customs house cleared out William Keith, Jones
· for New Ross

March 28 1889 Gravesend sailed William Keith for New Ross

April 3 1889 Portland arrived William Keith, Jones from London for New Ross

w/e May 3 1889 Portmadoc arrived William Keith from Waterford

w/e May 25 1889 Portmadoc sailed William Keith for London

May 28 1889 Deal passed from the west William Keith of Caernarvon for north

May 29 1889 Gravesend arrived William Keith from Portmadoc

June 7 1889 London customs house cleared out William Keith, Jones for Dublin

June 18 1889 Gravesend sailed William Keith for Dublin

June 19 1889 Southend anchored off William Keith schooner of Caernarvon

June 24 1889 Prawle Point bound down William Keith (schr) of Caernarvon

July 3 1889 Dublin arrived William Keith from London

July 11 1889 Dublin sailed William Keith for Portmadoc

July 13 1889 Portmadoc arrived William Keith, Jones from Dublin
August 1 1889 Portmadoc sailed William Keith, Jones for London
August 9 1889 Gravesend arrived William Keith from Portmadoc
August 23 1889 London customs house cleared out William Keith, Jones
. for Dublin
September 12 1889 Dublin arrived William Keith from London
September 16 1889 Dublin sailed William Keith for Portmadoc
September 19 1889 Portmadoc arrived William Keith from Dublin
w/e September 27 1889 Portmadoc arrived William Keith from Dublin
October 12 1889 Portmadoc sailed William Keith, Jones for London
October 14 1889 Lizard passed east William Keith schooner of Caernarvon
w/e October 18 1889 Portmadoc sailed William Keith for London
October 18 1889 Gravesend arrived William Keith from Coast
November 1 1889 London customs house cleared out William Keith, Jones
. for Dublin
November 20 1889 Dublin arrived William Keith from London
November 30 1889 Portmadoc arrived William Keith, Jones from Dublin
w/e December 6 1889 Portmadoc arrived William Keith from Cardiff

1890

January 24 1890 Portmadoc sailed William Keith, Jones for London
February 1 1890 Shoreham arrived William Keith, Jones from Portmadoc
February 20 1890 Shoreham sailed William Keith, Jones for London
March 7 1890 London customs house cleared out William Keith, Jones for Dublin
March 14 1890 Gravesend sailed William Keith for Dublin
March 29 1890 Falmouth sailed William Keith for Dublin
April 5 1890 Dublin arrived William Keith from London

April 14 1890 Portmadoc arrived William Keith, Jones from Dublin
w/e April 25 1890 Portmadoc arrived William Keith from Dublin
w/e May 16 1890 Portmadoc sailed William Keith, Jones for London
May 16 1890 Gravesend arrived William Keith from Portmadoc
June 2 1890 Gravesend sailed William Keith for Dublin
June 11 1890 Plymouth arrived William Keith
June 13 1890 Plymouth sailed William Keith
June 19 1890 Dublin arrived William Keith from London
June 27 1890 Portmadoc arrived William Keith, Jones from Dublin
w/e July 12 1890 Portmadoc arrived William Keith, Jones from Dublin
July 18 1890 Portmadoc sailed William Keith, Jones for London
September 1 1890 Gravesend sailed William Keith for Coast
September 2 1890 Broadstairs passed west William Keith (schr)
September 17 1890 Portmadoc arrived William Keith, Jones from Pwllheli
w/e October 24 1890 Portmadoc sailed William Keith for London
October 25 1890 Gravesend sailed William Keith for Portmadoc

1891

w/e January 2 1891 Portmadoc arrived William Keith from Dublin
w/e February 28 1891 Portmadoc sailed William Keith, Jones for London
w/e May 16 1891 Portmadoc sailed William Keith, Jones for London
w/e April 24 1891 Portmadoc arrived William Keith from Dublin
June 24 1891 Dublin arrived William Keith from London
July 10 1891 Portmadoc arrived William Keith from Dublin
w/e August 1 1891 Portmadoc sailed William Keith, Jones for London

w/e November 7 1891 Portmadoc sailed William Keith, Jones for London

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1892

w/e January 8 1892 Portmadoc arrived William Keith, Jones from Dublin

w/e January 16 1892 Portmadoc arrived William Keith, Jones from Dublin

w/e March 4 1892 Portmadoc sailed William Keith for London

w/e May 6 1892 Portmadoc arrived William Keith from Dublin

June 3 1892 Portmadoc sailed William Keith for London

July 9 1892 Whitehaven arrived William Keith, Jones from London

July 21 1892 Whitehaven sailed William Keith, Jones for Balbriggan

w/e August 12 1892 Portmadoc arrived William Keith from Balbriggan

w/e September 3 1892 Portmadoc sailed William Keith, Jones for London

September 6 1892 Falmouth sailed William Keith for London

September 14 1892 London customs house cleared out William Keith, Jones
· for Dublin

September 17 1892 Gravesend sailed William Keith for Dublin

October 3 1892 Falmouth arrived William Keith from London

October 3 1892 Falmouth sailed William Keith for Dublin

w/e October 22 1892 Dublin sailed William Keith, Jones for Carnarvon – ballast

October 24 1892 Portmadoc arrived William Keith, Jones from Dublin

December 21 1892 London customs house cleared out William Keith, Jones
· for Plymouth

