

The Black Bay Ships: Log



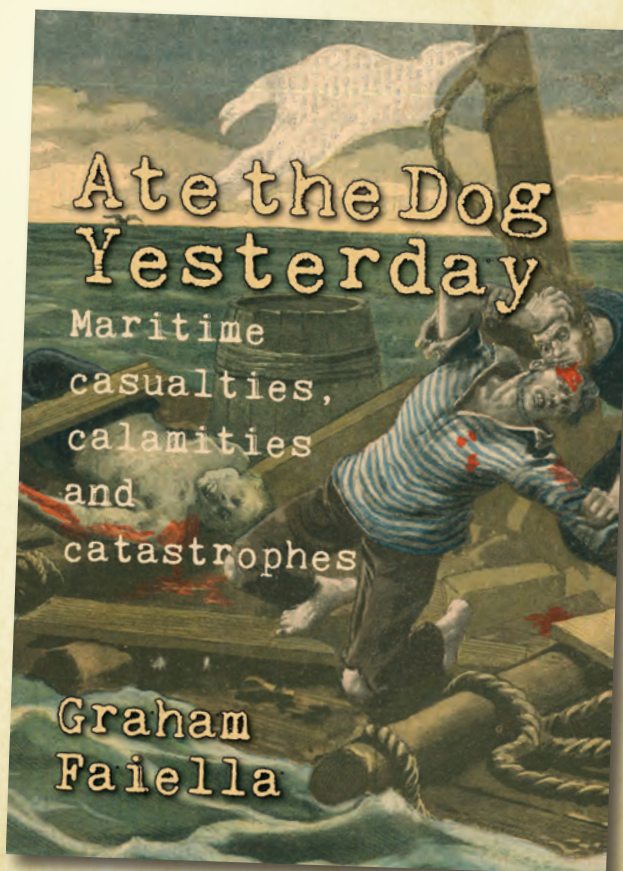
These logs emerged during the research into the history and voyages of two derelict old sailing ships beached at Black Bay in Southampton, Bermuda, the *Emily A. Davies* and the *Norrköping* (ex-*Runnymede*), all extracted from the pages of the daily shipping newspaper *Lloyd's List*. The complete history and record of voyages of the *Emily A. Davies* and the *Norrköping* can be accessed [here](#).



I also compiled reports of other interesting maritime casualties from that publication, from the years of the two vessels' lifetimes.

These reports, and others, can be read in the book *Ate the Dog Yesterday - Maritime Casualties, Calamities and Catastrophes*.

Graham Faiella, *author*



1) Sunderland shipbuilding

Sunderland, at the mouth of the River Wear (Wearside), on the northeast coast of England, was a shipbuilding centre at least since the first recorded mention of a yard there, Thomas Menville's, at Hendon, in 1346. It was during the 19th century, however, that Sunderland shipyards flourished. These were located mainly around the Sands area of Wearside. North Sands was the most densely populated in terms of number of yards.

By 1840 there were 76 shipyards along the Sands at Sunderland. By the mid-1850s the local newspaper, *The Sunderland Herald*, was acclaiming Sunderland as "the greatest shipbuilding port in the world," with around 3,000 ships a year being built. Most were sailing ships. But the number of steam-powered ships was increasing.

The last sailing ship to come out of the Sunderland yards was in 1893. Sunderland continued to build cargo and passenger ships well into the 20th century, but the number of yards there declined in the face of increasing competition from other shipbuilding countries, especially after World War II.

In 1980 the only two remaining Sunderland shipbuilders were Sunderland Shipbuilders Ltd., which was originally, before various reincarnations, William Doxford & Sons (from 1840), and Austin and Pickersgill's. The two merged in 1986 but closed down in December 1988, marking the end of Sunderland shipbuilding after at least 642 years. The last shipbuilder in northeast England, Swan Hunter, at Wallsend, in Tyne & Wear, closed down in 1993.

Both Black Bay ships were built by Sunderland yards: *Norrköping* (ex-*Runnymede*) by William Pile & Co., in 1869 (the year the Suez Canal opened), and *Emily A Davies* by Joseph L. Thompson & Sons in 1876. By that time shipbuilders were predominantly building ships out of iron rather than wood, and the Black Bay ships were made of iron.

William Pile

William Pile (1823-1873) came from a shipbuilding family. His father and grandfather, both named William, had built ships at Sunderland and were well known there. Grandfather William had built the *Ganges*, a famous East Indiaman, in 1825. William himself worked at many yards before setting up his own at North Sands in 1846. John Pile, his brother, also had a yard on the North Sands. William took over the family yard in 1848. John and William Pile were well known for building the elegant style of "tea clippers" that were greyhounds in the China tea trade of the time. Over the course of its rather brief life William Pile's shipyard turned out more than 100 ships built of wood and almost as many of iron.

The yard also became famous for building composite iron and wood ships. The internal frames of composite vessels were made of iron. Wood was used for the exterior planking of hulls and decks, and the keel. The heyday for composite-built ships was between 1860 and 1880, the first having been built in 1852.

William Pile's first composite-built ship was the *City of Adelaide*, launched in May 1864, for the shipbrokers and owners Messrs. Devitt & Moore of London. The *City of Adelaide* clipper

held the record for the run from England to Adelaide, 65 days, until that was bettered by another Sunderland-built clipper, the *Torrens*, in 64 days. Today William Pile's *City of Adelaide* is one of just two surviving composite ships from the 19th century. (The *Cutty Sark*, built in 1869 and now at Greenwich, is the other one.) The Pile yard built a number of other fast little ships, many employed in the Australian wool trade, including the *South Australian* (built 1868, 1,040 tons), the *St Vincent* (built 1865, 892 tons) and the *Berean* (built 1869, 526 tons).

Runnymede was built by William Pile as yard number 176 in 1868/69 and launched early in 1869. William Pile himself died a few years later, in 1873. His shipyard closed down soon after his death, to pay creditors.

Joseph L. Thompson & Sons

The Thompsons began building ships at Sunderland in the early 19th century. Robert Thompson, Sr. (1797-1860) was a shipwright who built his first ship at Jarrow, in 1834. He took over a yard at the North Sands, Harrison & Oliver, in 1846, together with his three sons, Robert, Joseph and John, which became Robert Thompson & Sons. Their first building was the *Pearl*, a 240 ton brig.

Robert Thompson, Sr. died in 1860. Sons Joseph and John took over the business, but John opened his own yard shortly after. (The third son, Robert, Jr., had already opened his own yard, a second Robert Thompson & Sons, in 1854.) That left only Joseph Lowes (J.L.) Thompson (1824-1893) to take over his father's Robert Thompson & Sons shipyard after his death in 1860.

In 1871 Joseph changed the name of the yard to J.L. Thompson. He changed it once again in 1875 to J.L. Thompson & Sons when his three sons came into the business. When Joseph Lowes retired in 1875 he left the yard to be run by his three sons, Charles, Robert and Joseph Lowes, Jr. J.L. Thompson & Sons built the *Emily A Davies* soon after Joseph Lowes retired, in 1875/76.

2) The Black Bay Ships

Norrköping (ex-Runnymede)

Runnymede (renamed *Norrköping* when she was sold to Swedish owners in 1900 and re-registered of the Swedish port of Norrköping) was the first of the two Black Bay ships to be built. William Pile & Co. built *Runnymede* for owners James Alexander & Co., of London, her original port of registry, in 1868/69. The ship was of iron construction, 200 ft long, 30 ft wide and 18 ft in depth. Her freeboard – the height of her main deck above sea level when fully loaded – was 3 ft 9 in. She measured 741 tons gross and 700 tons net. *Runnymede* was launched around March 1869; her first survey by Lloyd’s was in April that year.

Runnymede was a three-masted barque (square-rigged on the fore- and main-masts, and fore-and-aft rigged on the mizzen mast). Her signal code was JCQM. Her official British Registry number was 60940. Lloyd’s certified her 100 A1.

(To this day Lloyd’s certifies sea-going ships of over 100 gross tons for inclusion on Lloyd’s Register, which is the meaning of “100” in the classification of “100 A1”. The “A” refers to the hull of a vessel, meaning that it is constructed to Lloyd’s standards. The “1” refers to anchoring and mooring equipment (and in sailing ship days, masts and rigging) certified to Lloyd’s’ standards.)

Robert Alexander, *Runnymede*’s first owner, built up a large fleet of deep-sea commercial sailing ships from the 1850s. One of his lines, the Hall Line, in Liverpool, was bought by Sir John Ellerman in 1901. Ellerman incorporated it into the Ellerman Group, one of the largest British shipping companies of the 19th and 20th centuries.

The most significant change in *Runnymede*’s early life came in 1886 when she was sold to a small French shipowner, H. Joyau, of Nantes, on the River Loire in northwest France, and her port of registry changed from London to Nantes. Eleven years later, in 1897, she was sold to another small French shipping company, Vve. Cazer, of Port Aven, Finisterre, in Brittany. From 1886 until 1900 *Runnymede* sailed under the French flag.

In 1900 *Runnymede* was sold again, this time to Carl Magnus Bodén of the small Swedish port town of Norrköping, her new port of registry, and her name changed to *Norrköping*. The town of Norrköping (pronounced Nor-SCHOPP-ing) is situated on the southeast coast of Sweden, about 140 km southwest of Stockholm, by the mouth of the river Motala Ström (“Motala Stream”), at Bråviken, an inlet of the Baltic Sea.

A few years after buying the *Norrköping*, Bodén acquired another iron barque, the *P. Wikström Junior*, which, at 735 gross registered tons, was similar in size to *Norrköping*. She was originally the *Lochinvar*, built by A. Stephen & Co, at Glasgow, and launched in October 1876. Her dimensions were: length 184.9 ft; breadth 30.1 ft; depth 18.3 ft. Her original owner was J. Boumphry & Co. of Liverpool who sold her to Bodén in June 1894 for £2,750. The vessel sailed under various other owners for over fifty years, having been renamed *Axel* when she was sold in 1913. In 1927 she was broken up at Sunderland.

The Swedish-flagged *Norrköping* was on a voyage from Trinidad to Hamburg with a cargo of asphalt from the tar pits at Trinidad when, in the winter of 1908 she became a casualty of heavy weather in the North Atlantic (partially dismasted) approximately 750 miles northeast of Bermuda. A British cargo ship, the *Chirripo*, came across the distressed vessel and put some of her crew on board with instructions to take *Norrköping* “either to Barbados or Turk’s Island”, both of which were much further away than Bermuda. The *Chirripo*’s Chief Officer instead piloted *Norrköping* into Bermuda where she arrived in mid-February 1908.

By the end of May 1908 *Norrköping*’s master, Capt. Hemberg, was still in Bermuda, “awaiting orders”. From that point *Norrköping* ended her life as a merchant sailing ship: she was used in Bermuda as a lighter and a hulk to store coal for steamships anchored offshore. Twelve years later in 1920 she was beached and abandoned in the shallow waters of the small cove in Southampton parish called Black Bay.

Emily A Davies

The little barque *Emily A Davies* spent her whole life sailing under the name by which she was launched in 1876. Like *Runnymede*, she was a three-masted iron barque. Her dimensions were: length 163.0 ft; breadth 27.3 ft; and depth 13.6 ft. She had a 29 ft long raised quarterdeck (at the after end of the ship) and 16 ft long forecastle (at the forward end). Her tonnage was 417 gross tons, 396 net, and 387 under deck, making her a bit more than half the size of *Runnymede/Norrköping*.

Declaration of Ownership forms described the *Emily A Davies* as having a single deck, an elliptical stern (meaning that it sloped inwards above the waterline) and being of clinker construction (built with overlapping wooden planks or iron plates) on an iron framework hull. The forms also identify her “Head” (figurehead) as, variously, a “full figure woman”, “full woman head”, and simply “full figure”.

Emily A Davies was built by the well known Sunderland yard J.L. Thompson & Sons for James Davies & Co., of Swansea (Wales), her original port of registry. She was first registered at Swansea on 22 March 1876 and first surveyed in that same month. Lloyd’s Register of British and Foreign Shipping for 1876/77 recorded her as Official Number 606.

Like so many others in Swansea at that time, James Davies was a small family-owned shipping business. In addition to the *Emily A Davies* it owned a slightly smaller vessel, the schooner *Granville* (341 gross registered tons; length 133 ft; breadth 28 ft; depth 13 ft), built in 1875 by the Gibbon shipyard at Sunderland.

Ownership of the *Emily A Davies* changed a number of times during her life, but she always sailed under the British flag. Lloyd’s Register records the following changes of ownership:

Year 1889/90: from James Davies & Co. to Emily A Davies Sailing Ship Co, of Liverpool; re-registered at Liverpool.

James Davies, the “managing owner” of the *Emily A Davies* with 44 shares in the ship, died on 16 December 1888. Ownership passed to William Callings Jarvis (“shipowner”), of Liverpool, by a Bill of Sale dated 18 November 1889. Registry of the vessel at Swansea was closed on 5 December 1889 and subsequently transferred to Liverpool.

Year 1890/91: changed to E.A. Davies Sailing Ship Co (Lim.), of Liverpool (the “Lim.” most likely referring to Limassol in Cyprus).

Year 1891/92: changed to William C. Jarvis & Sons, of Liverpool.

C. Jarvis & Sons owned or managed about ten other ships at the time.

Year 1892/93: changed to British & Mexican Shipping Co. (Lim.).

By the early 1890s the ship was making regular voyages to Caribbean and Gulf of Mexico ports. Her last voyages were: from Cardiff to Ascension Island in the South Atlantic (July-September 1901), probably with a general cargo for government stores there, or possibly a load of Welsh coal; from Ascension onward to Barbados (November); and from Barbados for New York (December).

It was during this last voyage, in December 1901, that *Emily A Davies* came to grief in heavy winter weather in the North Atlantic near Bermuda, just like *Norrköping* would six years later. Totally dismasted, she was found and towed into Bermuda by a Dutch steamship, the *Callisto*, arriving around 10th December 1901.

Cables despatched by her master, Capt. Jenkins, indicated that the owners recommended towing her to New York for repairs, the expense of repairs in Bermuda being too high. Bermuda’s daily newspaper, *The Royal Gazette*, in its issue of 14th January 1902, published a “Notice” inviting “Tenders for the purchase of the British barque Emily A. Davies, (Iron) 380 Tons Register, As she now lies in the Harbour of St. George’s, dated Hamilton Bermuda, January 14, 1902”.

Emily A Davies was finally sold to “parties in London” at the end of January 1902.

According to an article by “J.C.” in *The Bermudian* magazine of July 1943 (“Shipwrecks of Bermuda”, page 12), the fate of the *Emily A Davies* in Bermuda was similar to that of the *Norrköping*: “She [*Emily A Davies*] was sold as a coal lighter to tow coal to ships...in Murray’s Anchorage whose draughts were too deep for St. George’s Harbour.”

The same article noted how the *Emily A Davies* and the *Norrköping* came to end their days together at Black Bay:

“Stranded alongside the ‘Emily A. Davis’ [*sic*] is the wreck of the Norwegian [*sic*] ‘Nororkoping’ [*sic*]. She [*Norrköping*] was laden with asphalt from the pitch lake in Trinidad and bound for the States. She became so deep laden in the water, and as her iron masts could not be cut and thrown over the side to help to lighten her, the crew had to abandon

her. Immediately her crew left she righted herself and a steamer [the *Chirripo*] towed her into St. George's Harbour.

This happened about 30 years ago.

Later she was towed to her last resting place in Black Bay.”

3) Voyagings

Norrköping (ex-Runnymede)

Builder: William Pile & Co., Sunderland

Yard n°.: 176

Launch date: March/April 1869

- Vessel details:
- three-masted iron barque
- length: 200.0'; breadth; 30.2'; depth: 18.0'
- moulded depth: 19'11"; freeboard amidships: 3'9"
- raised quarterdeck 42' long; forecastle 28' long
- single deck
- Tonnage: 741 gross reg. tons; 700 tons net; 676 tons under deck; 1,100 dwt

Built for (owners): James Alexander & Co., London

Port of Registry: London

Rated: Lloyd's 100 A1

Official n°. (British Registry): 60940

Signal code: J.C.Q.M.

Employed originally (as *Runnymede*) in emigrant trade to Australia. Afterwards traded worldwide.

Brief History (after launch year)

1878: New owners: Redfern, Alexander & Co., London

1886: Sold to H. Joyau, Nantes, France; Port of Registry changed to Nantes; French flagged;

Masters: M. C. Duffay, then M. Jarniou

1897: Sold to Vve. Cazer, Port Aven, Finisterre, France; name changed to *Runnymède*

1900: Sold to Carl Magnus Bodén, Norrköping, Sweden; name changed to *Norrköping*;

Swedish flagged; Master: Carl Petter Mattsson

1908: 27th January: Dismasted off Bermuda during voyage from Trinidad to Hamburg with cargo of asphalt; brought into Bermuda and subsequently used as a storage hulk and lighter.

1920: Beached in Black Bay, Southampton, Bermuda, and abandoned.

1869

27 May

Deal: Runnymede signalled; for Hobart Town [Hobart, Tasmania]

8 June

Vessels spoken with...:

Runnymede, from London, four days out, lat. 45 N, long. 14 W

16 June

Vessels spoken with...:

Runnymede (brq.), bound E, 13th [June], lat. 48 N, long. 17 W, reported by the Leipzig (ss), Jager, at Cowes [Isle of Wight]

1 Nov

Hobart Town , arrived: Aug 25, Runnymede, Hay, from London

1870

22 March

Hobart Town, sailed 15 Jan, Runnymede, Hay, for London

13 April

Deal: arrived 12 April, Runnymede, Hay, from Hobart Town

14 April

Gravesend: arrived 12 April, Runnymede, Hay, from Hobart Town

5 Aug

London Customs' Entries

Cleared Outwards Aug 4:...

for Hobart Town: Runnymede, Hay, B700 Sth WID, Devitt*

* Devitt & Moore was a famous 19th century shipping line (here acting as ship agents). It owned the *Cutty Sark*, the *Hesperus* and *City of Adelaide*, amongst many other renowned merchant sailing ships of the 19th century. Messrs. Devitt & Moore was one of the first shipping companies to transport emigrants from the UK to south Australia, from the mid-1830s, loading cargoes of Australian wool for the return passage. The company operated ships till the early 1920s. In 1917 Sir Thomas Devitt founded the Nautical College at Pangbourne, Berkshire, to train cadets for the Merchant Navy and, later, the Royal Navy. In 1969 the college was renamed Pangbourne College and reoriented to a more conventional academic curriculum.

6 Aug

Gravesend: Runnymede, for Hobart Town

8 Aug

Deal: arrived from the river, 6 Aug, Runnymede, Hay, for Hobart Town

9 Aug

Deal: arrived from the river, 7 Aug, and sailed, Runnymede

7 Sept

Speakings...:

Runnymede (barque), bound south, 17 Aug, lat. 39 N, long. 11 W, reported by the Antonio (s), at Falmouth

27 Dec

Hobart Town: Oct 25, arrived Runnymede, Hay, from London

1871

20 March

Hobart Town, 28 January: The Runnymede (barque), loading for London, took fire in the after 'tween decks, among the wool she was taking in, 13th Jan., but by prompt assistance rendered by the city fire brigades and a launch and fire engine from HMS Blanche, the fire was got under [control]. The whole of the burnt and water damaged bales of wool, bark, and Government stores have been landed and sold, and the Runnymede has now recommenced loading. The total quantity of wool landed and sold by auction was 240 bales.

17 April

Hobart Town: sailed, Feb 19, Runnymede, Hay, for London

10 June

Speakings...:

Runnymede, Hobart Town for London, 2nd April, lat. 58 S, [in the] long. of Cape Horn*

*** This position would be approximately 120 miles due south of Cape Horn which is at lat. 56° S, long. 67° W. *Runnymede* was rounding the Horn on her passage eastbound from Hobart to London.**

13 June

Plymouth: arrived, 11 June, Runnymede, Hay, from Hobart Town

14 June

Plymouth: sailed, 13 June, Runnymede, Hay, for London

20 June

Gravesend: arrived, 18 June, Runnymede, Hay, from Hobart Town

3 Aug

London Customs' Entries

Cleared Outwards, Aug 2...:
for Hobart Town, Runnymede, Hay, B700 Sth WID, Devitt

5 Aug
Deal: arrived from the river, 4 Aug, Runnymede, Hay, for Hobart Town

6 Aug
Deal: 4 Aug, Runnymede arrived from the river and sailed

27 Dec
Hobart Town: arrived, 19 Oct, Runnymede (Hay), from London

1872

19 March
Hobart Town: sailed, 24 Jan, Runnymede, Hay, for London

3 May
Gravesend: arrived 2 May, Runnymede, Hay, from Hobart Town

1 Aug
London Customs' Entries:
Cleared Outwards, July 31...:
for Brisbane, Runnymede, Hay, B700 Sth WID, Devitt

3 Aug
Gravesend: arrived, 2 Aug, Runnymede, Hay, for Brisbane
Deal: passed from the river, 2 Aug, Runnymede, Hay, for Brisbane

1873

22 Jan
Brisbane: arrived, 2 Nov, Runnymede, Hay, from London

13 May
Brisbane: sailed, 12 March, Runnymede, Hay, for London

26 June
Speakings...:
Runnymede (barque), Moreton Bay [Brisbane] to London, 11th June, 35 N 42 W, by the
Lavinia (s), [reported at] Queenstown*

* The Irish port known as Queenstown in the 19th century is today called Cobh, in Co. Cork, Republic of Ireland. Cobh was the final port from which the RMS *Titanic* sailed on her fateful maiden voyage, on 11 April 1912.

30 June

Gravesend: arrived, 28 June, Runnymede, from Brisbane

6 Aug

London Customs' Entries

Cleared Outwards, 5 Aug...:

for Brisbane, Runnymede, Hay, B701, Sth WID, Devitt

9 Aug

Gravesend: sailed, 8 Aug, Runnymede, Hay, for Brisbane

11 Aug

Deal: passed from the river...:

Runnymede, Hay, for Brisbane

14 Aug

Plymouth: arrived, 12 Aug, Runnymede, Hay, [from] London, for Brisbane

15 Aug

Plymouth: sailed, 14 Aug, Runnymede, Hay, for Brisbane

20 Nov

Brisbane: arrived, 8 Nov, Runnymede

1874

20 Jan

Brisbane: arrived, 9 Nov [1873], Runnymede, Hay, from London

9 March

Brisbane: cleared, 16 Jan, Runnymede, Hay, for London

16 Apr

Pernambuco [Recife, northeast Brazil]; 26th March:- [Lisbon, 14th Apr, 3PM]

"A fire broke out on board the Runnymede, from Brisbane to London, with wool, tallow and tin ore, but it was extinguished with little damage to vessel; extent of damage to cargo not yet ascertained. She has been surveyed, and discharged part of her cargo. Cause of fire unknown."

21 Apr

Pernambuco, 24 March:

"The Runnymede, Hay, from Brisbane to London, with wool, tallow and tin ore, put in here, 23rd March, and reported having been on fire on the 20th [March]; smoke was seen issuing from the chain locker on that night, and steps were immediately taken to put out the fire and after some time succeeded in doing so. The day after the arrival of the vessel here a

survey was held and it was thought necessary to discharge the wool in order to see if the damage extended to the tallow. After the wool is out another survey will be held. The bales of wool are a good deal burnt on the outside and so far that is the only part of the cargo that appears damaged. The fire is supposed [thought] to have been caused by the heating of the wool."

28 Apr

Pernambuco:

"The Runnymede has again been surveyed, and the stringers and lining on the stbd side of forehold are found to have been badly burned, about 24 casks of tallow destroyed, and all the bales of wool more or less stained, and it is recommended that the cargo should be discharged in order to see if the main hold is cool; the cargo on shore has also been surveyed, but no report has yet been made."

"Runnymede has commenced reloading."

28 Apr

Brisbane: sailed, 23 Jan, Runnymede, Hay, for London

12 May

Pernambuco [Lisbon, 10th May, 11:30AM]:-

"The Runnymede, Hay, from Brisbane to London, which put in here 23rd March, having been on fire, will proceed 30th April."

15 May

The following is an extract from a letter, dated Pernambuco, 28th April, from the master, Hay, of the Runnymede:

"There are now three bales [of wool] more to repack, which will be done this day, and as the remainder is now alongside, I anticipate leaving here on the 30th April. Although we have been particular in the stowage, I shall be obliged to carry about 20 bales on deck."

26 May

Pernambuco [By tel. from Lisbon, dated May 25]: The Master of the Runnymede has signed a bottomry bond* for £1,231 at a premium of 1 per cent.

* A *bottomry bond* is arranged when the master of a ship borrows money to pay for urgent repairs when it is not possible to obtain the necessary funds immediately from the owner or his local agent. The value of the ship and its cargo are guaranteed as collateral for the bond. If, in the course of a passage, the master arranges for a second bottomry bond to raise funds, that second bond (or, in fact, the last of any series of bottomry bonds that might be arranged during a voyage) is the first one to be paid upon arrival at the vessel's destination port.

8 June

Deal: passed, 6 June, Runnymede, Hay, from Brisbane

9 June

Gravesend: arrived, 7 June, Runnymede, Hay, from Brisbane

10 Sept

London Customs' Entries

Cleared Outwards, Sept 9...:

Runnymede for Brisbane, Hay, B701, Sth WID

15 Sept

Gravesend: sailed, 13 Sept, Runnymede, for Brisbane

Deal: passed from the river, 13 Sept, Runnymede, Hay, for Brisbane

17 Sept

Seaview, IoW [Isle of Wight]: arrived off, 15 Sept, Runnymede, from London, for Australia

18 Sept

Teignmouth [Devon]: arrived off, 16 Sept, Runnymede, Hay, from London, for Brisbane

1875

16 Jan

Brisbane: arrived, Jan 2, Runnymede

3 March

Brisbane: arrived, Jan 2, Runnymede, Hay, from London

1 June

Brisbane: sailed, March 10, Runnymede, Hay, for London

19 June

Gravesend: arrived, 18 June, Runnymede, Hay, from Brisbane

18 Sept

London Customs' Entries

Cleared Outwards, Sept 17...:

for Brisbane, Runnymede, Hay, B701, SWID, Devitt

21 Sept

Deal: passed from the river, 19 Sept (evening)...: Runnymede, Hay, for Brisbane

27 Sept

Plymouth: arrived off, 23 Sept, Runnymede, London, for Brisbane

11 Nov

Speakings...:

JCQM (Runnymede, of London), 15th [Oct], 9N 26W, by HMS Blanche*, [reported] at Portsmouth

* HMS *Blanche* had helped *Runnymede* put out a fire in *Runnymede*'s cargo of wool at Hobart Town four years before – see 20 March 1871.

30 Dec

Brisbane: arrived, Dec 22 [9 p.m.], Runnymede

1876

7 March

Brisbane: arrived, Dec 20, Runnymede, Hay, from London

5 Apr

Brisbane: sailed, Jan 23, Runnymede, Hay, for Adelaide

10 Apr

Adelaide: arrived, Feb 2, Runnymede, Hay, from Brisbane

9 May

Adelaide: sailed, 15 March, Runnymede, Hay, for United Kingdom

24 June

Speakings...:

Runnymede, [from] Adelaide to London, 10th June, 10 N 38 W

26 June

Latest Telegrams (rcvd 25th at 11:40PM)

Gravesend: arrived, Runnymede, Hay, from Adelaide

25 Sept

London Customs' Entries

Cleared Outwards...:-

Sept 23, for Adelaide, Runnymede, Hay, B701, SWID, Devitt

27 Sept

Gravesend: sailed, 26 Sept, Runnymede, for Adelaide

Deal: anchored from the river, 26 Sept, Runnymede, Hay, for Adelaide

28 Sept

Deal: sailed, 27 Sept, Runnymede, Hay, for Adelaide, in tow of the Challenger (tug)

2 Oct

Plymouth: arrived, 30 Sept, Runnymede, Hay, [from] London, for Adelaide

4 Oct

Plymouth: sailed, 2-3 Oct, Runnymede, Hay, for Adelaide

22 Dec

Speakings...:

Runnymede (barque), London to Adelaide, 25th Oct, 18N 25W

1877

2 Jan

Adelaide: arrived, Dec 29 (1876), 3PM, Runnymede

12 Feb

Adelaide: arrived, Dec 28, Runnymede, Hay, from London

10 Apr

Adelaide: sailed, 9 Feb, Runnymede, Hay, for Colombo [Sri Lanka]

23 Apr

Colombo: arrived, 26 March, Runnymede, Hay, from Australia

6 July

Bimlipatam*: in the roads, June 1, Runnymede, for London

*A port on the east coast of India in Vizagapatam district of Madras (Chennai)

21 July

Calingapatam*: sailed, June 7, Runnymede, for London

* Also spelled Kalingapatam; just north of Bimlipatam

21 Sept

St Helena: arrived, Aug 19, Runnymede, Hay, from Calingapatam

20 Oct

[Isles of] Scilly: arrived off, Runnymede, from Calingapatam

23 Oct

Gravesend, arrived, Runnymede, Hay, from Calingapatam

1878

15 Jan

London Customs' Entries

Cleared Outwards, Jan 14...:-

for Adelaide: Runnymede, Hay, B701, WID, Devitt

18 Jan

Gravesend: sailed, 17 Jan, Runnymede, for Adelaide

Deal: passed from the river, 17 Jan, Runnymede, Hay, for Adelaide

22 Jan

Portland: arrived off, 19 Jan, Runnymede, Hay, London for Adelaide

24 Jan

Plymouth: arrived off, 21 Jan, Runnymede, Hay, London for Adelaide

25 Apr

Adelaide: arrived, Apr 23, Runnymede, from London

29 July

Adelaide: sailed, May 29, Runnymede, Hay, for Cape Town

28 Aug

Port Pirie [at head of the Spencer Gulf, 220 km north of Adelaide, South Australia]: sailed, June 25, Runnymede, Hay, for Cape Town

28 Sept

Table Bay [Cape Town]: arrived, Aug 27, Runnymede, Hay, from Port Pirie

23 Oct

Table Bay: sailed, Sept 23, Runnymede, Flay, for Mauritius

31 Oct

Mauritius: arrived, Oct 10, Runnymede [by tel. from Aden]

5 Nov

Mauritius: arrived, Oct 8, Runnymede, Hay, from Cape Town

23 Nov

Mauritius: sailed, Runnymede, for Melbourne

10 Dec

Mauritius: sailed, Oct 27, Runnymede, Hay, for Melbourne

1879

13 Jan

Melbourne: arrived, Runnymede, Hay, from Mauritius, 25 Nov

10 Feb

Melbourne: sailed, Dec 22, Runnymede, Kyle [?], for Port Pirie

11 March

Adelaide/Port Pirie: arrived, Runnymede, Hay [Jan 15], from Melbourne

9 Apr

Port Pirie: Cleared, Runnymede, Hay, for United Kingdom (Jan 30)

11 June

Falmouth: arrived, Runnymede, Hay, from Port Pirie (wheat)

16 July

Deal: arrived, Runnymede, Hay, from Port Pirie and [Le] Havre (in tow)

17 July

Gravesend: arrived, Runnymede, Hay, from [Le] Havre

27 Oct

London Custom-House Entry

Cleared Outwards, Oct 25...:

for Brisbane, Runnymede, Hay, B701, WID, F. Green & Co.