1893

January 24 1893 Portmadoc arrived William Keith, Jones from Plymouth

March 27 1893 Shields arrived William Keith from Carnarvon

March 30 1893 Portmadoc sailed William Keith, Jones for London

April 7 1893 Falmouth arrived William Keith from Portmadoc

April 10 1893 Falmouth sailed William Keith for London

May 19 1893 Dublin arrived William Keith from London – cement

May 27 1893 Dublin sailed William Keith for Portmadoc

w/e June 2 1893 Portmadoc arrived William Keith, Jones from Dublin

w/e July 7 1893 Portmadoc sailed William Keith for London

July 24 1893 London customs house cleared out William Keith, Jones
for Portmadoc

July 25 1893 Gravesend sailed William Keith for Coast

August 4 1893 Portmadoc arrived William Keith, Jones from London

September 14 1893 Portmadoc sailed William Keith, Jones for London

September 22 1893 Shoreham arrived William Keith, Jones from Portmadoc

October 2 1893 Gravesend arrived William Keith from Shoreham

October 9 1893 London customs house cleared out William Keith, Jones for Dublin

October 7 1893 Gravesend sailed William Keith for Coast

October 25 1893 Dublin arrived William Keith from London

November 6 1893 Portmadoc arrived William Keith, Jones from Dublin

1894

February 19 1894 Portmadoc sailed William Keith, Jones for Poole

February 25 1894 Plymouth sailed William Keith, Jones for Portmadoc

March 15 1894 Poole sailed William Keith, Jones for Portmadoc

March 24 1894 Portmadoc arrived William Keith, Jones from Poole

w/e April 28 1894 Portmadoc sailed William Keith, Jones for London

May 5 1894 Gravesend arrived William Keith from Cardiff

May 12 1894 London customs house cleared out William Keith, Jones for Dublin

May 24 1894 Gravesend sailed William Keith for Coast

June 22 1894 Ashore near Poolbeg lighthouse, Dublin schooner William Keith

w/e June 30 1894 Portmadoc arrived William Keith, Jones from Dublin

w/e August 11 1894 Portmadoc sailed William Keith, Jones for London

August 18 1894 Lizard passed east William Keith schooner of Caernarvon

September 18 1894 Dublin arrived William Keith from London

September 26 1894 Dublin sailed William Keith for Portmadoc

September 28 1894 Portmadoc arrived William Keith, Jones from Dublin

w/e October 5 1894 Portmadoc arrived William Keith, Jones from Dublin

w/e December 1 1894 Portmadoc sailed William Keith, Jones for London

December 19 1894 London customs house cleared out William Keith, Jones

1895

w/e May 3 1895 Portmadoc sailed William Keith, Jones for Harburg

1896

January 3 1896 Portland sailed William Keith

January 5 1896 Falmouth arrived William Keith from London

January 14 1896 Falmouth sailed William Keith for Conway

March 2 1896 Deal anchored off William Keith schooner of Caernarvon

March 4 1896 North Foreland passed north William Keith schooner

March 9 1896 Faversham arrived William Keith, Jones from Conway

April 6 1896 Dover passed west William Keith schooner of Caernarvon

April 20 1896 Weymouth sailed William Keith, Rees-Jones for Portmadoc

w/e May 1 1896 Portmadoc arrived William Keith, Jones from Weymouth

w/e May 22 1896 Portmadoc sailed William Keith, Jones for London

June 8 1896 Gravesend sailed William Keith for Dublin

w/e July 3 1896 Portmadoc arrived William Keith, Jones from Dublin

w/e July 31 1896 Portmadoc sailed William Keith, Jones for London

August 6 1896 Cowes arrived William Keith, Hughes from Portmadoc

September 1 1896 Lizard passed west William Keith schooner of Caernarvon

September 9 1896 Dublin arrived William Keith from London

September 18 1896 Dublin sailed William Keith for Portmadoc

October 28 1896 Gravesend arrived William Keith from Coast

December 11 1896 Dublin sailed William Keith for Portmadoc

1897

May 1 1897 Gravesend arrived William Keith from Coast

May 13 1897 London customs house cleared out William Keith, Jones for Dublin

May 27 1897 Dublin arrived schooner William Keith from London – cement

August 11 1897 Dublin arrived William Keith from London – powder & cement

August 27 1897 Portinllaen arrived William Keith from Dublin

September 8 1897 Portinllaen sailed William Keith for Portmadoc

w/e September 10 1897 Portmadoc arrived William Keith, Jones from Dublin

w/e October 22 1897 Portmadoc sailed William Keith, Jones for London

November 9 1897 Falmouth arrived William Keith from Portmadoc

November 17 1897 Shoreham arrived William Keith, Jones from Portmadoc

November 30 1897 London customs house cleared out William Keith, Jones
for Pembroke Dock & C.

December 7 1897 Dublin arrived William Keith from New Ross – malt

1898

January 12 1898 Portmadoc arrived William Keith, Jones from Dublin

w/e January 20 1898 Portmadoc arrived William Keith, Jones from London

February 22 1898 Portmadoc sailed William Keith, Jones for London

February 26 1898 Gravesend arrived William Keith from Portmadoc

March 11 1898 London customs house cleared out William Keith, Jones

. for Campbeltown

w/e May 6 1898 Portmadoc arrived William Keith, Jones from Campbeltown

June 8 1898 Portmadoc sailed William Keith, Jones for London

July 19 1898 Dublin arrived William Keith schooner from London – cement

w/e August 5 1898 Portmadoc arrived William Keith, Jones from London

September 5 1898 Portmadoc sailed William Keith, Jones for London

September 14 1898 North Foreland passed north William Keith schooner

. of Caernarvon

September 25 1898 London customs house cleared out William Keith, Jones

. for Dublin

November 10 1898 Dublin arrived William Keith from London - cement

November 21 1898 Dublin sailed William Keith for Portmadoc

w/e December 1 1898 Portmadoc arrived William Keith, Jones from Dublin

December 30 1898 Portmadoc sailed William Keith, Jones for London

1899

w/e January 12 1899 Portmadoc sailed William Keith, Jones for London

January 28-29 1899 Falmouth arrived William Keith from Portmadoc

February 17 1899 Falmouth sailed William Keith for London

February 24 1899 Folkestone arrived William Keith, Jones from Portmadoc- slates

March 3 1899 Gravesend arrived William Keith from Falmouth

March 20 1899 Lizard passed west William Keith schooner of Caernarvon

w/e May 5 1899 Portmadoc sailed William Keith, Jones for London

May 5 1899 Falmouth arrived William Keith from Portmadoc
May 8 1899 Falmouth sailed William Keith for Poole
May 12 1899 Poole arrived William Keith, Jones from Portmadoc
May 25 1899 Poole sailed William Keith, Jones for Portmadoc
w/e June 9 1899 Portmadoc arrived William Keith, Jones from Dublin
June 27 1899 Portmadoc arrived William Keith, Jones from London
w/e June 30 1899 Portmadoc sailed William Keith, Jones for London
July 7 1899 Gravesend arrived William Keith from Portmadoc
July 14 1899 London customs house cleared out William Keith, Jones for Dublin
July 21 1899 Gravesend sailed William Keith for Coast
August 6-8 1899 Dublin arrived William Keith from London
August 16 1899 Portmadoc arrived William Keith, Jones from Dublin
September 16 1899 Deal anchored William Keith schooner of Carnarvon
September 19 1899 Gravesend arrived William Keith from Coast
w/e September 21 1899 Portmadoc sailed William Keith, Jones for London
November 17 1899 Dundalk sailed William Keith, Jones for Carnarvon

1900

March 1 1900 Portmadoc sailed William Keith, Jones for London
w/e March 13 1900 Portmadoc sailed William Keith, Jones for London
March 14 1900 Gravesend arrived William Keith from Coast
March 24 1900 Gravesend sailed William Keith for Coast
April 12 1900 Dublin sailed William Keith for Portmadoc – light
w/e April 21 1900 Portmadoc arrived William Keith, Jones from Dublin
w/e June 1 1900 Portmadoc sailed William Keith, Jones for London
June 22 1900 London customs house cleared out William Keith, Jones for Dublin

July 10 1900 Dublin arrived William Keith from London – cement

w/e July 28 1900 Portmadoc arrived William Keith, Jones from Dublin

August 22 1900 Gravesend arrived William Keith from Coast

September 1 1900 London customs house cleared out William Keith, Jones
 . for Milford