29 Oct

Deal: passed from the River, Runnymede [4A.M.], for Brisbane

31 Oct

Plymouth: off, Runnymede [Oct 29], London for Brisbane

1880

5 Feb

Brisbane: arrived (Feb 3), Runnymede, from London

20 March

Brisbane: arrived (Feb 1), Runnymede, Hay, from London

2 June

Brisbane: sailed (Apr 2), Runnymede, for London

20 July

St Catherine's Point [Isle of Wight]: signalled off, Runnymede (bq [barque]), (of London),
Brisbane for London

21 July

Deal: Runnymede, Hay, from Brisbane (in tow of Victory tug) – both for London

22 July

Gravesend: arrived, Runnymede, Hay, from Brisbane

11 Sept

London Custom-House Entry

Cleared Outwards, Sept 10...:

for Brisbane, Runnymede, Hay, B701, SWID, Green & Co

15 Sept

Gravesend: sailed, 14 Sept, Runnymede, Hay, for Brisbane

17 Sept

Deal: sailed, 16 Sept, Runnymede, Hay, for Brisbane

29 Sept

Speakings...:

Runnymede (British), 21 Sept, 48N 6W, [reported] by the Ibis (s), at {Le} Havre

1881

10 Jan

Brisbane: arrived, Jan 7, Runnymede, from London

18 Feb

Brisbane: arrived, Jan 5, Runnymede, Hay, from London

17 June

Brisbane: sailed, Apr 2, Runnymede, Kay [*sic* - Hay], for London

19 July

Deal: passed...Runnymede, Hay, Brisbane for London (in tow of Cruiser, tug)

20 July

Gravesend: arrived, July 19, Runnymede, Hay, from Brisbane

27 Aug

Casualties: Runnymede

London, Aug 26: The sailing barge January, from the Medway [Kent], sunk in Limehouse Reach yesterday, after being in collision with the barque Runnymede, which was in tow from drydock. It is stated that the tow rope broke, and the barque came in contact with the barge.

4 Oct

London Custom-House Entry

Cleared Outwards, Oct 3...:

for Adelaide, Runnymede, Hay, B701, EID, F. Green & Co

6 Oct

Gravesend: Runnymede sailed for Adelaide

7 Oct

Prawle Point [south Devon]: passed west – JCQM (Runnymede, of London)

11 Oct

Plymouth: off, Oct 7, Runnymede, Hay, London for Adelaide

1882

2 Jan

Adelaide: arrived, Dec 30 [1881], Runnymede, from London

7 Feb

Adelaide: arrived, Dec 29 [1881], Runnymede, Hay, from London

13 Apr

Adelaide: cleared, Feb 17, Runnymede, Hay, for London

26 Apr

Adelaide: sailed, Feb 18, Runnymede, Hay, for London

6 May

Ascension [Island]*: arrived [by tel, dated Madeira, May 4, 10PM], Runnymede

* Ascension Island in the South Atlantic Ocean was garrisoned by the British in 1815 as a kind of watch-guard over ex-emperor Napoleon Bonaparte (15 August 1769 – 5 May 1821) who had been exiled to St. Helena, 800 miles to the southeast, after his defeat at the Battle of Waterloo that year. The British garrison was the first permanent settlement on Ascension. The Royal Navy designated the island a “stone frigate,” HMS *Ascension*. Today the island is a dependency of the British Overseas Territory of St Helena.

10 May

Ascension [Island]: arrived, Apr 23, Runnymede, Hay, from Adelaide

7 June

Gravesend: arrived, Runnymede, Hay, from Adelaide

31 July

London Custom-House Entry

Cleared Outwards, July 29...:

for Hobart: Runnymede, Hay, B701, WID, F. Green & Co

2 Aug

Dover: passed west, Aug 1, Runnymede, Hay, London, for Hobart Town

7 Aug

Brixham: off Start Point, Aug 4, Runnymede, Hay, London, for Hobart Town

20 Dec

Hobart Town: arrived, Oct 29, Runnymede, from London

1883

21 Feb

Hobart Town: Runnymede, Hay, loading for London; expected to sail about Jan 24

14 Mar

Hobart Town: sailed, Jan 28, Runnymede, Hay, for London

4 May

Speakings...:

Runnymede, barque, Hobart Town to London, Apr 8, lat. 28 N long. 49 W, (by the La Hogue, from Sydney, in the River)

7 May

Portland Bill: passed east: JCQM (Runnymede, of London), May 4 at 8:45AM

8 May

Gravesend: arrived, May 6, Runnymede, Hay, from Hobart Town

30 Aug

London Custom-House Entry

Cleared Outwards, Aug 29...:

for Hobart: Runnymede, Hay, B701, WID, F. Green & Co

1 Sept

Dover: passed west, Runnymede, Hay, for Hobart Town

7 Sept

Plymouth: arrived, Sept 6, Runnymede, Hay, London for Hobart Town

10 Sept

Plymouth: sailed, Sept 7, Runnymede, Hay, for Hobart Town

27 Nov

Speakings...:

Runnymede, of London, bound south, Oct 16, 14S 39W, [reported] by the Topaz at Queenstown

17 Dec

Hobart Town: arrived, Dec 11, Runnymede, from London [by the tel. dated Dec 15]

1884

2 Feb

Hobart Town: arrived, Dec 12 [1883], Runnymede, Hay, from London

26 March

Hobart Town: sailed, Feb 4, Runnymede, Hay, for London

6 May

Gravesend: arrived, May 5, Runnymede, Hay, from Hobart Town

7 May

London, May 5.- The Runnymede, Hay, from Hobart Town (sailed Feb. 4), in the river, reports: "Rounded Cape Horn on the 5th March, having experienced light and moderate W and NW winds and fine weather, which continued till 17th March, in lat. 32 S, long. 32 W, where NE and SE winds commenced, which lasted till the 24th March, in lat. 20 S, long. 31 W, when the SE trades were fallen in with, and continued to lat. 1 N, long. 33 W. The island of Fernando Noronha [off northeast coast of Brazil] was sighted. Got the NE trades in in lat. 2 30 N, long. 34 30 W. Both NE and SE trades were light.

Lost the NE trades in lat. 24 N, long. 44 W. Had light and baffling winds for several days, and from lat. 40 N, long. 32 W, to lat. 46 N, long. 15 W, a continuance of NE and NNE winds, light and varying, when the wind set in from W, light and fine. At 6 a.m. of the 3rd May made the Start Lighthouse, and got a strong WSW wind, which continued to Gravesend. Took the pilot on board at Dungeness at 5 p.m. of the 4th, took tug off North Foreland, and docked at 9 a.m. of the 5th May."

21 July

London Custom-House

Cleared out in ballast, July 21....:

for Middlesbrough and Campana [River Plate, Argentina], Runnymede, F700, H Clarkson & Co*

*** Runnymede's new agents, H Clarkson & Co, are still active today as a subsidiary of one of the world's largest integrated shipping groups, Clarksons plc.**

23 July

Gravesend: sailed, July 23, Runnymede, Campana

24 July

Southend: passed down, Runnymede (bq), of London

19 Aug

Middlesbrough: sailed, Aug 17, Runnymede, Hay, for Campana (Arg.)

2 Dec

Buenos Ayres: arrived, Oct 19, Runnymede, Duprat, from Newcastle

1885

Around this time Runnymede was sold to H. Joyau, of Nantes, France, and re-flagged as a French vessel.

13 Jan

San Nicolás [River Plate, Argentina]: arrived, Dec 15, (by mail), Runnymede, from Middlesbrough

6 May

Coconada [also spelled Kakinada; east coast of India]: arrived, Apr 6, Runnymede, Dufay, [from] Pondichery*

* Pondichery, also spelled Pondicherry, was a French territorial enclave and port of southern India, about 140km south of Chennai (Madras) on the Bay of Bengal. The French took over Pondichery from the Dutch in 1673. Control of the territory was subsequently contested from time to time by the Dutch and the English. In 1816 France gained permanent control of Pondichery until they handed it over to India in 1954 after Indian independence in 1947. Pondichery is the main port city of the Indian Union Territory of the same name.

In Sept 2006 the official name was changed to the vernacular original Puducherry, meaning “new village” in Tamil. As one of the two Union Territories of India (the other being Delhi), Puducherry has special provision for partial statehood powers but is not one of the 28 states of India.

This was the first of several voyages by the now French-owned *Runnymede* to Pondichery. *Runnymede* also made voyages subsequently to other francophone territories in the Indian Ocean, namely, the islands of Reunion, Mauritius and the Seychelles.

20 May

Coconada: sailed, Apr 20, Runnymede, Dufay, for London

8 Sept

Ships Spoken...:

Runnymede, French barque, Vizgapatam to London, 75 days out, July 13, lat. 35 S, long. 21 E

10 Oct

Southend: passed up: Runnymede (bq) (of Nantes), Coconada for London

1 Dec

London Custom-House

Cleared Outwards...:

for Nantes and St Lazaire [sic – St Nazaire], Runnymede, Maillard, F700, LD, H Clarkson & Co

3 Dec

Gravesend: sailed, Dec 2, Runnymede, for Nantes

4 Dec

Deal: anchored from the River, Dec 3: Runnymede, Maillard, for St Nazaire

7 Dec

Deal: sailed, Dec 6, Runnymede, for St Nazaire

23 Dec

St Nazaire: arrived, Runnymede, Jarniou, from London

1886

8 Feb

St Nazaire: cleared, Feb 5, Runnymede, for Reunion

11 Feb

St Nazaire: sailed, Feb 8, Runnymede, Jarniou, for Reunion

25 May

Reunion*: arrived, May 11, Runnymede, Jarniou, from St Nazaire

* The island of Reunion (formally, *La Réunion*) in the Indian Ocean has been an overseas territory (*département d'outre-mer*) of France since 19 March 1946. It is also a French region. It was called *Île de Bourbon* from 1649-1793 and 1810-1848, commemorating the French royal house of Bourbon. The roughly circular island is 2,512 sq km (970 sq miles) in area. The population in 1870 was estimated to be 212,000, and in 2006, 784,000. Saint-Denis is the *préfecture* (administrative capital) and main port. Between 15-16 March 1952, Cilaos, in the middle of the island, was deluged by rainfall of 1,869.9 mm (73.6 in), the greatest ever 24-hour precipitation recorded anywhere on Earth.

1 June

Mauritius: arrived, Apr 20, Runnymede, Jarniou, from Nantes

30 June

Mauritius: sailed, May 10, Runnymede, Jarniou, for Guam*

* When a ship cleared or sailed “for Guam”, in the western Pacific Ocean, it did not mean that she was *actually* sailing to Guam; it signified that she was looking for a new charter or cargo anywhere in the world. Another explanation was that “bound for Guam” was “an old sea-term meaning that the vessel’s destination was to be kept secret”, according to Rex Clements’ narrative of his voyage in the three-masted barque *Arethusa*, around the year 1900, in *A Gypsy of the Horn*. At this time *Runnymede* actually sailed to Reunion, and thence to Pondichery on the east coast of India, via Mauritius.

17 July

Reunion: sailed, July 6, Runnymede, for Pondichery

21 Aug

Mauritius: arrived, July 11, Runnymede, Jarniou, from Reunion

21 Aug

Pondichery: arrived, July 30, Runnymede, Jarniou, from Mauritius

24 Aug

Reunion: sailed, Aug 6, Runnymede, Jarniou, for Pondichery

25 Sept

Calcutta: arrived, Sept 1, Runnymede, Jarniou, from Pondichery

1 Nov

Calcutta: sailed, Oct 8, Runnymede, Jarniou, for Mauritius

15 Dec

Mauritius: arrived, Nov 9, Runnymede, Jarniou, from Calcutta

1887

13 Jan

Port Louis, Mauritius: sailed, Dec 6 [1886], Runnymede, Jarniou, for Guam

14 Jan

Mauritius: sailed, Dec 4 [1886], Runnymede, Jarniou, for Guam

27 June

Mauritius: arrived, May 10, Runnymede, Jarniou, False Point*

* False Point is a port on the northeast coast of India, just southwest of Calcutta.

18 July

Bombay: arrived, June 27, Runnymede, Jarniou, from Mauritius

27 July

Mauritius: sailed, 7 June, Runnymede, Jarniou, for Bombay

23 Aug

Bombay: sailed, July 28, Runnymede, Jarniou, for False Point

12 Dec

Mauritius: arrived, Oct 25, Runnymede, Jarniou, from False Point

12 Dec

Mauritius: sailed, Nov 18, Runnymede, Jarniou, for Reunion

1888

13 Jan

St Denis, Reunion: arrived, Nov 19 [1887], Runnymede, Jarniou, from Mauritius*

* *Runnymede* sailed from Mauritius on 18th November 1887 and arrived at Reunion the next day. The distance between Port Louis, the main port of Mauritius, and St Denis, the main port of Reunion, is about 140 nautical miles, a relatively easy day's sail for *Runnymede*.