1901

February 7 1901 Weymouth towed in William Keith from Portmadoc for London,
 . Leaky – cargo slates

February 12 1901 Weymouth sailed schooner William Keith for London – repaired

February 16 1901 Deal anchored William Keith schooner Portmadoc for London

February 17 1901 Deal passed east William Keith schooner Portmadoc for London

February 28 1901 Regents canal dock William Keith 78, Jones from Portmadoc

March 2 1901 Regents canal dock William Keith 78, Jones from Portmadoc

March 12 1901 London customs house cleared out William Keith, Jones for Dublin

March 25 1901 Falmouth arrived William Keith from London

March 29 1901 Falmouth sailed William Keith for Dublin

April 23 1901 Dublin sailed William Keith for Carnarvon

w/e May 3 1901 Portmadoc arrived William Keith, Jones from Dublin

w/e May 14 1901 Portmadoc sailed William Keith, Jones for Aberdovey

May 7 1901 Aberdovey arrived schooner William Keith from Portmadoc - ballast

May 17 1901 Aberdovey sailed schooner William Keith for Rochester/Chatham
 . - slates

May 31 1901 Falmouth sailed William Keith for London

June 21 1901 Brixham - In Torbay for shelter William Keith

July 1 1901 Dublin arrived William Keith from London

w/e July 25 1901 Portmadoc arrived William Keith, Jones from Dublin

w/e September 20 1901 Portmadoc sailed William Keith, Jones for London

September 20 1901 Gravesend arrived William Keith from Coast

October 4 1901 London customs house cleared out William Keith, Jones for Dublin

November 6 1901 Dublin sailed William Keith for Portmadoc

w/e November 19 1901 Portmadoc arrived William Keith, Jones from Dublin

w/e December 6 1901 Portmadoc put in windbound William Keith

December 27 1901 Portmadoc sailed William Keith, Jones for Belfast

1902

w/e January 3 1902 Portmadoc sailed William Keith, Jones for Belfast

w/e January 10 1902 Belfast arrived William Keith, Jones from Portmadoc - slates

January 25,26 & 27 1902 Belfast sailed William Keith for Aberystwith

w/e March 13 1902 Aberdovey in the Harbour William Keith seeking cargo

w/e March 27 1902 Aberdovey in the Harbour William Keith loading slate

April 15 1902 Falmouth arrived William Keith from Rochester

May 14 1902 Dublin arrived William Keith from Rochester – cement

w/e May 30 1902 Portmadoc arrived William Keith, Jones from Dublin

w/e July 25 1902 Portmadoc sailed William Keith, Jones for London

w/e September 19 1902 Portmadoc arrived William Keith, Jones from Ardrossan

w/e October 24 1902 Portmadoc sailed William Keith, Jones for London

October 23 1902 Lizard passed east schooner William Keith

w/e December 26 1902 Portmadoc arrived William Keith, Jones from Dundalk

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1903

January 16 1903 Portmadoc sailed William Keith, Jones for Poole

March 18 1903 Cork Passage East William Keith grounded from London for Cork

April 4 1903 Cork arrived William Keith 78, Humphreys from London – manure
w/e April 24 1903 Portmadoc arrived William Keith, Humphreys from Ballinacurra
w/e June 2 1903 Portmadoc sailed William Keith, Humphreys for London
July 6 1903 Dublin arrived William Keith from London – cement
July 11 1903 Dublin sailed William Keith for Portmadoc – ballast
w/e July 17 1903 Portmadoc arrived William Keith, Humphreys from Dublin
August 7 1903 Portmadoc sailed William Keith, Humphreys for Portsmouth
w/e August 25 1903 Portmadoc sailed William Keith, Humphreys for Portsmouth
August 25 1903 Portsmouth arrived William Keith, Jones from Portmadoc
October 8 1903 Portmadoc sailed William Keith, Humphreys for London
October 17 1903 Gravesend arrived William Keith from Coast
October 19 1903 Vessels lying in the river at Cherry Garden Wharf, William Keith
October 26 1903 Vessels lying in the river at Platform Tier, William Keith
October 29 1903 Vessels lying in the river at Prince's Tier, William Keith
October 31 1903 London customs house cleared out William Keith, Jones for Cork
November 3 1903 Vessels lying in the river Bazeley White's wharf William Keith
November 5 1903 Vessels lying in the river Johnson's cement Jetty William Keith
November 25 1903 Falmouth arrived William Keith from London
December 21 1903 Falmouth sailed William Keith for Cork
December 21 1903 Cork arrived William Keith, Humphreys from London – Whiting

1904

w/e January 19 1904 Portmadoc arrived William Keith, Humphreys from Cork
February 4 1904 Portmadoc sailed William Keith, Evans for London
w/e February 16 1904 Portmadoc sailed William Keith, Evans for London
March 23 1904 Gravesend arrived William Keith from Coast

March 25 1904 Vessels lying in the river at Penrhyn Wharf, William Keith
April 7 1904 Vessels lying in the river at Penrhyn Wharf, William Keith
May 10 1904 Portmadoc arrived William Keith, Evans from Pwllheli
w/e May 19 1904 Portmadoc arrived William Keith, Evans from Pwllheli
June 11 1904 Portmadoc sailed William Keith, Williams for Southampton
June 19 1904 Kingstown put in William Keith leaking from Portmadoc
. for Southampton - slates
w/e June 21 1904 Portmadoc arrived William Keith, Williams from Southampton
w/e June 21 1904 Portmadoc sailed William Keith for London
w/e August 16 1904 Portmadoc arrived William Keith, Williams from Kingstown
w/e November 1 1904 Portmadoc sailed William Keith, Jones for London
November 9 1904 Vessels lying in the river, Cherry Garden Wharf, William Keith
November 12 1904 Vessels lying in the river, Cherry Garden Wharf, William Keith
December 18 1904 Falmouth sailed William Keith for Pwllheli
w/e December 23 1904 Portmadoc arrived William Keith, Evans from Pwllheli

1905

w/e April 18 1905 Portmadoc sailed William Keith, Jones for London
April 26 1905 Gravesend arrived William Keith from Coast
April 28 1905 Vessels lying in the river at Prince's Tier, William Keith
May 2 1905 Vessels lying in the river at Prince's Tier, William Keith
May 9 1905 Vessels lying in the river Johnson's cement Jetty William Keith
May 10 1905 Gravesend sailed William Keith for Dublin
May 22 1905 Dublin arrived William Keith from London
June 5 1905 Portmadoc arrived William Keith, Evans from Dublin
w/e June 13 1905 Portmadoc arrived William Keith, Jones from Dublin
w/e August 15 1905 Portmadoc arrived William Keith, King from Faversham

August 29 1905 Vessels lying in the river Bevens wharf Northfleet - William Keith

September 1 1905 London customs house cleared out William Keith, Kinch
· for Ballina

September 2 1905 Vessels lying in the river at Northfleet cement wharfs
· -William Keith

November 29 1905 Belfast arrived William Keith, Kinch from Ballina to load

w/e December 12 1905 Belfast sailed William Keith for Newport

December 21 1905 Newport arrived William Keith from Belfast – scrap iron

1906

January 27 1906 Youghal arrived William Keith from Newport

February 12 1906 Youghal sailed William Keith, Finch for Bridgewater

February 27 1906 Bridgewater arrived William Keith, Finch from Youghal

March 11 1906 Bridgewater sailed William Keith, Finch for Dublin

April 3 1906 Dublin arrived William Keith from Bridgewater

May 19 1906 Runcorn arrived William Keith, Finch from Dublin

May 28 1906 Dublin arrived William Keith from New Ross – Malt

June 2 1906 Runcorn sailed William Keith for Arklow

June 29 1906 Swansea arrived William Keith 78, Finch from Arklow

July 10 1906 Swansea North Dock William Keith 78, Finch from Arklow

July 21 1906 Swansea sailed William Keith, Finch for Dingle - coals

July 23 1906 Bristol Channel in collision and sunk William Keith, Kinch

Appendix C Ports and other Locations

Abbeville is a commune in the Somme department and in Hauts-de-France region in northern France. Located on the river Somme.

Arendal is a city in Agder county, Norway on North Sea entrance to the Baltic

Arklow is a town in County Wicklow on the southeast coast of Ireland.

Balbriggan is a coastal town in Fingal, in the northern part of County Dublin, Ireland, approximately 34 km from Dublin City.

The village of **Ballachulish** in Lochaber, Highland, Scotland, is centred on former slate quarries.

Ballina is a town in north County Mayo, Ireland. It lies at the mouth of the River Moy near Killala Bay.

Ballinacurra is a small harbour village on the outskirts of Midleton, County Cork. It is about 18 km south east of Cork city. The village lies at the confluence of the Owenacurra River and the east channel of Cork Harbour.

Bo'Ness or Borrowstounness is a town and seaport on the south bank of the Firth of Forth in the Central Lowlands of Scotland. Historically part of the county of West Lothian, 16.9 miles north-west of Edinburgh and 6.7 miles east of Falkirk.

Bremen is a city straddling the Weser River in northwest Germany.

Briton Ferry is a town in the county borough of Neath Port Talbot, Wales.

Broadstairs is a coastal town on the Isle of Thanet in the Thanet district of east Kent, England, about 80 miles east of London.

Bruges, the capital of West Flanders in northwest Belgium, is connected by canals to its port, Zeebrugge.

Burray is one of the Orkney Islands in Scotland. It lies to the east of Scapa Flow.

The **Caledonian Canal** connects the Scottish east coast at Inverness with the west coast at Corpach near Fort William in Scotland. The canal was constructed in the early nineteenth century by Scottish engineer Thomas Telford.

Campbeltown is a town in Argyll and Bute, Scotland. It lies by Campbeltown Loch on the Kintyre peninsula.

Cherry Garden Wharf, Rotherhithe on River Thames

Cuxhaven is a seaside town on Germany's North Sea coast. The Kugelbake, a wooden navigational tower, stands at the mouth of the Elbe River leading to Hamburg.

Gdańsk German: Danzig or **Dantzic** is a city on the Baltic coast of northern Poland

Drammen is a city in Viken, Norway. The port and river city of Drammen is centrally located in the south-eastern and most populated part of Norway.

Drogheda is an industrial and port town in County Louth on the east coast of Ireland, 56 km north of Dublin.

Dungeness is a headland on the coast of Kent, England, formed largely of a shingle beach in the form of a cusped foreland.

Faversham is a market town in Kent, England, 48 miles from London and 10 miles from Canterbury, next to the Swale, a strip of sea separating mainland Kent from the Isle of Sheppey in the Thames Estuary.

Flensburg is a town at the tip of the Flensburg Fjord in northern Germany.

Gdańsk - German: Danzig or **Dantzic** is a city on the Baltic coast of northern Poland. The city is situated at the southern edge of Gdańsk Bay, in a conurbation with the city of Gdynia. The city's history is complex, with periods of Polish, Prussian and German rule, and periods of autonomy as a free city-state. An important shipbuilding port and trade point since the Middle Ages.

Harburg is a borough of the city of Hamburg, Germany. It is also the name of Harburg quarter in the borough, which used to be the capital of the Harburg

district in Lower Saxony. The borough of Harburg lies on the southern banks of the river Elbe and covers parts of the port of Hamburg

Howth is an Irish village on the Howth Peninsula, east of central Dublin.

Itzehoe is a town in the German state of Schleswig-Holstein, it is located on the Stör, a navigable tributary of the Elbe, 51 km northwest of Hamburg

Kongsberg, formerly spelled **Konningsberg** is an historical silver mining town and municipality in Buskerud, Viken county, Norway. The city is located on the river Numedalslågen at the entrance to the valley of Numedal.

Königsberg was the name for the historic Prussian city that is now Kaliningrad, Russia was a port city on the south eastern corner of the Baltic Sea.

Leer is a town in the north western part of Lower Saxony, Germany. It is situated on the river Leda, a tributary of the river Ems, near the border with the Holland.

Longhope is a coastal settlement on the island of South Walls, in Orkney, Scotland. South Walls is linked to Hoy by a causeway.

Hanseatic City of **Lübeck** is a city in Northern German on the Baltic coast and in the state of Schleswig-Holstein. It is on the mouth of the River Trave, which flows into the Bay of Lübeck in the borough of Travemünde, and on the Trave's tributary Wakenitz.

Maryport is a town in Cumbria, England, historically in Cumberland. The town is situated at the northern end of the former Cumberland Coalfield.

Maassluis is a city in the western Netherlands, in the province of South Holland.

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 up the river Barrow.

North Foreland is a chalk headland on the Kent coast of southeast England, specifically in Broadstairs. With the rest of Broadstairs and part of Ramsgate it is the eastern side of Kent's largest peninsula, the Isle of Thanet. It presents a bold cliff to the sea, and commands views over the southern North Sea.

Ostend is a city on the Belgian coast connected by canal to Bruges

Passage East is a fishing village in County Waterford, Ireland, situated on the west bank of Waterford Harbour. It is 12 km from Waterford.

Baltiysk, prior to 1946 known by its German name **Pillau**, is a seaport town in Kaliningrad Oblast, Russia, located on the northern part of the Vistula Spit, on the shore of the Strait of Baltiysk separating the Vistula Lagoon from Gdańsk Bay.

Known as **Pomaron** in England, this inland port was specially constructed on the River Guadiana, which here forms the border with Spain, to serve the mine. In 1862 an 11-mile railway, of three foot-six inch gauge, was opened connecting the mine to Pomarão to export copper ore and sulphur ore

Poolbeg Lighthouse is an active aid to navigation at the mouth of the River Liffey, near Poolbeg, Dublin.