6 Feb

St Leu*, Reunion: sailed, Dec 24, Runnymede, Jarniou, for Cádiz, for orders

* St Leu (or Saint-Leu) is the name of a *commune* (administrative division) on the west coast of Reunion.

29 Feb

St Helena: passed, Jan 27, Runnymede (French), from Reunion

24 March

Cádiz: sailed, March 19, Runnymede, Jarniou, for Lazzaretto*

* "Lazzaretto" was a quarantine area where a ship and her crew were confined for a period after having come from a place where plague or other infectious diseases were prevalent.

14 April

Arzic*: off, Apr 12, Runnymede, for the Loire

* Arzic is a headland on Belle Îsle, the island just off St Nazaire near the mouth of the River Loire.

16 Apr

St Nazaire: arrived, Apr 12, Runnymede, Jarniou, from Reunion

4 June

Arzic: off, June 1, Runnymede, for the north-west

6 June

St Nazaire: sailed, June 2, Runnymede, Jarniou, for Cardiff

8 June

Newport, Mon. [Monmouthshire, South Wales]: arrived, June 7, Runnymede

25 June

Newport, Mon: cleared, June 23, Runnymede, Jarniou, for Mauritius

29 Oct

Mauritius: arrived, Sept 18, Runnymede, Jarniou, from Newport

23 Nov

Mauritius: sailed, Nov 19, Runnymede, Jarniou, for Diamond Island*

* Diamond Island (called Thamihla Kyun in Burmese) is a small uninhabited island 10 km off the Arakan coast of southern Burma, opposite the mouth of the Bassein River. Ships that sailed "for Diamond Island" invariably went to Calcutta or other ports on the east coast of India rather than to the island itself.

In 1886 Burma came under the administration of the British Raj after it was gradually taken over by the British in a series of Anglo-Burma wars from 1824. In 1937 it was separated from India as an administrative territory (still under British colonial rule), and became independent in 1948 (the year after India's independence from Britain). Diamond Island is now a protected Wildlife Sanctuary and an important nesting site for sea turtles.

18 Dec

Pondichery: sailed, Nov 19, Runnymede, Jarniou, for Calcutta

19 Dec

Pondichery: arrived, Nov 12 (not on Oct 12 as before reported), Runnymede, Jarniou, from Mauritius

1889

8 Jan

Calcutta: arrived, Dec 12, Runnymede, Abeille, from Mauritius via Pondichery

18 Feb

Calcutta: sailed, Jan 24, Runnymede, Abeille, for Demerara*

* Demerara was British Guyana - now Guyana - on the northeast coast of South America. At the time there was a regular trade in transporting indentured Indian migrant workers from

Calcutta to Demerara (and Trinidad), for employment particularly in the sugar plantations there. *Runnymede* would have carried up to several hundred such labourers on this voyage.

23 Feb

St Helena: arrived or passed by [by tel. dated Madeira, Apr 19, 7AM]: Runnymede, from Calcutta for Demerara

24 April

**St Helena: arrived, Apr 7, Runnymede, Arbeille, from Calcutta
St Helena: sailed, Apr 7, Runnymede, Arbeille, for Demerara**

29 May

Demerara: arrived, May 1, Runnymede, Arbeille, from Calcutta

11 June

Demerara: cleared, May 21, Runnymede, Arbeille, for Trinidad

22 June

Trinidad: arrived, May 30, Runnymede, Arbeille, from Calcutta

6 Aug

Trinidad: cleared, July 15, Runnymede, Arbeille, for Delaware Breakwater*

* The Atlantic coast from Cape Charles, Virginia, to Sandy Hook, New Jersey, had no natural safe harbours for large sailing vessels to seek shelter during storms. The entrance to Delaware Bay, in the middle of this line of coast, was so big that it could not offer such shelter. In the late-1820s construction of a stone breakwater, Delaware Breakwater, was started on the southern side of the entrance to Delaware Bay, just inside Cape Henlopen. This was a huge engineering project for the time. The only bigger stone breakwater at the time was at the entrance to the port of Cherbourg, in France. More than 835,000 tons of stone was used to build the Delaware Breakwater, ranging in size from small rocks to massive boulders of 6 tons in weight.

Delaware Breakwater was completed in 1869. It was 2,586 ft long, had an average width of 160 ft, rose to a height of 14 ft above the level of low water, and cost just over \$2.1m. Part of the project included a 1,400 ft long stone structure built some 1,350 ft to the west of the breakwater to serve as an icebreaker. Delaware Breakwater lighthouse was erected on the west end of the breakwater in 1849 to mark the structure and guide vessels entering Delaware Bay between the breakwater and the icebreaker.

16 Aug

Delaware Breakwater: arrived, Aug 3, Runnymede, Arbielle, from Port of Spain, ordered to New York

16 Aug

Delaware Breakwater: sailed, Runnymede, for New York

21 Aug

New York: arrived, Aug 9, Runnymede, Arbeille, from Trinidad

22 Oct

New York: cleared, Oct 10, Runnymede, Arbeille, for Adelaide

1890

8 Jan

Ships Spoken...:

Runnymede, from New York, for Adelaide, Dec 3 [1889], lat. 1 S, long. 30 W, by the Blairhoyle, Hawkins, from Pisagua, reported at Dunkirk

5 Feb

Wallaroo: arrived [by tel, dated Melbourne, Feb 4], Runnymede, from New York

11 March

Adelaide: arrived, Feb 2, Runnymede, Abeille, from New York

16 Apr

Port Wakefield*: arrived, Feb 20, Runnymede, from Adelaide

* Port Wakefield, on the Yorke Peninsula in South Australia, 99 km north of Adelaide, was established in the mid-19th century to ship copper from the Burra copper mine, 160 km away, between the late-1840s and 1877 when the mine closed. The port also took delivery of coal to fuel the copper smelters. After the mine closed, wool and wheat were the main commodities shipped through the port.

23 Apr

Adelaide: cleared, March 5, Runnymede, Arbeille, for [the English] Channel

5 May

Port Wakefield: sailed, March 19, Runnymede, Arbeille, for the UK

2 June

Ships Spoken...:

Runnymede, French barque, from Adelaide to Falmouth, 34 days out, May 1, lat. 30 S, long. 29 E, by the Damascus (s), reported at Cape Town

3 July

Ships Spoken...:

Runnymede, barque, of Nantes, (KVHQ), Port Adelaide to Falmouth, 84 days out, June 15, lat. 10 N, long. 27 W, by Eastern Prince (s), reported at Antwerp

16 July

Plymouth: arrived, July 15, Runnymede, from Port Wakefield, for orders

21 July

Plymouth: cleared, July 20, Runnymede, for Galloway [sic – Galway, Ireland], from Port Wakefield

23 July

Plymouth: sailed, July 22, Runnymede, Arbeille, for Galway

29 July

Galway: arrived, July 27, Runnymede, Arbeille, from Port Wakefield

30 Aug

Galway: sailed, Aug 28, Runnymede, Boche, for Cardiff

4 Sept

Cardiff: arrived, Sept 3, Runnymede, from Galway

9 Oct

Cardiff: sailed, Oct 8, Runnymede, Boyen, for Seychelles

1891

2 Feb

Seychelles: arrived, Jan 9, Runnymede, Boche, from Cardiff

5 March

Seychelles: sailed, Feb 5, Runnymede, Boju, for Chittagong

14 Apr

Chittagong: arrived, March 18, Runnymede, Boju, from Mahe [Seychelles]

20 Apr

Chittagong: sailed, March 28, Runnymede, Boju, for Trinidad

8 July

**St Helena: arrived or passed [by tel, Las Palmas, July 7, 11:50 AM]:
Runnymede, from Chittagong, for Trinidad**

15 July

St Helena: sailed, June 20, Runnymede, Boju, for Trinidad

8 Aug

Ships Spoken...:

Runnymede, from Chittagong to Trinidad, June 14, lat. 2 N, long. 26 W, [reported] by the Falkland, arrived at New York

14 Aug

Trinidad: arrived, July 22, Runnymede, Boggie, from Chittagong

22 Oct

Trinidad: cleared, Sept 26, Runnymede, Beju, for London

13 Nov

Gravesend: arrived, Nov 13, Runnymede, from Trinidad, for Regent's Canal Dock

1892

23 Jan

London Custom-House

Cleared Out, Jan 23:

for Townsville etc.: Runnymede, Maclean, F693 EID, Bethell, Gwyn & Co

28 Jan

Gravesend: sailed, Jan 27, Runnymede, for Townsville

8 Feb

Dover: passed west – Runnymede (bq.) for Townsville (in tow of Burma tug)

30 March

Ships Spoken...:

Runnymede (French), London to Townsville, March 9, lat. 8 N, long. 28 W, [reported] by Rio Negro (s) at [Le] Havre

27 June

Townsville: arrived, June 23, Runnymede, from London

30 July

Townsville: arrived [Melbourne, July 29], Runnymede, from London (before reported arrived June 27)

9 Aug

Townsville: arrived, June 25, Runnymede, Jarniou, from London

15 Sept

Townsville: sailed, Aug 1, Runnymede, Boju, for Rockhampton [Queensland]

27 Sept

Rockhampton: arrived, Aug 10, Runnymede, Nadeau, from London, etc.

8 Nov

Rockhampton: cleared, Sept 23, Runnymede, Nadeau, for Newcastle, NSW [New South Wales]

9 Nov

Newcastle, NSW: arrived, Sept 28, Runnymede, Boju, from Rockhampton

30 Nov

Newcastle, NSW: sailed, Oct 17, Runnymede, Boju, for Valparaiso [Chile]

1893

6 Feb

Valparaiso: arrived, Dec 26 [1892], Runnymede, Nadeau, from Newcastle

21 Feb

Valparaiso: sailed, Jan 12, Runnymede, Nadeau, for Tongoy*

* Tongoy is located 450 km north of Santiago, the capital of Chile. From the 1870s it was an important seaport for the shipment of copper from the Tamaya copper mine. Today it is a popular tourist resort.

20 April

Pisagua*: arrived, Feb 24, Runnymede, Nadeau, from Tongoy

* Pisagua became an important port in the 1870s for the export of sodium nitrate. The indigenous people of the region had exploited the Chilean and Peruvian coastal deposits of nitrate for use as a fertilizer for thousands of years. From the 1830s it began to be shipped in large volumes to Europe and North America for the same use, as a nitrogen fertilizer. Dozens of sailing ships were often to be found anchored just offshore of the northern Chilean ports of Pisagua, Iquique and Arica, waiting to take on cargoes of nitrate. By around 1890, most of the nitrate operations in the area were controlled by British companies based in London.

Equally important in the nitrate trade were the guano islands off the northern coast of Peru – the Chincha, Guanape, Guanga and Ballesta island groups – and off northern Chile, such as the Lobos Islands. The islands were covered in the hardened excrement of seabirds, deposited over thousands of years and hundreds of feet thick. The guano was “mined” by native labourers, shovelled into sacks and loaded onto ships for export. It was a filthy, smelly and most physically demanding cargo to handle for seamen, but very profitable for shipping operators.

Some nitrate “ports”, such as Junín, were no more than loading facilities along a virtually featureless coast. Certainly there were few, if any pleasures on shore for crews who might well spend several months there sweating under the broiling sun and daily looking out over a stark and arid landscape that bordered the Atacama Dessert, one of the driest places on Earth.

The fortunes of the “nitrate clippers” thrived until the industry declined in the early 1900s, after synthetic nitrogen fertilizers began to be mass produced in Europe and North America. Pisagua subsequently survived, and thrived, on the strength of fishmeal exports, based on the offshore anchovy fishery. Towards the end of the 1950s, however, this industry, too, went into terminal decline. At the peak of its nitrate shipping days, Pisagua was a busy town of several thousand people. Today it is a small coastal village with a population of barely a few hundred who survive mainly from fishing and the occasional tourist visitors.

10 May

Pisagua: sailed, March 23, Runnymede, Nadeau, for Genoa

26 July

Ships Spoken...:

Runnymede, French barque (KVHQ), July 9, 36N 37W, [reported] by the Lina, at Queenstown

25 Aug

Genoa: arrived, Aug 23, Runnymede, Nadeau, from Pisagua

1894

15 Feb

Santos [Brazil]: arrived, Runnymede, Jan 15, Hyeres*

* There is no report of *Runnymede*'s arrival at or departure from Hyeres, a port near Marseilles on the Mediterranean French coast.

16 May

Santos: cleared, Apr 9, Runnymede (Fr), for Barbadoes

31 May

Barbadoes: arrived, May 16, Runnymede, Nadeau, from Santos

23 July

Maritime Intelligence:

“Runnymede, New York, July 22: Runnymede, [from] Barbadoes [to] Montreal, 19th [July], in lat 42 N, long 62 W, captain taken off dying by Scandia*, also family. Scandia's chief officer left in command of Runnymede.”

* The ss *Scandia* was a well known steamship of the Hamburg-Amerika Line. In the 1890s the 4,856 tons *Scandia* carried thousands of German, Russian and Prussian immigrants from Northern Europe to New York. After taking off the *Runnymede*'s captain and family on her voyage from Hamburg, she arrived at New York on 21st July. On 27th July she set off on her return transatlantic voyage from New York for Queenstown and Hamburg. *Runnymede* continued on her voyage to Montreal.

26 July

Barbadoes: sailed, July 2, Runnymede, Nadeau, for Montreal

14 Aug

Quebec: arrived, Aug 3, Runnymede, Nadeau, from Barbadoes for Montreal

17 Aug

Montreal: arrived, Aug 4, Runnymede, Nadeau, from Barbadoes

9 Oct

Maritime Intelligence:

“Runnymede: Quebec [by cable received Oct 9]: Runnymede, Montreal for River Plate, collided with a schooner off Bic. Former vessel received damage; extent of injury to the latter, if any, not known.”

12 Oct

Montreal: cleared, Oct 1, Runnymede, Nadeau, for Buenos Ayres, and arrived at Quebec same day

23 Oct

Maritime Intelligence:

“Runnymede: Quebec, Oct 11: The barque Runnymede, from Montreal to Buenos Ayres, was in collision with a pilot schooner off Bic, and lost one of her yards [yardarms]. She anchored in Bic harbour, and a new yard has been sent down to her. The schooner suffered a little damage.”