Y Felinheli, formerly known in English as **Port Dinorwic**, is a village beside the Menai Strait between Bangor and Caernarfon in Gwynedd, northwest Wales.

Prawle Point (Old English: Præwhyll, "lookout hill") is a coastal headland in south Devon, England. It is the southernmost point of Devon.

Rochester is a town in Medway, in Kent, England. It is at the lowest bridging point of the River Medway about 30 miles from London.

Sandhamn is a small settlement in the central-peripheral part of the Stockholm Archipelago in central-eastern Sweden, approximately 50 km east of Stockholm. Sandhamn is located on the island Sandön.

St Catherine's Point is the southernmost point on the Isle of Wight. It is close to the village of Niton and the point where the Back of the Wight changes to the Undercliff of Ventnor.

Setúbal is a city and a municipality in Portugal. In the 19th century, the port was called **Saint Ubes** in English

Shoreham-by-Sea is a coastal town and port in West Sussex, England. The town is bordered to its north by the South Downs, to its west by the Adur Valley and to its south by the River Adur and Shoreham Beach on the English Channel.

Skien is a city and municipality in Vestfold og Telemark county in Norway on North Sea.

Southwold is a seaside town on the English North Sea coast in the East Suffolk district of Suffolk. It lies at the mouth of the River Blyth.

Start Point Lighthouse is situated on one of the most exposed peninsulas on the English Coast, running sharply almost a mile into the sea on the south side of Start Bay between Kingsbridge and Dartmouth.

Stettin or Szczecin is in north western Poland. Located near the Baltic Sea and the German border, Szczecin is located on the river Oder, south of the Szczecin Lagoon and the Bay of Pomerania.

Tralee is a town in County Kerry, in southwestern Ireland.

Travemünde is a borough of Lübeck, Germany, located at the mouth of the river Trave in Lübeck Bay in the Baltic.

Trouville-sur-Mer, commonly referred to as Trouville, is a commune in the Calvados department in the Normandy region in north western France.

Youghal is a seaside resort town in County Cork, Ireland, located on the estuary of the River Blackwater,

Appendix D Appropriation Book Entry

Appropriation Books, Official Numbers 27401 - 27450 (27438)

Image source [clip](#) CLIP image

Official Number	Name	Value	Unit	Date	Notes
27434	Margaret & Mary	99	"	14 - 1859	"
27435	Defiance	15	"	15 - 1859	"
27436	Ann and Jane Richard	139	"	17 - 1859	"
27437	Ellen. Lost under	96	"	20 - "	"
27438	William Keith. ^{5/2/50}	99	"	21 - "	"
27439	Patric	109	"	25 - "	"
27440	Maria	142	"	27 - "	"
27441	Boys	050	Steamer	13. Apr 1852	lost under the Mast.
27442	John Lewis	282	Sailing	11. Mar 1859	First Registry
27443	Elizabeth & William	55	"	22 "	"
27444	M. E. Oswald	84	"	"	"



Appendix E Board of Trade Enquiry Report Loss of William Keith

(No. 7040.)

"WILLIAM KEITH"

AND

"ABERMAED" (S.S.).

The Merchant Shipping Act, 1894.

IN the matter of a formal investigation held at the Admiralty Court, Four Courts, Dublin, on the 12th, 13th, 14th, and 15th days of February, 1907, before THOMAS J. WALL, Esq., K.C., assisted by Admiral RODNEY LLOYD, C.B., Commander GEORGE MASSEY, R.N.R., and Captain JENKIN THOMAS, into the circumstances attending the loss of the British sailing ship "William Keith," of Carnarvon, which collided with the British s.s. "Abermaed," of Swansea, on or about the 23rd day of July, 1906, in St. George's Channel, about three or four miles off the Smalls light, and subsequently sank whereby loss of life ensued.

Report of Court.

The Court having carefully inquired into the circumstances attending the above-mentioned shipping casualty, finds for the reasons stated in the annex hereto, that the loss of the "William Keith" and the loss of life were caused by the wrongful act and default of the master of the s.s. "Abermaed"; but in consideration of his previous excellent record as a master mariner for twenty years the Court refrains from dealing with his certificate, but severely censures him.

Dated this 15th day of February, 1907.

T. J. WALL,
Judge.

We concur in the above Report.

RODNEY M. LLOYD,	} Assessors.
GEO. MASSEY,	
J. THOMAS,	

Annex to the Report.

This inquiry was held at the Admiralty Court, Four Courts, Dublin, on the 12th, 13th, 14th, and 15th days of February, 1907, by Thomas J. Wall, K.C., chief divisional magistrate, with Admiral Lloyd, C.B., Commander Massey, R.N.R., and Captain Thomas, as assessors. Mr. R. J. Martin, appeared on behalf of the Board of Trade; Mr. M. J. Burke appeared for William Hoskins, the master of the s.s. "Abermaed"; and Mr. McGrath (Messrs. E. and G. Stapleton), watched the case for the owners of the "Abermaed."

The s.s. "Abermaed," of Swansea, official number 78444, is a British steamship built of iron by Palmer's Shipbuilding and Iron Company, Limited, Newcastle-on-Tyne, in 1883. She is schooner rigged, and her dimensions are as follows:—Length 225.7 feet, breadth 31.25 feet, and depth of hold from tonnage deck to ceiling amidships 17.05 feet. Her registered

tonnage, as amended at Swansea, on the 27th January, 1904, was 695.19 tons, and her gross tonnage 1144.13, as amended at the same time.

She has two sets of compound surface condensing engines made by Palmer's Shipbuilding and Iron Company, Limited, Newcastle-on-Tyne, in 1883, of 98 horse power (combined).

She is registered at the port of Swansea; the Abermaed Steamship Company, Limited, being her registered owners.

The "William Keith" was a British sailing vessel, built of wood at Port Dinorwic in 1859. She was schooner rigged. Her dimensions were as follows:—Length 79.5 feet, breadth 20.2 feet, and depth in hold from tonnage deck to ceiling amidships 11.75 feet. Her registered tonnage, as amended on the 25th February, 1891, was 78.60 tons, and her gross tonnage 99.45 tons.

She was registered at the port of Carnarvon, and her official number was 27438. Her registered owners at the time of this disaster were Joseph Jones, John Hughes, William Kinch, and Mary Kinch; William Kinch, of 36, Tinnabask, Arklow, being designated managing owner, advice under his hand received, dated 18th July, 1905. She was mortgaged "A" for £150 and interest to William Horner.

The schooner "William Keith" left Swansea, under the command of her master, John Kinch, on the 21st of July, 1906, at 5 a.m., on a voyage to Dingle, Co. Kerry, with a crew of four hands all told, and a cargo of bricks and coal. The weather at starting was hazy, the wind light. Nothing important occurred until she arrived off the Smalls light, at or about midnight of the 22nd July, when the mate saw the light bearing N.W., distance 4 or 5 miles. The wind was then blowing S.S.W., moderate, the wind hazy. The master then ordered his vessel on the starboard tack, heading south-eastward. About twenty minutes later the vessel was put on the port tack heading west, and she remained on that tack until the time of the collision about 2.30 a.m. of the 23rd July, under full sail closehauled to the wind, the tide being two hours flood. At the time of the collision the master and one hand, Michael O'Neill, were on deck, the mate, whose watch terminated at midnight, having remained on deck till 1.30 a.m., owing to the thick weather. At the latter hour he went below. O'Neill was on the look-out and the master was at the tiller from midnight till 2 a.m., when the master was relieved there by O'Neill. He (the master) then went on the look-out, at the same time attending to the foghorn. The foghorn was Norwegian, worked by a handle, and was in good order and condition. The vessel was at this time making from 1½ to 2 knots under all sail, the wind being still light and the weather thick. According to the evidence two blasts were given on the foghorn at regular intervals, indicating that the ship was on the port tack. The seaman O'Neill deposed that at 2 a.m. he heard a whistle on his weather bow, and another whistle on the lee bow about ten minutes later. He noticed, by the sound, that the whistle of the steamer on the lee bow was getting nearer and nearer. He next saw the masthead light of that steamer on their starboard side about amidships, close to. Then he sang out to all hands to turn out, lashed the tiller amidships, and ran forward to call the hand Murphy from below, the mate, William Kinch, having just at that time come on deck in response to O'Neill's call. The "William Keith" was then immediately run into by the steamer, which proved to be the "Abermaed." O'Neill said that at the actual time of the collision he had been about one minute absent from the tiller. The skipper at the moment of the impact was standing by the foghorn which was on the companion. Murphy and O'Neill then appear to have returned aft along the deck around the bows of the steamship, the skipper being at that time standing by the winch at the mainmast. Murphy and O'Neill got a lifebuoy each from the galley and put them under their arms. The captain at that time gave no orders that O'Neill heard so the latter stood on the rail by the main-sheet hoping, as he said, to be picked up by the steamer's boat. Murphy stood by his side.

O'Neill was too frightened to climb on board the steamer. The vessel then went down and O'Neill was thrown into the water. Murphy was not seen subsequently by O'Neill or any of the other witnesses. O'Neill was eventually picked up by the jolly-boat of the "Abermaed," taken aboard the steamer, and was in due course landed at Port Talbot.

William Kinch, mate of the "William Keith" and besides O'Neill, the only survivor of the crew of that vessel, went below, as before stated, about 1.30 a.m. of the 23rd July. He came on deck about 2.30 a.m. in response to the calls of O'Neill. When he got on deck he found the masthead light and red light of a steamer coming straight for his schooner, heading direct for her and about forty feet away. He found the weather thick, the sea smooth, the wind light, and was able to see about eighty or ninety feet ahead. Judging by the sails he estimated the "William Keith" was steering by the wind, heading about W. He described the collision as occurring about fifteen seconds after he came on deck, when, he said, the steamer hit the "William Keith" amidships on the starboard side, cutting into her main hatch and smashing her bow. He climbed up the main rigging on to the deck of the steamer, and called to his captain and the other hands to follow his example. Before climbing into the rigging he saw the master at the companion. The master called out to him "Get her name," and "Get the boat out," after which the master was not seen again by him. The ships, according to William Kinch, remained from two to three minutes in contact, when the steamer backed out and the schooner went down at once. The steamer then launched a boat and picked up O'Neill. Kinch also saw a life-buoy or two thrown from the steamer into the water. He further stated that, while he was below in the schooner, he heard the foghorn of his own craft and the whistle of an approaching steamer; and that the "Abermaed" stood by with her boat and cruised round for some time looking for the missing people. The evidence of O'Neill and Kinch shews that the regulation lights of the schooner were in position and burning brightly. Kinch was eventually landed at Port Talbot.

The s.s. "Abermaed" left Ardrossan at 9 p.m. on 21st July, 1906, in water ballast under command of Captain William Hoskins, certificate of competency No. 010235 (1886), with a crew of seventeen hands, including the master.

On July 22nd, about midnight, they were near the Smalls Lighthouse. There was a dense fog, and they were steering S.W. by S. $\frac{1}{2}$ S., but could not see the Smalls light, though they heard its gun.

From the sound of the gun, the Smalls light seemed nearly ahead, about S.S.W. The course was then altered to S.W. by W., the master being on deck at the time, in charge, the engines going dead slow. The ship was kept on that course for some time. About 1.30 a.m. the course was altered to S.E. by the bearing of the Smalls gun; the engines still going dead slow, at which rate they had been kept since 7 p.m. of the previous day. The ship was then making about $2\frac{1}{2}$ knots. At this hour (1.30 a.m.) the watch on deck consisted of Thomas, A.B., at the wheel, Jones, A.B., on look-out at the fore-castle-head, the chief mate, William Harris, being on the bridge with the master.

At 1.35 a.m. the speed was reduced from $2\frac{1}{2}$ to 2 knots. Just prior to this the "Abermaed" narrowly escaped collision with another steamer, which passed very close by her stern. Her lights were not seen till she was almost on top of the "Abermaed." About 2.25 a.m. the sound of a blast on a foghorn ahead, about half a point on the port bow, was reported to the captain by Jones the look-out. The captain also heard the same blast, which he described as a "faint sound." He then telegraphed, "Stand by the engines," and blew the whistle again. Almost immediately he said he saw a red light of a sailing ship, and he heard two blasts of a horn. He then ordered the helm hard-a-port and the engines half speed ahead. The green light of the sailing ship opened out within half a minute of his giving the order "half speed ahead." He then telegraphed "Full speed astern."

The sailing-ship was then about eighty feet from the "Abermaed," or half that ship's length. Almost instantaneously the ships collided—the "Abermaed"

striking the other vessel amidships abreast of the main hatch. The master of the "Abermaed" then ordered the jolly-boat to be got out, and the order was speedily executed. She put off in charge of the second mate with three hands. Two lifebuoys with ropes attached were thrown over the bow of the "Abermaed," and blue lights were burned while the ships were interlocked.

Practically at the same time he ordered the engines to stop. This order was immediately carried out, and about thirty seconds after he gave the order to go slow ahead so as to keep the vessels locked together. This order was promptly carried out. Captain Hoskins considered that the ships remained in close contact for eight or ten minutes—an estimate which considerably exceeds that of the two survivors of the "William Keith."

However, the time would probably have been sufficient to enable all the crew of the "William Keith" to escape to the "Abermaed" were it not that, according to the evidence of Kinch and O'Neill, they were almost paralysed with fright.

After the engines went ahead for three or four revolutions, or twenty seconds, the master ordered them to be stopped. The vessels at this time parted and the "William Keith" sank immediately. The jollyboat having returned to the "Abermaed," after searching for about forty minutes and finding only one survivor, O'Neill, the master had the steamer, which had meantime drifted about a mile to the N.W., brought back to the scene of the collision near which he remained some time further. Finding nothing during that time he proceeded on his voyage to Port Talbot, where he arrived in dock about 6.30 p.m. of the same day.