1895

9 Jan

Buenos Ayres: arrived, Dec 12, Runnymede, Nadeau, from Montreal

12 Jan

Riachuelo*: arrived, Dec 12, Runnymede (Fr.), from Montreal

* Riachuelo (“the Little River”) is the lower part of La Matanza River, which runs through Buenos Aires province and along the southern outskirts of the city of Buenos Aires. The river is 64 km (40 miles) long and empties into the River Plate. It is known popularly as *Riachuelo* along the southern edge of Buenos Aires. The mouth (“boca” in Spanish) of the river, where it flows into the River Plate, gives rise to the name of La Boca neighbourhood in Buenos Aires, and to the famous Boca Juniors football club there.

5 Feb

Boca: sailed, Jan 9, Runnymede (Fr bq), for outer roads

2 March

Rosario*: arrived, Jan 24, Runnymede, Nadeau, from Buenos Ayres

* Rosario, on the Paraná River, 300 km (187 miles) upstream from Buenos Aires, was Argentina's largest export port by the 1880s. Its population then was 80-100,000 (and just over 900,000 today).

2 Apr

Rosario: sailed, March 5, Runnymede, Nadeau, for Falmouth

28 May

Palais, B.I. [Belle-Île]*: anchored in the roads, May 25, Runnymede

* The town of Le Palais on the island of Belle-Île at the mouth of the River Loire in Brittany, France.

30 May

Palais, B.I.: arrived, May 25, Runnymede, Nadeau, from Rosario for Nantes

31 May

St Nazaire: arrived in the roads, May 29, Runnymede

3 June

Paimboeuf*: arrived, May 29-30, Runnymede, from River Plate

* Paimboeuf is a small town of a few thousand people on the southern bank of the Loire, between St Nazaire and Nantes.

4 June

Nantes: arrived, May 31, Runnymede, from Rosario

20 Sept

Nantes: sailed, Sept 17, Runnymede, Nadeau, for Reunion

1896

1 Feb

St Denis, Reunion: arrived, Dec 14 [1895], Runnymede, Blanchard, from Nantes

10 Apr

St Pierre, Reunion: sailed, Feb 29 [NB: leap year], Runnymede, Blanchard, for False Point

16 May

Calcutta: arrived, Apr 26, Runnymede, Blanchard, from Bourbon*

* Île de Bourbon is the alternative historical name for the island of Reunion

8 July

Calcutta: sailed, June 10, Runnymede, Blanchard, for Port Natal

31 Aug

Natal: arrived, Aug 6, Runnymede (Fr.), from Calcutta

17 Oct

**Port Natal: sailed, Sept 18, Runnymede, Blanchard, for Barbadoes
Cape d'Agulhas*: passed, Sept 25, Runnymede (Fr bq), westwards**

* Cape Agulhas is the southernmost point of the African continent.

18 Nov

St Helena: passed, Oct 9, Runnymede, from Port Natal

26 Nov

Barbadoes: arrived, Nov 8, Runnymede, Blanchard, from Port Natal

11 Dec

Barbadoes: sailed, Nov 18, Runnymede, Blanchard, for Pensacola [Florida]

17 Dec

Pensacola: arrived, Dec 7, Runnymede, Blanchard, from Natal via Barbadoes

15 Jan

Pensacola: sailed, Jan 4, Runnymede, Blanchard, for Dieppe

1897

16 Feb

[Le] Havre: arrived [by tel, Feb 15, 4 PM], Runnymede, from Pensacola

17 Feb

[Le] Havre: arrived in the roads, Feb 15, Runnymede, from Pensacola for Dieppe

19 Feb

Rouen: arrived, Feb 17, Runnymede, Moyon, from Pensacola

Around this time Runnymede was sold to Cazer, of Nantes, France.

7 Sept

Rouen: sailed, Sept 4, Runnymede, for Martinique

13 Sept

Newport [south Wales]: arrived, Sept 11, Runnymede, from Rouen

23 Sept

Newport: cleared, Sept 22, Runnymede, Connevet, for Martinique

27 Sept

Newport: sailed, Sept 25, Runnymede, for Martinique

26 Nov

Fort de France [Martinique]: arrived, Oct 31, Runnymede, Connevet, from Newport

29 Dec

Pensacola: arrived, Dec 17, Runnymede, Cannevet, from St Pierre* [Martinique]

* St Pierre used to be the main town of the French Caribbean *département d'outre-mer* island of Martinique. The town was completely destroyed on 8th May 1902 by the eruption of the volcano Mt Pelée. The cataclysm killed over 30,000 people, including the entire population of the town except for a prisoner in the town jail, Louis-Auguste Sylbaris, who later toured the world with the Barnum and Bailey Circus.

1898

9 Feb

Pensacola: cleared, Jan 27, Runnymede, Cannevet, for Bordeaux

12 Feb

Pensacola: sailed, Jan 29, Runnymede, Cannevet, for Bordeaux

26 March

Pauillac*: arrived [by tel, Mar 26, 9:52 AM], Runnymede, from Pensacola

* Pauillac is a small port town on the west bank of the Gironde River that leads to Bordeaux. It has about 3,000 acres of vineyards in the Haut-Médoc wine region between the villages of Saint-Julien and Saint-Estèphe, where three of Bordeaux's five first growth wines are produced: Château Lafite Rothschild, Château Latour and Château Mouton Rothschild.

31 March

Maritime Intelligence

Runnymede - Bordeaux, March 28:

"The French vessel Runnymede, Canneoct [sic - Cannevet], from Pensacola, with [a cargo of] wood, experienced heavy weather on Feb 23 and 24, and she had to sacrifice part of her sails and deckload. Many things were broken or carried away by the sea."

24 May

Pauillac: sailed, May 19, Runnymede, Connevet, for Hayti [Haiti]

6 June

Ships Spoken...:

Runnymede, barque, of Nantes, steering SW, May 25, lat. 45 N, long. 8 W, reported from Rotterdam

2 Aug

Cape Haytien [Cap Haitien, on north coast of Haiti]: arrived, June 29, Runnymede, from Bordeaux

24 Aug

Maritime Intelligence:

"Runnymede, Turk's Island* [by cable received Aug 24]: Runnymede, French barque, ashore Caicos* but afterwards came off without assistance and without damage, and proceeded on her voyage.

* The Turks & Caicos Islands, just south of the Bahamas. 'Caicos' here might refer to any of the Caicos Islands in the Turks & Caicos group, namely: Providenciales, North Caicos, Middle Caicos, South Caicos, or East Caicos, or, in fact, any of the other numerous islets and cays around there. Coming up from Cap Haitien, *Runnymede's* most direct course would be virtually due north through the 22 mile wide Turks Island Passage, between the islands of Grand Turk and South Caicos. *Runnymede* would probably be sailing close-hauled into the usual northeast trade wind. In that case South (or even East) Caicos, on the western side of the Passage would be a lee shore for the vessel; either one would be the most likely place she grounded.

12 Sept

[Le] Havre: arrived [by tel Sept 11, 10:47 PM]: Runnymede, from Hayti

14 Sept

[Le] Havre: arrived, Sept 11, Runnymede, Gannevet, from Haiti

9 Nov

[Le] Havre: sailed, Nov 6, Runnymede, Gennevet, for Martinique

1899

13 Jan

Fort de France: arrived, Dec 12, Runnymede, Cannevet, from [Le] Havre

20 Jan

St Pierre, Martinique: arrived, Dec 28, Runnymede, from [Le] Havre

17 Feb

St Pierre, Martinique: sailed, Jan 21, Runnymede, for Hayti

3 March

Cape Haytien: arrived, 29 Jan, Runnymede (Fr bq), from St Vincent

27 Apr

Cape Hayti: sailed, March 23, Runnymede, for Alloa*

* Alloa is a town on the River Forth in Clackmannanshire, Scotland, 7 miles east of Stirling. It became a busy port in the late-18th and 19th centuries because of the burgeoning textiles, shipbuilding, wood, rope-making, distilling and brewing industries nearby.

11 May

May Island*: passed up – May 10 – Runnymede (bq), from Hayti, for Alloa

* May Island, now known as the Isle of May, is a 140 acre island at the mouth of the Firth of Forth. A monastic retreat was first established on the island in the 9th century. In the 12th century a Benedictine monastery was founded on the island but abandoned in the 15th century. The Isle of May lighthouse was built of stone in 1816 by Scotland's foremost lighthouse engineer Robert Stevenson (1772-1850), grandfather of the Scottish poet, novelist and travel writer Robert Louis Stevenson (1850-1894).

13 May

Alloa: arrived, May 12, Runnymede (bq), from Cape Haytien

21 June

Alloa: sailed, June 20, Runnymede, Cannevet, for Cape Hayti

4 Oct

Cape Hayti: arrived, Aug 2, Runnymede, Cannevet, from Barbadoes

4 Nov

[Le] Havre: arrived [by tel Nov 3, noon], Runnymede, Cape Hayti

6 Nov

[Le] Havre: arrived, Nov 3, Runnymede, from Cape Hayti

1900

21 March

[Le] Havre: sailed, March 20, Runnymede, for Pointe-à-Pitre [Guadeloupe]

11 May

Pointe-à-Pitre, Guadeloupe: arrived, April 17, Runnymede, Cannevet, from [Le] Havre

6 June

Pointe-à-Pitre: sailed, May 17, Runnymede, Cannevet, for Martinique

11 Aug

Lizard - passed east Aug 10 – Runnymede (of Nantes), from Martinique

23 Aug

**Cuxhaven [mouth of the River Elbe, northern Germany]: arrived [by tel Aug 22, 11:52 AM]
Runnymede, from Martinique**

24 Sept

Hamburg: sailed, Sept 22, Runnymede, Cannevet, for Brunsbuttel [mouth of River Elbe]

17 Dec

Hamburg: sailed, Dec 14, Norrköping (s) [sic]*, Mattson, for Delagoa Bay [now Maputo Bay (Baia de Maputo), Mozambique]

* *Runnymede* has now been sold to her new Swedish owners, Carl Magnus Bodén, of Norrköping, Sweden, and renamed *Norrköping* after that same port, her new home port of registry. Her Swedish registration number is now 3756 and her call signal JLRS. Her first master under new ownership is Capt. Carl Petter Mattsson, of Oregrund. The first listing for the newly renamed vessel, above, indicates that *Norrköping* has become a steamship "(s)". She is, in fact, still the same iron barque as before.

29 Dec

Cuxhaven: sailed, Dec 27, Norrköping (ex-Runnymede), Mattsson, for Delagoa Bay

1901

11 Feb

Maritime Intelligence:

"Rita – London, Feb 11 – The master of the Normandy (s), arrived at Liverpool, reports that the barquentine Rita, of Charlottetown, Cardiff, for Para [Brazil], was dismasted in a heavy gale Jan 15, 35 04 N, 16 58 W, and was abandoned Jan 17 in a sinking condition, 140 deg NE of Madeira. The crew were taken on the Swedish barque Norrköping, and were transferred to the Normandy (s) 15 deg S of St Vincent (C.V.) [Cape Verde Islands].

10 June

Lorenzo Marquez [Mozambique]: arrived, May 4, Norrköping, Mattson, from Hamburg

13 July

Lorenzo Marquez: sailed, June 18, Norrköping, Mattsson, for Bunbury*

* A port in Western Australia, just south of Perth.

4 Sept

Bunbury: arrived, July 26, Norrköping, from Delagoa Bay

30 Oct

Bunbury: sailed, Sept 23, Norrköping, for East London [South Africa]

1902

14 Jan

Tellicherry*: arrived, Nov 13 [1901], Norrköping, Mattsson, from Bunbury, and sailed about Dec 20 for Bombay, where she arrived 29th [Dec 1901], and is now loading for Melbourne or Sydney (NSW).

* Tellicherry is a port city on the Malabar Coast of Kerala in south India. Its original Malayalam name of Thalassery was anglicised under British rule to Tellicherry. The British built a seaport there where the main exports were spices such as pepper and cardamom. The city is renowned as the birthplace of the Indian circus. Its cricket ground, established in the late-1790s, pre-dates Eden Gardens in Kolkata (Calcutta), often cited as the oldest cricket ground in India, dating from 1864.

7 Apr

Bombay: sailed, March 18, Norrköping, Mattsson, for Melbourne

9 July

Sydney, NSW: arrived, May 26, Norrköping, Mattsson, from Bombay

16 July

Sydney, NSW: sailed, June 10, Norrköping, for Gabo*

* Gabo Island is a 2.5 km x 1 km island just offshore from the state border between Victoria and New South Wales on the far southeast coast of Australia. The island is the site of dozens of shipwrecks. It was most approximately the main waypoint at which ships sailing between Sydney and Melbourne, or other ports along that coast, changed course to head further up or down the coast. The 47m high Gabo Island lighthouse was built of red granite in 1862, to guide ships safely past that perilous point.

One of the wrecks off Gabo Island is Sir Francis Chichester's ketch *Gipsy Moth V*. It was chartered to Desmond Hampton for the BOC round the world single-handed yacht race in 1982 and wrecked at Gabo on 9th December 1982.

7 Aug

Melbourne: arrived, June 29, Norrköping, from Bombay

2 Sept

Melbourne: sailed, July 26, Norrköping, Mattsson, for Newcastle (NSW)

7 Oct

Newcastle, NSW: sailed, Aug 29, Norrköping, Mattsson, for Arica*

* One of the nitrate ports on the coast of northern Chile.

1 Dec

Arica: arrived, Nov 3, Norrköping, Mattsson, from Newcastle (NSW)

1903

3 March

Bahia Blanca*: arrived, Feb 21, Norrköping, Mattsson, from Arica (to load grain for South Africa or Europe)

* Bahia Blanca is a major port in southeastern Buenos Aires Province in Argentina. The Buenos Aires Great Southern Railway linked Buenos Aires and Bahia Blanca for the first time in 1885, facilitating the export of grains, wool and other commodities from the pampas through Bahia Blanca. It remains today one of Argentina's largest ports.

13 April

Bahia Blanca: sailed, March 18, Norrköping, Mattsson, for Grimsby

25 May

Ships Spoken...:

Norrköping, barque, of Norrköping, Bahia Blanca to Grimsby, all well, May 24, off Plymouth, by the Pilot cutter No. 1, at Plymouth

2 June

Dover: off, May 30, Norrköping [Swed bq], Bahia Blanca for Grimsby

11 June

Grimsby: arrived, June 10, Norrköping, Meltian][sic], from Bahia Blanca

3 July

Grimsby: sailed, July 2, Norrköping, for Gothenburg

10 July

Scaw*: passed, July 6, Norrköping (of Norrköping), west

* Anglicised version of Skägen, at the northern tip of Denmark. The *Norrköping* would have passed through the Skagerrak, changing course to southeast to head towards Göteborg/Gothenburg and thereby passing to the east of Scaw/Skägen.