The seaman Jones, who was on the look-out on the fore-castle head of the "Abermaed," verified the foregoing statements as regards the essential particulars.

George Chisholm, the chief engineer of the "Abermaed," certificate dated 20th September 1881, No. 12776, was in charge of the engine-room from 7.40 p.m. on the 22nd July, 1906, until the ship came into Port Talbot. The engines were going at half speed from the time he came on duty until 9.40 p.m., when they were reduced to slow, and remained so till 2.25 a.m. on the 23rd July, when he received the order, which appeared on the telegraph as "Full Speed Ahead," though the captain stated he intended it to read "Half Speed Ahead." This discrepancy, however, had apparently no effect upon the circumstances attend the collision.

At 2.26 a.m. he got the order "Full Speed Astern," which was carried out till 2.28 a.m., when he received in succession the orders to stop and to go slow ahead, to preserve the contact of the ships. These orders were promptly carried out by the engineer. At 2.35 a.m. he received an order to stop. The engines remained stopped till 3.15 a.m., when the order came to go slow ahead, which was duly carried out. From this time the ship made various rates of speed until her arrival at Port Talbot.

Between 2.26 and 2.28 a.m., the engineer felt a shock, and, sending a man on deck to inquire the cause, was informed that the ship had run into a schooner.

The Court is of opinion that the captain's statement that he saw a red light on the "William Keith" is not borne out by the evidence, and consequently his action in porting his helm was not justifiable, and materially contributed to bring about the collision.

The evidence showed that Captain William Hoskins has been 35 years at sea, and 20 years in command of the "Abermaed," during which time he was not concerned in any disaster of this kind, and, having regard to his excellent record, the Court refrained from dealing with his certificate.

The following questions were submitted by Mr. Martin for the consideration of the Court:—

Questions.

- (1) Were both vessels supplied with the boats and life-saving appliances required by the statute?
- (2) Was the weather thick with fog at, or about, and after 2 a.m. of the 23rd July last? If so, were

both vessels navigated at a moderate speed, and did they comply with Article 16 of the Regulations for Preventing Collisions at Sea?

Did the "Abermaed" properly sound her whistle, and did the "William Keith" properly sound her foghorn for fog, and did both vessels comply with Article 15 of the said Regulations?

(3) Was a good and proper look-out kept on board both vessels?

(4) What was the cause of the collision and loss of life, and was every possible effort made by those on board the "Abermaed" to render assistance?

(5) Were both vessels navigated with proper and seamanlike care?

(6) Was the loss of the "William Keith" and/or the loss of life caused by the wrongful act or default of the master of the "Abermaed"?

Mr. Burke having addressed the Court on behalf of the master of the "Abermaed," the Court gave judgment, and answered the questions as follows:—

Answers.

(1) Both vessels were supplied with the boats and life-saving appliances required by the statute.

(2) The weather was thick with fog at or about and after 2 a.m. of the 23rd July last. Both vessels were navigated at a moderate speed, and they did both comply with Article 16 of the Regulations for Preventing Collisions at Sea as far as regards speed.

The "Abermaed," however, failed to comply with the second paragraph of Article 16, inasmuch as when hearing the fog-signal of a sailing-vessel apparently forward of her beam, but whose position was not ascertained, owing to the fog, she did not stop her engines and then navigate with caution.

The "Abermaed" properly sounded her whistle; the "William Keith" did properly sound her foghorn, and

both vessels did comply with Article 15 of the said Regulations.

(3) A good and proper look-out was kept on board both vessels.

(4) The cause of the collision and loss of life was the failure of the master of the s.s. "Abermaed" to comply with the Regulation contained in the 2nd paragraph of Article 16, by not stopping his engines on hearing the fog-signal of a sailing-vessel apparently forward of his beam, the position of which vessel was not ascertained owing to the fog.

Every possible effort was made by those on board the "Abermaed" to render assistance.

(5) Both vessels were navigated with proper and seamanlike care until the "Abermaed" heard the fog-signal of a sailing-vessel apparently forward of her beam, when she failed to stop her engines in accordance with the second paragraph of Article 16 of the Regulations, and navigate with caution.

(6) The loss of the "William Keith" and the loss of life were caused by the wrongful act and default of the master of the "Abermaed."

Dated this 16th February, 1907.

T. J. WALL,
Judge.

We concur.

RODNEY M. LLOYD, }
GEO. MASSEY, } Assessors.
JENKIN THOMAS, }

(Issued in London by the Board of Trade on the 22nd day of March, 1907.)

Appendix F Mercantile Navy List and Crew Lists

1865 Mercantile Navy List

ALPHABETICAL LIST OF BRITISH REGISTERED VESSELS.

393

Official No.	Name of Ship and Port of Registry.	Commercial Code Signal (if any).	Registered Tonnage.	Horses Power.	Name and Address of Sole Registered Owner, or of Managing Owner when there are more Owners than One.
22590	William Griffith, Newcastle	N.M.C.W	37	..	John A. Harrison, Newcastle-upon-Tyne.
39448	William H. Cleare, Nassau	S.P.H.T	61	..	William Henry Cleare, Harbor Island.
37283	William H. Prentice, Digby, N.S.	S.D.J.M	91	..	Wilkinson J. E. Ritchie, Annapolis, N.S.
23573	William Hall, Dublin	Q.B.C.T	22	35	Bridget Sheridan, Cardiff Lane, Dublin.
27047	William Harper, South Shields	P.N.R.C	299	..	John O. Harper, 23, King Street, South Shields.
5717	William Harris, Fowey	J.K.T.C	83	..	Wm. Ivey Furze, Mervagissey, Cornwall.
192	William Haymen, Rochester	..	39	..	William Haymen, Boley Hill, Rochester.
32557	William Hazlet, Sydney	Q.W.N.J	27	..	Isaac Roddam, Sydney, N.S.W.
22373	William Henry, Beaumaris	N.L.F.M	96	..	Owen Jones, Four Mile Bridge, Anglesea.
8739	William Henry, Belfast	K.D.L.P	95	..	Daniel Moge, Belfast, Antrim.
4186	William Henry, Carnarvon	J.B.M.C	72	..	Evan Evans, Carnarvon.
37260	William Henry, Digby, N.S.	S.D.G.W	68	..	James Merritt, Prince William, Digby, N.S.
37449	William Henry, Halifax, N.S.	S.F.B.N	29	..	W. M. Clough, Grandique, Cape Breton.
35811	William Henry, Halifax, N.S.	R.S.F.J	28	..	John Poole, Port-aux-Basques, Newfoundland.
32010	William Henry, Hobart Town	Q.T.H.W	37	..	William Russell, Hobart Town.
46715	William Henry, Nassau, N.P.	V.K.P.G	314	..	William Burnard, Bideford, Devon.
43048	William Henry, Pictou, N.S.	..	34	..	Henry and William Delorey, Tracadie, Nova Scotia.
17061	William Henry, Plymouth	M.F.C.K	20	..	James Elliott, Plymouth.
22395	William Henry, Portsmouth	N.L.G.W	20	..	Henry Mayne, Emsworth, Southampton.
44373	William Henry, Runcorn	T.S.V.D	57	..	John Musgrave, Barton, Chester.
34310	William Henry, St. John's, Newfoundland	R.J.W.G	39	..	Thos. H. Ridley, Harbor Grace, Newfoundland.
2059	William Henry, Shields	H.M.P.F.	23	..	(b) Josiah Wheatley, Cambols, Northumberland.
18567	William Henry, Truro	M.N.L.J	95	..	R. M. Sampson, Devoran, Cornwall.
34584	Wm. Henry Ridley, St. John's, Newfld.	R.L.C.N	27	..	W. H. Ridley, Harbor Grace, Newfoundland.
18385	William Hill, Drogheda	M.L.P.Q	103	..	John Chadwick, Drogheda.
31956	William Hill, Geelong	Q.T.D.J	119	..	F. H. Troulong, Geelong, Victoria.
17804	William Horde, Harwich	..	50	..	Jacob Read, Harwich.
44594	William Howard, Rochester	..	39	..	Edward Irvine Howard, 40, Half Moon Street, Piccadilly.
34930	William Hyde, St. John, N.B.	R.M.L.P	295	..	John Miller, Liverpool, England.
25249	William Jackson, Bristol	P.F.G.H	905	..	R. J. Hancock, Albion Dock Yard, Bedminster, Bristol.
43583	William John, Dartmouth	T.P.M.K	44	..	Jos. Edwards, Brixham, Devon.
33558	William John, Montreal	..	48	..	John Quick, Brighton, Canada.
46140	William John, St. John, N.B.	V.H.F.W	40	..	William Parker, Watfield, King's county, N.S.
215	William Jolliffe, London	H.B.V.J	197	100	General Steam Navigation Co., 71, Lombard Street.
26644	William Kandick, Sydney, C.B.	S.L.B.G	53	..	Josiah Hooper, Forchie, Nova Scotia.
27438	William Keith, Carnarvon	P.R.H.D	99	..	Griffith Dedwith, Barmouth.



1866, 1868, 1869, 1870, 1871 No Change except Merioneth added to address

1871 Now shows it is a schooner built in 1859 at Port Dinorwic

1872, 1873, 1874, 1875, 1876 No Change

1878 owner now Rees Jones, Barmouth, Merionethshire

1879, 1880, 1882, 1883, 1884, 1885, 1887, 1888, 1889, 1890, 1891 No Change

1892 Registered tonnage changed to 79 tons

1893 John Evans Glas y mor House, Barmouth added as manager

1894, 1895, 1896, 1897, 1898, 1899, 1900, 1902, 1903, 1904, 1905 No changes

1906 managing owner now William Kinch, 36 Tinnahask, Arklow

1907 no record

1867, 1881 1886, 1877 1901 not available on line



Crew lists for official number 27438

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Crew lists from 1861 onwards

Ship	Year	Port	Archive	Archives reference/link	Transcript
WILLIAM KEITH	1861		National Maritime Museum	RSS/CL/1861/631	
WILLIAM KEITH	1862		National Maritime Museum	RSS/CL/1862/1133	
WILLIAM KEITH	1863	Caernarfon	Gwynedd Archives Service		
WILLIAM KEITH	1864	Caernarfon	Gwynedd Archives Service		
WILLIAM KEITH	1865		National Maritime Museum	RSS/CL/1865/1471	
WILLIAM KEITH	1866	Caernarfon	Gwynedd Archives Service		
	1867		The National Archives	BT 99/356	
WILLIAM KEITH	1868	Caernarfon	Gwynedd Archives Service		
WILLIAM KEITH	1869	Caernarfon	Gwynedd Archives Service		
WILLIAM KEITH	1870	Caernarfon	Gwynedd Archives Service		
WILLIAM KEITH	1871	Caernarfon	Gwynedd Archives Service		
WILLIAM KEITH	1872	Caernarfon	Gwynedd Archives Service		
WILLIAM KEITH	1873	Caernarfon	Gwynedd Archives Service		

	1874		The National Archives	BT 99/1000
	1875		National Maritime Museum ?	
WILLIAM KEITH	1876	Caernarfon	Gwynedd Archives Service	
WILLIAM KEITH	1877	Caernarfon	Gwynedd Archives Service	
WILLIAM KEITH	1878	Caernarfon	Gwynedd Archives Service	
	1879		Maritime History Archive	MHA
WILLIAM KEITH	1880	Caernarfon	Gwynedd Archives Service	
	1881		The National Archives	BT 99/1303
WILLIAM KEITH	1882	Caernarfon	Gwynedd Archives Service	
WILLIAM KEITH	1883	Caernarfon	Gwynedd Archives Service	
WILLIAM KEITH	1884	Caernarfon	Gwynedd Archives Service	
	1885		National Maritime Museum ?	
WILLIAM KEITH	1886	Caernarfon	Gwynedd Archives Service	
WILLIAM KEITH	1887	Caernarfon	Gwynedd Archives Service	
WILLIAM KEITH	1888	Caernarfon	Gwynedd Archives Service	
	1889		The National Archives	BT 99/1597
	1890		The National Archives	BT 99/1640
WILLIAM	1891	Caernarfon	Gwynedd Archives	

KEITH			Service
WILLIAM KEITH	1892	Caernarfon	Gwynedd Archives Service
WILLIAM KEITH	1893	Caernarfon	Gwynedd Archives Service
WILLIAM KEITH	1894	Caernarfon	Gwynedd Archives Service
	1895		National Maritime Museum ?
WILLIAM KEITH	1896	Caernarfon	Gwynedd Archives Service
WILLIAM KEITH	1897	Caernarfon	Gwynedd Archives Service
WILLIAM KEITH	1898	Caernarfon	Gwynedd Archives Service
WILLIAM KEITH	1899	Caernarfon	Gwynedd Archives Service
WILLIAM KEITH	1900	Caernarfon	Gwynedd Archives Service
WILLIAM KEITH	1901	Caernarfon	Gwynedd Archives Service
WILLIAM KEITH	1902	Caernarfon	Gwynedd Archives Service
WILLIAM KEITH	1903	Caernarfon	Gwynedd Archives Service
WILLIAM KEITH	1904	Caernarfon	Gwynedd Archives Service
	1905		National Maritime Museum ?
WILLIAM KEITH	1906	Caernarfon	Gwynedd Archives Service
	1906		Maritime History Archive MHA



Fig. 2 Cherry Garden Wharf, River Thames, Rotherhide