11 July

Gothenburg: arrived, July 7, Norrköping, Mattsson, from Grimsby

1 Sept

Gothenburg: sailed, Aug 27, Norrköping, Mattsson, for Newport [south Wales]

14 Sept

Portland Bill: passed West; Sept 14, Norrköping [Swed bq]

15 Sept

Prawle Point: passed west, Sept 14, Norrköping [of Norrköping]

19 Sept

Newport: arrived, Sept 17, Norrköping, Mattsson, from Gothenburg

26 Oct

Newport: cleared, Oct 24, Norrköping, Mattsson, for Cape Town

3 Nov

Newport: sailed, Nov 2, Norrköping, Mattsson, for Table Bay [Cape Town]

1904

8 Jan

Table Bay: arrived [by tel Jan 7, 5:45 PM], Norrköping, from Newport

29 Feb

Table Bay: sailed, Feb 6, Norrköping, Mattsson, for Bunbury

3 May

Bunbury: arrived, March 18, Norrköping (bq), from Table Bay

28 June

A South African port: arrived [Cape Town, June 27, 5 PM], Norrköping, from Bunbury

18 July

Table Bay: arrived, June 27, Norrköping, Mattsson, from Bunbury

13 Aug

Table Bay: sailed, July 14, Norrköping, Mattsson, for Westport [New Zealand]

19 Oct

Westport*: arrived, Sept [8?], Norrköping (bq), from Table Bay

* A town on the northwest coast of South Island, New Zealand, near the country's largest coalfields. Gold mining at Westport used to be an important enterprise from the mid-1800s but declined after about 1900.

23 Dec

Westport, NZ: sailed, Sept 20, Norrköping, for Marshall Islands*

* The Marshall Islands, in Micronesia, was a German protectorate from 1886 till 1914 when it was captured by the Japanese. It came under United States control after World War II. The archipelago of atolls was the site of an extensive US nuclear weapons testing programme called Operation Crossroads (1946-1958), first at Bikini Atoll and later (from 1948) at

Enewetak Atoll. In March 1954 the US detonated the most powerful hydrogen bomb it ever tested (“Bravo”) at Bikini Atoll. In all, Operation Crossroads conducted 67 nuclear tests in the Marshall Islands. In 1979 the country gained independence. In 1982 it was officially renamed the Republic of the Marshall Islands.

31 Dec

Jaluit [Atoll group in Marshall Islands]: arrived, Oct 22, Norrköping, Mattsson, from Westport

1905

1 Feb

Miscellaneous

“London, Feb 1: The owner of the Swedish barque Norrköping, from Westport (NZ), for Marshall Islands, in answer to inquiry asking for latest news of the vessel, writes, under date Jan 29, that the Norrköping arrived Jaluit Oct 22 [1904], where she would discharge. After some coprah [copra] was taken in the vessel would proceed to Butaritari to complete loading for Liverpool.”

19 Apr

Butaritari*: sailed, Jan 14, Norrköping, for Liverpool

* Butaritari is in the South Pacific island state known today as Kiribati. Between 1870 and 1914 it was the trading capital of the Gilbert Islands, as it was known when *Norrköping* visited, probably to load more copra. (Copra, the main commodity traded from the Pacific Islands, is dried coconut flesh from which coconut oil is pressed and extracted.) Robert Louis Stevenson lived here while he was searching for a place to settle down amongst the Pacific islands. The second half of his book *In The South Seas* is mostly about Butaritari and the neighbouring island of Makin (which was sometimes also what Butaritari was called).

29 May

**Orme’s Head [north Wales]: arrived off, May 28, Norrköping [Swed bq], inward bound
Liverpool: arrived, May 28, Norrköping, from Butaritari**

6 July

Liverpool: sailed, July 6, Norrköping, for Gothenburg

28 July

Gothenburg: arrived, July 23, Norrköping, from Liverpool

13 Oct

Gothenburg: sailed, Oct 9, Norrköping, Mattsson, for Corunna [La Coruña, northern Spain]

17 Oct

Dover: passed west, Oct 17, Norrköping (bq) (of Norrköping)

19 Oct

Prawle Point: passed west, Oct 19, Norrköping, from Gothenburg

6 Nov

Corunna: arrived, Oct 30, Norrköping, Mattsson, from Gothenburg

20 Nov

Corunna: sailed, Nov 14, Norrköping, Mattsson, for Vigo

1906

29 Jan

Freijo [near Vigo]: sailed, Jan 22, Norrköping, Mattsson, for Cardiff

Barry Island*: passed up, Jan 28, Norrköping (bq), from Vigo

* Barry Island, in south Wales, just to the west of Cardiff, used to be an island. In the 1880s, however, it was linked to the mainland by the construction of Barry Docks by the Barry Railway Company. It is now a holiday resort.

30 Jan

Cardiff: arrived, Jan 28, Norrköping, Mattsson, from Freijo

2 March

Cardiff: sailed, March 1, Norrköping, Mattsson, for Tunis

5 March

Lundy Island [Bristol Channel]: passed down, March 3, Norrköping (bq), from Cardiff (in tow of tug Moss Rose)

4 Apr

Tunis: arrived, March 29, Norrköping, from Cardiff

10 Apr

Tunis: arrived, March 29, Norrköping, Mattsson, from Cardiff

26 Apr

Tunis: sailed, Apr 19, Norrköping, for Trapani *

* City on the west coast of Sicily. Its name was originally Drépanon, the Greek word for "sickle", because of the curved sickle shape of its harbour.

3 May

Trapani: arrived, Apr 25, Norrköping, Mattsson, from Tunis

5 June

Trapani: sailed, May 24, Norrköping, Mattsson, for Gothenburg

9 July

Prawle Point: passed east, July 8, Norrköping (bq), from Trapani, for Gothenburg

10 July

Ventnor [Isle of Wight]: off, July 9, Norrköping (Swed bq), for Gothenburg (reported by President Ludwig tug)

11 July

Beachy Head*: passed east, July 10, Norrköping (bq), from Trapani, for Gothenburg

* Beachy Head is a well known headland on the East Sussex coast, near Eastbourne, between Brighton and Hastings. Its white chalk cliffs and the undulating “seven sisters” hills are prominent features of this area of the English Channel coast.

13 July

Walmer*: passed, July 12, Norrköping, Mattsson, from Trapani, for Gothenburg

* Walmer is 7 miles (11 km) northeast of Dover on the Kent coast. The Duke of Wellington, victor over Napoleon Bonaparte at the Battle of Waterloo on 18th June 1815, died at Walmer Castle on 14th September 1852.

21 July

Gothenburg: arrived, July 18, Norrköping, from Trapani

15 Sept

Gothenburg: sailed, Sept 12, Norrköping, Hemberg, for Zanzibar

18 Sept

Dover: passed west, Sept 17, Norrköping (bq) (of Norrköping)

1907

23 Feb

Mombasa [Kenya]: arrived, Jan 25, Norrköping, Matteson, from Zanzibar etc.

28 Feb

Mombasa: sailed, Feb 14, Norrköping, Hemberg, for Pemba Bay [Mozambique]

2 May

Pemba Bay: arrived, Feb 22, Norrköping, Hemberg, from Mombasa

24 May

St Helena: called [by tel, May 24, 1 PM], Norrköping

14 June

St Helena: arrived, May 18, Norrköping, Hemberg, from Pemba Bay

14 June

St Helena: sailed, May 18, Norrköping, Hemberg, for New York

6 July

New York: arrived [by cable, July 5], Norrköping, from Pemba Bay

11 Sept

New York: cleared, Aug 31, Norrköping, for Las Palmas [Canary Islands]

17 Sept

New York: sailed, Sept 6, Norrköping, for Las Palmas etc.

18 Oct

Las Palmas: arrived, Oct 6, Norrköping, Heniberg, from NY

18 Dec

Trinidad: arrived, Nov 28, Norrköping, Homborg, from Las Palmas

1908

Casualties

7 Feb – London Feb 7th: “The owners of the Chirripo* (s) have received advice from Port Limon [Costa Rica] that on Jan 26 last their steamer Chirripo came across an abandoned barque, the Norrköping, about 2,200 miles east of Port Limon and 1,000 miles NE of Turk’s Island. The chief officer, one apprentice, and eight men were sent on board with a view to bring the vessel in.”

*** The *Chirripo* was an Elders & Fyffes cargo liner (*banana boat*) of 4,050 tons. On 28th December 1917 she was torpedoed and sunk by a German U-boat off Black Head lighthouse, at Belfast Lough, Northern Ireland.**

San José, Costa Rica (by cable rcvd Feb 7): “Chirripo, British steamer, arrived (at Port Limon) to-day, reports having fallen in with the Norwegian schooner [*sic* - Swedish barque] Norrköping, abandoned, and placed some of her men on board, in lat 34 N, long 51 W.”

13 Feb

London, Feb 12: “The owners of the Chirripo have received advice from the captain to the effect that the Norrköping was loaded with a cargo of asphalte, and the chief officer’s instructions were that he was to take the vessel either to Barbadoes or Turk’s Island. From all appearances there did not seem to be very much wrong with the vessel, and when the Chirripo left there seemed every prospect of the vessel reaching her destination in due course.”

17 Feb

Brunswick, Ga [Georgia] (by cable rcvd Feb 17): "A British steamer reports having spoken the Swedish barque *Norrköping*, partially dismantled, lat 31 N, long 60 W.*"

* The first report, of 7th Feb, placed the abandoned *Norrköping* at latitude 34° N, longitude 51° W, approximately 750 miles east-northeast of Bermuda (which is at latitude 32° 17' N, longitude 64° 47' W). This later position, of lat 31° N, long 60° W, placed the vessel considerably closer to Bermuda and to the east-southeast.

18 Feb

Bermuda (by cable rcvd Feb 17): "Norrköping, Swedish barque, lost some sails, lost several spars, picked up abandoned, brought in here by crew put aboard by Chirripo, British steamer."

24 Feb

Scranton, Miss. [Mississippi], Feb 12: "Captain Hornberg and crew of Swedish barque *Norrköping*, from Trinidad for Hamburg, with asphalt, and which was abandoned in the Atlantic, arrived here last night on the Swedish steamer *Ovidia*."

2 March

Mobile [Alabama], Feb 20: "Capt Hemberg, of abandoned barque *Norrköping*, accompanied by first mate, left Pascagoula to-day for Bermuda, to take command of his vessel, which arrived at Bermuda Feb 16 in charge of a crew from British steamer *Chirripo*."

31 March

Bermuda, March 18, in port: *Norrköping*, Hornberg (waiting orders)

21 April

Bermuda: in port, *Norrköping* (waiting orders)

29 Apr

Bermuda, Apr 12, in port: *Norrköping*, Hornberg – Trinidad for Hamburg (waiting orders)

27 May

Bermuda, May 14, in port: *Norrköping*, Hornberg (waiting orders)*

* This is the last *Lloyd's List* report for *Norrköping*. In the "Lloyd's Returns of Vessels Totally Lost, Condemned, etc, 1st Jan – 31st March 1908", the Lloyd's Registry of 1908/09 records *Norrköping* as "Dismantled".

Emily A. Davies

Builder: J.L. Thompson & Sons, Sunderland

Launch date: March 1876

Vessel details:

- three-masted iron barque
- length: 163.0'; breadth: 27.3'; depth: 13.6'
- raised quarterdeck 29' long; forecastle 16' long
- single bulkhead
- elliptical stern
- Tonnage: 417 gross reg. tons; 396 tons net; 387 tons under deck

Built for (owners): James Davies & Co., Swansea

Port of Registry: Swansea

Rated: Lloyd's 100 A1

Official n°. (British Registry): 70505

Masters: Davies; D. Nicholas; J. Mendus; Evans; J. Jenkins

Brief History (after launch year)

1889/90: Owner changed to Emily A. Davies Sailing Ship Co.; Port of Registry changed to: Liverpool

1890/91: Owner changed to E.A. Davies Sailing Ship Co. (Lim.)

1892/93: Owner changed to British & Mexican Shipping Co. (Lim.)

1901: 10th December: Towed into Bermuda by Dutch steamship *Callisto*, having been dismantled near Bermuda during voyage from Barbados to New York.

1902: 30th January reported by *Lloyd's List* "sold to parties in London".

1920: Beached in Black Bay, Southampton, Bermuda, and abandoned.

1876

21 April

Grimsby: sailed, 20 Apr, Emily A Davies, Evans, for East London [South Africa]

5 Aug

Speakings...:

Emily A Davies, 31st May, lat 20 S [?], lon 33 W, by the Blonde, Davis, at Liverpool

11 Aug

Speakings...:

Emily A Davies (barq.), 28th June, off East London

12 Aug

East London: arrived, July 2, Emily A Davies, from Grimsby

7 Sept

Cape Town, 11th Aug: A telegram received here, 7th Aug., from East London, stated that Capt D. Jones, of the M. M. Jones, Capt E.J. Hooper, of the Midas, and Capt T. Evans, of the Emily A Davies, were drowned by the upsetting of a boat the previous day.

8 Dec

East London: sailed, Nov 6, Emily A Davies, for Batavia [Jakarta]

1877

12 Feb

Batavia: arrived, Jan 1, Emily A Davis, from East London

16 Feb

Batavia: sailed, Jan 9, Emily A Davies, for Sourabaya*

* The second biggest city in Indonesia, Surabaya is the capital of East Java and an important trading port. Folkloric tradition says that the name of the city derives from a great struggle between a huge shark (*sura* or *suro* in Javanese) and a giant crocodile (*baya* or *bayo*), to determine which one was the most powerful. The two animals are incorporated in the city's logo.

30 May

St Helena*: arrived [by tel. dated Madeira, May 28, 12:50 PM]...Emily A Davies

* The South Atlantic island of St Helena, at latitude 16° S, longitude 5° 45' W, used to be an important waypoint for ships heading to and from the Cape of Good Hope, on the way to or from South Africa, other East African ports, India, the Far East, and Australia and New Zealand. Ships could stop to take on provisions or make repairs (although there is no harbour as such and the anchorage is deep and exposed), or signal the island that they were passing, which was reported to Lloyd's.

St Helena's most prominent visitor, Napoleon Bonaparte, was interned there after his defeat by the Duke of Wellington at Waterloo on 18th June 1815. Napoleon arrived at St Helena on HMS *Northumberland* on 17th October 1815. He died at his home there, "Longwood", on 5th May 1821.

5 June

St Helena: arrived, May 13, Emily A Davies, from Cheribon*

* A port city on the north coast of Java today called Cirebon. Half-way between Surabaya and Jakarta, it was an important trading gateway city into Western Java.

16 July

Falmouth: arrived, July 14, Emily A Davies, Cheribon (sugar)

3 Aug

Falmouth: sailed, 2 Aug, Emily A Davies, for Greenock

9 Aug

Greenock: arrived, 7 Aug, Emily A Davies, Davies, from Java

24 Aug

Greenock: sailed, 22 Aug, Emily A Davies, Davies, for Liverpool

18 Sept

Liverpool: sailed, Emily & [sic] Davies, Nicholas, for Vera Cruz*

* The port city of Veracruz is the third largest city on Mexico's Gulf of Mexico coast.

25 Sept

Speakings...:

Emily A Davies (barq.), bound W, 19th Sept, off Tuskar*

* The Tuskar is a group of rocks 7 miles off the southeast coast of Ireland. It was considered one of the most dangerous navigational hazards around the Irish coast. A lighthouse was constructed on it in the early 19th century and was first lit on 4th June 1815. During its construction, on the night of 18th October 1812, ten out of 24 workmen were swept off the rock and drowned during a violent storm. On 22nd August 1814 a stonecutter fell 72 ft to his death. The light was converted to automatic operation on 31st March 1993 and the keepers withdrawn from it.

Voyage of the *Emily A Davies*, 18 September 1877 – 4 June 1878, from Liverpool to Mexico to Bremen to Cardiff

Crew

Name	Rank	Year of Birth	Place of Birth
David Nicholas	Master	1835	Cardigan, Wales
John Bowie	A.B.	1844	Portsmouth, England
James Burke	Cook/Steward	1850	New York, USA
Alfred Cassell	Apprentice*	1860	-
John Cowan	A..B.	1850	Dumfries, Scotland
John Cowling	A.B.	1844	Falmouth, England
William Easter	A.B.	1855	Sejnn(?)
Patrick Easton	Apprentice*	1860	-
Richard Evans	Mate	1842	Newquay, Wales
Thomas Gaffney**	A.B.	1857	Dublin, Ireland
Charles Gaskyne	Cook/Steward	1847	Antigua

(Gaskyne died of yellow fever.)

Charles Harris	A.B.	1855	(?)
Thomas Jones	A.B.	1848	South Wales
Thomas Jones	A.B.	1854	Cardigan, Wales
William McKenna	A.B.	1853	Liverpool

(McKenna failed to join the ship at Liverpool.)

Thomas Newman	Apprentice*	1860	-
Hugh Nicol	A.B.	1856	Fort Rose, USA
John Norman	A.B.	1849	Queenstown, Ireland#

(Norman died at sea, in the North Atlantic, on 18 March 1878, and was buried at sea at lat. 44° 57' N, long. 27° 37' W.)

Thomas Owens	A.B.	1837	Swansea, Wales
Alfred Peters	A.B.	1844	St. Malmo, France

(Peters deserted the ship on its arrival at Vera Cruz, Mexico, on 20 November 1877.)

James Ponder**	A.B.	1848	New York, USA
George Shaw	A.B.	1846	Seabord
John Stubbs	Apprentice*	1860	-
P.H. Wasberg	A.B.	1848	Finland

(Wasberg deserted when the ship arrived at Falmouth, 5 April 1878.)

James Williams	Bosun	1851	Dinas, Wales
Henry Winter	A.B.	1849	Isle of Wight, England

* All apprentices were indentured for period exceeding this voyage and so stayed on board the ship; birthplaces of apprentices not recorded

** Ponder was committed to Bodmin Jail, the county jail of Cornwall, at Bodmin, after ship discharged at Falmouth, 4 April 1878. The jail was built around 1779. Since its closure in 1927 it has become a tourist attraction, "with exhibitions telling of the 150 years of torture and punishment [including hangings and executions] that took place in this dark and mysterious place." The last hanging at Bodmin Jail was in 1909.

13 Dec

Vera Cruz: arrived, 20 Nov, Emily A Davies, from Liverpool

1878

3 April

Falmouth: arrived, Apr 2, Emily A Davies, Nicholas, from Minatitlan* (mahogany)

* Minatitlan is a port on the Coatzacoalcos River, 32 km from its mouth on the Gulf of Mexico, in Veracruz State, Mexico.

8 April

Falmouth: sailed, prev to 7 [ie., before 7th April], Emily A Davies, for Geestemunde

9 April

Falmouth: put back, 8 Apr, Emily A Davies, for Geestemunde

15 April

Falmouth: sailed, 11 Apr, Emily A Davies, for Geestemunde*

* Geestemunde was established in 1845 as a rival town to the neighbouring North German seaport of Bremerhaven, at the mouth of the River Weser. In 1927 Geestemunde was conjoined with adjacent municipalities to form the new city of Wesermunde.

26 April

Bremen: arrived, 22 Apr, Emily A Davies, Nicholas, from Minatitlan

27 April

Geestemunde: arrived, 23 Apr, Emily A Davies, Nicholas, from Minatitlan

17 May

Geestemunde: sailed, 13 May, Emily A Davies, Nicholas, for Cardiff

22 May

Dungeness: passed West, 21 May, Emily A Davies (barq., of Swansea)

25 May

Dungeness: passed West, 24 May: most of the vessels that got under way morning of 23rd [May] put back in the evening, the wind having shifted to the westward, blowing very hard. There are about 80 vessels now anchored (24 May, 10:50 AM), among them the Emily A Davies (barq., of Swansea)

28 May

Dungeness: passed West, 25 May, PLJS [(call sign of) Emily A Davies, of Swansea]

4 June

Cardiff: arrived, Emily A Davies, Nichols, from Bremerhaven

22 June

Cardiff: sailed, 21 June, Emily A Davies, Nicholas, for Santos [Brazil]

16 Sept

Santos: arrived [Rio de Janeiro, Aug 23], Emily A Davies (barq.)

1879

14 Jan

Minatitlan: arrived, Nov 30, Emily A Davies, Nicholas, from Santos (Dec 11, cleared for England)

19 March

Lizard: passed east, Emily A Davies (bq) (of Swansea) from Gulf of Mexico for Falmouth

20 March

Casualties – Home

Falmouth, March 19, 1030 AM – Emily A Davies – City of Liverpool – Arrived, 19th – The Emily A Davies, Nicholas, from Minatitlan (mahogany), with stern bulwarks carried away, loss of mizzen boom and gaff, etc., having collided, Feb 11, in Straits of Florida, with the City of Liverpool barque, of Liverpool.

20 March

Falmouth: arrived, March 19, Emily A Davies, Nicholas, from Minatitlan (mahogany)

26 March

Casualties, Etc.

Report of the Emily A Davies, from Minatitlan, at Falmouth:- “On Feb 11, running through the Straits of Florida, wind SW, in company with an Italian barque and English barque City of Liverpool, cotton laden. At 8 p.m. on that day, finding the City of Liverpool coming up in our wake astern, I altered my course from N to N by W. Finding she still kept after us, I altered my course to NNW, weather threatening for a thunderstorm. Put ship under lower topsails and foresail, wind hauling to the westward. Braced yards forward on port tack, expecting the wind to shift to NW.

At 9 30 p.m. a squall took the ship aback. Boxed her off.* Could see the City of Liverpool close to us astern. Hailed her to port her helm [ie., to steer clear and to starboard of the *Emily A Davies*], and showed a light over our stern. Before she struck us could hear someone in her say “Oh, look here,” as if only having seen us for the first time. She struck us with bluff of port bow, and turned half of stern bulwarks, rails, etc., down on deck, in pieces. Found part of the sheathing of the City of Liverpool on deck.

Backed our yards and got clear of him. Sounded the well, and found the ship making no water, but could not see the amount of damages, it being too dark. Cleared away gear from aft, and found the steering gear damaged. Got it temporarily secured so that we could steer the ship. Made sail and proceeded on our voyage. When the squall cleared off we could see nothing of the other ships.”

* In this context - when the wind shifted suddenly in the squall and “took the ship aback,” filling her sails from ahead rather than from behind – “boxed her off” means letting the vessel’s head (her bow) swing away from the direction of the wind, to fill her sails again so she steers properly. *Box-hauling* means for a square-rigged sailing ship to be veered around quickly by *wearing ship* rather than bringing the ship into the wind and tacking in the usual way to change course. The author and sea captain Alan Villiers described it as “wearing a small square-rigger while losing minimum leeway.” (*Square-Rigged Ships: An Introduction*) He also wrote that he “never saw nor heard of a ship performing” this operation, “which must have been rather desperate.”

1 Apr

Gravesend: arrived, March 30, Emily A Davies, Nicholas, from Minatitlan

24 Apr

London Custom-House Entry:

Cleared in ballast, Apr 23

for Frontera de Tabasco*, Emily A Davies, Nicholas, B388, Clويد, Routledge & Co

* Frontera de Tabasco is a Gulf of Mexico port in southeastern Mexico, near the Yucatan Peninsula.

28 Apr

Deal: anchored from the river, Apr 26, Emily A Davies, Nicholas, for Frontera de Tabasco

29 Apr

Deal: sailed, Apr 27, Emily A Davies, Nicholas, for Frontera de Tabasco

18 Oct

Falmouth: arrived, Oct 17, Emily A Davies, from [Frontera de] Tabasco (mahogany)

22 Oct

Falmouth: sailed, Oct 21, Emily A Davies, for Glasgow

22 Oct

Lizard: Passed east, Oct 21, Emily A Davies (bq.) (of Swansea), Falmouth for Glasgow

28 Oct

Greenock: arrived, Oct 25, Emily A Davies, Nicholas, "Tripulco" [?]

8 Dec

Glasgow: sailed, Dec 5, Emily A Davies, for Port Natal

1880

1 March

Speakings...:

Emily A Davies, of Swansea, Glasgow to Port Natal, Feb 13, lat. 19 S, long. 30 W, by the Spirit of the Dawn, at Queenstown*

2 March

Natal: arrived, Feb 17, Emily Davis [sic]*

19 March

Port Natal: arrived, Feb 15, Emily Davis [sic], Morgan, from Glasgow*

* The three reports above (for 1 March, 2 March and 19 March) are inconsistent. Assuming the *Emily A Davies* was spoken by the *Spirit of the Dawn* in lat 19° S, long 30° W, on "13 Feb", the two vessels would have been near the Martin Vas Islands off the northeast coast of Brazil. The *Emily A Davies* could not possibly have sailed the almost 5,000 miles from

there to Port Natal, on the east coast of South Africa, by 15 February when she arrived, that is, in just one month.

The most plausible explanation is that the two vessels spoke on 13 *January* rather than 13 *February* as reported. The *Emily A Davies* could have sailed the approximately 7,000 miles distance from Glasgow to “lat. 19 S, long. 30 W” in the 39 days from her date of departure from Glasgow on 5th December. She would have averaged a speedy, but not unfeasible, 180 miles/day, or 7.5 knots. With an average speed of around 6-7 knots for the approximately 4,750 miles passage across the South Atlantic and around the Cape of Good Hope, she could have made Port Natal (Durban), on the east coast of South Africa, in the four week period between 13 January and 15 February.

Furthermore, it would also have taken the *Spirit of the Dawn* at least six weeks to reach Queenstown from “lat. 19 S, long. 30 W”, where she spoke the *Emily A Davies*, presumably in January, rather than just the two weeks if she had spoke her in February.

6 May

Natal: sailed, Apr 4, Emily A Davies, Morgan, for Rangoon

28 June

Rangoon: arrived, May 25, Emily A Davies, Morgan, from Port Natal

13 July

Rangoon: cleared, June 9, Emily A Davies, Morgan, for South America

20 Oct

Rio de Janeiro: arrived, Sept 24, Emily A Davies, Morgan, from Rangoon

24 Nov

Rio de Janeiro: sailed, Oct 31, Emily A Davies, Morgan, for Pernambuco [Recife, Brazil]

9 Dec

Pernambuco: arrived, Nov 13, Emily A Davies, Morgan, from Rio de Janeiro

1881

17 Jan

Pernambuco: sailed, Dec 24, Emily A Davies, Morgan, for Liverpool

5 Feb

Liverpool: arrived, Feb 4, Emily A Davies, Morgan, from Pernambuco

16 April

Liverpool: sailed, April 14, Emily A Davies, Morgan, for Port Natal

5 May

Speakings...:

Emily A Davies, British barque, Apr 26, 27 N, 20 W – by the Dalton (s), at Southampton

21 July

Natal: arrived, June 18, Emily A Davies, Morgan, from Liverpool

30 Aug

Port Natal: sailed, July 25, Emily A Davies, Morgan, for Rangoon

25 Oct

Rangoon: cleared, Sept 20, Emily A Davies, for South America

25 Feb

Callao [Lima, Peru]: arrived, Jan 19, Emily A Davies, Morgan, from Rangoon

21 March

Callao: sailed, Feb 14, Emily A Davies, Morgan, for Pisco*

* A port city on coast of Peru, just south of Callao/Lima. Around 80% of Pisco was destroyed by a magnitude 8 earthquake on 15 August 2007.

22 July

Liverpool: arrived, July 21, Emily A Davies, Morgan, from Pisco

27 Sept

Liverpool: sailed, Sept 26, Emily A Davies, Morgan, for Port Natal

22 Nov

Speakings...:

Emily A Davies, Liverpool to Natal, Oct 25, lat. 7 N, long. 21 W, by the Mofussilite, arrived in the river

18 Jan

Port Natal: arrived, Dec 14 [1882], Emily A Davies, Morgan, from Liverpool

1883

16 Feb

Speakings...:

PLJS (supposed [believed to be] Emily A Davies, of Swansea), homeward bound, Jan 24, lat. 13 N, by the City of Sparta, McDonald, from Portland (Or.), at Liverpool*

* Although PLJS was the call-sign of the *Emily A Davies*, it is impossible to see how the *City of Sparta* could have spoken her on 24th January at lat. 13 N, in the Atlantic Ocean north of the equator and “homeward bound.” On that date, the “supposed Emily A Davies” was a

week out of Port Natal (Durban) and heading for Rangoon (see next report). She was, moreover, certainly *south*, not north of the equator, and in the Indian Ocean. It can only be assumed that the *City of Sparta* must therefore have misread the call-sign of whatever vessel she spoke.

20 Feb

Port Natal: sailed, Jan 17, Emily A Davies, Morgan, for Rangoon

9 May

Rangoon: arrived, April 5, Emily A Davies, Morgan, from Port Natal

May 24

Rangoon: cleared, April 23, Emily A Davies, Morgan, for the [English] Channel

26 Sept

Falmouth: arrived, Sept 25, Emily A Davies, Morgan, from Rangoon (rice)

29 Sept

Wreckage

Falmouth, Sept 26:- The Emily A Davies, from Rangoon, arrived here, reports:- In lat. 33 15 N, long. 40 20 W, passed a varnished mast, about 50 feet long, some rigging attached to one end. Ship passed within 20 yards of it.

4 Oct

Falmouth: sailed, Oct 2, Emily A Davies, for London

9 Oct

Gravesend: arrived, Oct 7, Emily A Davies, Morgan, from Rangoon

26 Nov

London Custom-House Entry

Cleared Outwards, Nov 24

for Port Natal, Emily A Davies, Meadows, B, 396, St. K.D.*, PW Headon & Co

* "St. K.D." is St. Katherine's Dock, near the Tower of London.

30 Nov

Gravesend: sailed, Nov 28, Emily A Davies, for Port Natal

30 Nov

Deal: passed from the river, Emily A Davies, Mendus, for Port Natal (in tow of Canada tug)

5 Dec

Portland Bill: put back, Dec. 3, Emily A Davies (bq.) [11 30 A.M.]

6 Dec

Portland Bill: passed west, Dec 4, PLJS (Emily A Davies, of Swansea) [5 A.M.]

1884

13 March

Port Natal: arrived, 11 Feb, Emily A Davies, Mendera, from London

24 Apr

Port Natal: sailed, 6 March, Emily A Davies, Menders, for Kingston

29 May

Kingston, Ja.: arrived, 9 May, Emily A Davies, Mendus, from Port Natal

13 June

Kingston, Ja.: sailed, 10 May, Emily A Davies, for Liverpool, via Old Harbour

30 July

Galley Head [a headland on the southern Irish coast, Co. Cork.]: passed east, July 30, Emily A Davies (bq.), (of Swansea), from Kingston (Ja.), reported by fishermen

4 Aug

Liverpool: arrived, 2 Aug, Emily A Davies, Mendus, from Kingston

11 Oct

Liverpool: sailed, 10 Oct, Emily A Davies, Mendus, for Port Natal

11 Oct

Maritime Intelligence

Emily A Davies – Liverpool, Oct 11, 11.2 a.m.- The Emily A Davies, for Port Natal, has put back to the river [ie., the River Mersey]

14 Oct

Liverpool: sailed, Oct 13, Emily A Davies, Mendies [*sic* - Mendus], for Port Natal

1885

4 March

Port Natal: sailed, Feb 2, Emily A Davies, Mendus, for Rangoon

26 May

Rangoon: arrived, Apr 30, Emily A Davies, Mendus, from P. Natal

9 June

Rangoon: sailed, May 13, Emily A Davies, Mendus, for South America

26 Oct

Lima: arrived, Oct 25, [by cable], Emily A Davies, from Rangoon (all well)

29 Dec

Guayaquil [Ecuador]: arrived, Oct 26, Emily A Davies, from Rangoon, via Callao [Lima]

1886

26 Jan

Guayaquil: sailed, Nov 28, Emily A Davies, for Humboldt Bay [at Eureka, northern California]

2 Feb

Eureka: arrived, Jan 12, Emily A Davies, Mendus, from Guayaquil

10 March

Eureka: sailed, Feb 18, Emily A Davies, Mendus

8 July

Valparaiso: sailed, May 21, Emily A Davies, Mendus, for Callao

13 July

Callao: arrived, May 31, Emily A Davies, from Valparaiso

30 July

Callao: sailed, June 24, Emily A Davies, Mendus, for Liverpool

21 Sept

Paíta*: arrived, July 9, Emily A Davies, Mendus, from Callao and Salaverry*

* Paíta (or Payta) is a port in northwestern Peru. Salaverry is the port for Trujillo, Peru's second largest city (after Lima).

21 Sept

Paíta: sailed, Aug 4, Emily A Davies, Mendus, for Liverpool

16 Nov

Ships Spoken

Emily A Davies, English barque (PLJS), Oct 8, all well, lat. 4 S, long. 30 W, by the Gergovia (s), at St. Vincent (C.V. [Cape Verde Islands])

20 Nov

Liverpool: arrived, Nov 20, Emily A Davies, Mendus, from Payta

1887

10 Jan

Liverpool: sailed, Jan 8, Emily A Davies, Mendus, for Guayaquil

12 March

Ships Spoken

Emily A Davies, barque, of Swansea, bound south, Feb. 14, lat. 5 S, long. 32 W, by the Corean (s), at Dunkirk

14 June

Guayaquil: arrived, Apr 29, Emily A Davies (Brit.)

8 Aug

Guayaquil: sailed, June 14, Emily A Davies, Evans, for Manta*

* On the coast of Ecuador approximately 100 miles north of Guayaquil.

7 Sept

Manta: sailed, 23 July, Emily A Davies (Brit. bq.), for Falmouth

12 Dec

Falmouth: arrived, 11 Dec, Emily A Davies, Evans, from Manta (ivory nuts*)

* The ivory-like kernels of ivory nuts were polished and shaped to make things such as buttons, chess pieces, dice, umbrella handles and billiard balls, rather than using ivory from elephant tusks. Demand for them dried up with the invention of plastics in the mid-1900s.

14 Dec

Falmouth, sailed, 13 Dec, Emily A Davies, for London

16 Dec

Gravesend: arrived, 16 Dec, Emily A Davies, from Manta, for West India Dock

1888

6 Feb

London Custom-House:

Entered Out and Cleared

for Port Natal, Emily A Davies, Evans, B, 396, WID, T.W. Headon & Co

9 Feb

Gravesend: anchored, 8 Feb, Emily A Davies, for Port Natal

9 Feb

Gravesend: sailed, 9 Feb, Emily A Davies, for Port Natal

10 Feb

Deal: anchored from the river, 10 Feb, Emily A Davies, Evans, for Natal

13 Feb

Deal: sailed, 12 Feb, Emily A Davies, Evans, for Natal

29 May

Port Natal: arrived, 30 Apr, Emily A Davies, Evans, from London

27 June

Port Natal: sailed, May 24, Emily A Davies, Evans, for Guam

4 Sept

Kingston, Jam.: arrived, 12 Aug, Emily A Davies, Evans, from Port Natal

4 Sept

Kingston, Jam: sailed, 14 Aug, Emily A Davies, Evans, for Black River*

* A port on the southwest coast of Jamaica at the mouth of the river of the same name, it was where the surviving slaves of the infamous British slave ship *Zong* were landed in 1781. On 29 November 1781, during a slaving voyage from Liverpool to the Cape Coast (Ghana), and on to Jamaica, the captain of the *Zong*, Luke Collingwood, threw overboard 133 sick African slaves, out of 440 (or possibly 442) taken on originally, in order to collect the insurance on them. If they were allowed to die on board the ship, the shipowners would be responsible, and liable, for the loss, not the insurers. The insurers excluded the risk of the “natural death” of the slaves, which could be from sickness or “when the captive destroys himself through despair [ie., suicide], which often happens: but when slaves are killed or thrown into the sea in order to quell an insurrection on their part, then the insurers must answer [ie., pay up].”

Collingwood threw the 133 slaves into the sea, alive, over three days (though one climbed back on board). The *Zong* arrived at Black River on 22 December 1781 to discharge its remaining cargo of slaves. The shipowner, Gregson, duly lodged a claim against the underwriters, Gilbert, for the loss of 132 African slaves. The insurers were ordered to pay £30 for the loss of each slave. The company appealed against the decision, however, and eventually won the subsequent court case (*Gregson v. Gilbert*, London, March 1783).

It should be noted that the case had nothing whatsoever to do with the inhuman treatment and murder of the slaves; it was only concerned with a fraudulent insurance claim. The judge in the case, Lord Chief Justice Mansfield noted, “Though it shocks one very much, the case of the slaves was the same as if horses or cattle had been thrown overboard.” A discussion of the incident and the legal implications, consequences and rulings arising from it constitute most of Chapter 2, “Murdering Men”, in *Black Ivory: A History of British Slavery*, by James Walvin (1992).

15 Oct

Milk River, Ja.: cleared, Sept 14, Emily A Davies, for Queenstown

20 Oct

Ships Spoken

Emily A Davies, British barque, from Black River (Ja.), Oct. 1, lat. 30 N, long. 74 W, by the Alene (s), [reported] at New York

29 Oct

Old Head of Kinsale [headland near Kinsale, Co. Cork, Ireland]: passed east [Oct. 29, 9 5 a.m.], Emily A Davies, from Jamaica

30 Oct

Queenstown: arrived, Oct 29, Emily A Davies, Evans, from Jamaica (logwood)

1 Nov

Queenstown: sailed, to Nov 1, Emily A Davies, for Alloa

2 Nov

Lizard: passed east, Nov 1, Emily A Davies (bq.) (of Swansea) (4 30 pm), from Milk River and Queenstown

6 Nov

Dungeness: passed east, Nov 5, 8 – 9 a.m., Emily A Davies (bq.) (of Swansea)

12 Nov

St. Abb's Head*: passed north, Emily A Davies (bq.)

* St. Abb's Head is a 300 ft high headland on the southeast coast of Scotland. After the steamship *Martello* was wrecked nearby on Carr Rocks, on 28th November 1857, the Northern Lighthouse Board recommended that a lighthouse be built on St. Abb's Head. The lighthouse was completed in 1862 and first lit on 24th February of that year. The light was automated in 1993.

14 Nov

Alloa: arrived, Nov 13, Emily A Davies, Evans, from Jamaica

17 Nov

Maritime Intelligence

Pauline.- Alloa, Nov. 16.- During the hurricane this morning the barques Pauline, Knudsen, and Emily A Davies, Evans, parted their moorings and collided with the German brig Emil Devrient, Siebert, and the Norwegian schooner Skulda, Kjole, the damage caused being considerable.

1889

3 Jan

Middlesbrough: arrived, Jan 2, Emily A Davies, Evans, from Alloa

25 Jan

Middlesbrough: sailed, Jan 22, Emily A Davies, Evans, for Buenos Ayres

28 Jan

Dover: passed west, Jan 27, Emily A Davies (bq.) (of Swansea), Middlesbrough, for Buenos Ayres

30 Jan

Deal: anchored, Jan 30, Emily A Davies, from Middlesbrough, for Buenos Ayres

5 Feb

Deal: sailed, Feb 4, Emily A Davies, for Buenos Ayres

7 Feb

Portland: arrived, Feb 6, Emily A Davies, Herbert, Middlesbrough for Buenos Ayres

7 Feb

Maritime Intelligence

Emily A Davies.- Portland, Feb. 6, 4 22 p.m.- Put in – Barque Emily A Davies, Middlesbrough for Buenos Ayres, with loss of anchor and 65 fathoms of chain.

13 Feb

Portland: sailed, Feb 12, Emily A Davies (bq.), for Buenos Ayres (from Middlesbrough)

Prawle Point: passed down, Feb 12, Emily A Davies (bq.) (of Swansea), Middlesbrough for Buenos Ayres

30 May

Parana River*: arrived, prior to May 28, Emily A Davies, from Middlesbrough

* The Paraná is, after the Amazon, South America's second longest river. It empties into the River Plate and the Atlantic Ocean at Buenos Aires. The first big city on the river, upstream from Buenos Aires, is Rosario. The Paraná marks the southeast boundary between Paraguay and Argentina, merging with the Brazilian river Iguazu at Fos do Iguazu and the spectacular Iguazu Falls close to where the borders of Brazil, Argentina and Paraguay meet.

6 Sept

Coosaw [South Carolina]: arrived, Aug 25, Emily A Davies, Evans, from Para

24 Sept

Coosaw, S.C.- cleared, Sept 11, Emily A Davies, Evans, for United Kingdom

26 Sept

Coosaw: sailed, Sept 13, Emily A Davies (Brit.), for United Kingdom

8 Oct

Bull River, S.C.: sailed, Sept 21, Emily A Davies, Evans, for United Kingdom

25 Oct

Plymouth: off, Oct 24, Emily A Davies (bq.), Coosaw, bound East

29 Oct

Exmouth: arrived, Oct 28, Emily A Davies, Herbert, from Beaufort (S.C.) (phosphate)

28 Nov

Prawle Point: passed down (Nov. 28, 1 20 p.m.), Gamecock (tug) (of Liverpool) towing Emily A Davies (barque) (of Swansea), Exmouth for Liverpool

30 Nov

Liverpool: arrived, Nov 30, Emily A Davies, Evans, from Exmouth

1890

2 Jan

Liverpool: sailed, Jan 2, Emily A Davies, Drew, for Sto. Domingo

27 Jan

Holyhead: arrived, Jan 25, Emily A Davies, from Liverpool for West Indies

27 Jan

Maritime Intelligence

Emily A Davies.- Holy head, Jan. 27, 9 35 a.m.- Barque Emily A. Davies, Liverpool for San Domingo, general cargo, anchored in dangerous position near Clippera Rocks and slipped [ie., lost] both anchors with 75 fathoms [450 ft] cable on one end and 45 [fathoms – 270 ft] on the other; towed into Old Harbour; agreement 50l [ie., agreed towing fee of £50].

6 Feb

Holyhead: sailed, Feb 5, Emily A Davies, for San Domingo

7 Feb

Holyhead: towed out, Feb 5, Emily A Davies, Liverpool for San Domingo

28 March

St. Domingo: arrived, 22 Mar, Emily A Davies, Drew, from Liverpool

2 July

Ships Spoken

Emily A Davies, barque, June 23, lat. 47 N, long. 32 W, by telegraph from Liverpool

7 July

Dungeness: passed east, July 6, Emily A Davies, (bq) (of Liverpool)

8 July

Gravesend: arrived, July 8, Emily A Davies, from San Domingo

24 July

Gravesend: sailed, July 24, Emily A Davies, for Appledore [north Devon]

29 July

Prawl Point: passed down, July 28, Emily A Davies (bq), 4 pm, from London, for Appledore

31 July

Lizard: passed west, Emily A Davies (of Liverpool)

2 Aug

Appledore: arrived, Aug 1, Emily A Davies, from London

10 Sept

Appledore: sailed, Sept 9, Emily A Davies, Drew, for Barry

11 Sept

Barry: arrived, Sept 10, Emily A Davies, Drew, from Appledore

26 Sept

Barry: sailed, Sept 25, Emily A Davies, Drew, for Imbetiba*

* A seaport in Brazil, near Maçará, about 100 miles northeast of Rio de Janeiro.

3 Oct

Ships Spoken

Emily A Davies, English barque, bound west, Oct 1, lat. 50 N, long. 8 W, by the Trave (s), at Southampton

7 Oct

Ships Spoken

Emily A Davies, bound west, Oct. 2, lat. 49 N, long. 10 W, by the Bertha Gray, at Falmouth

1891

10 Feb

Pernambuco: arrived, Jan 17, Emily A Davies, Druo [sic – Drew], Macahe

Pernambuco: sailed, Jan 19, Emily A Davies, Druo, for Nova Cruz [just north of Pernambuco/Recife, up the coast]

17 March

Tlacopatlan* [sic - Tlacotalpan]: arrived, Feb 21, Emily A Davies, Drew, from Brazil, to load for Liverpool.

* Tlacotalpan lies along the banks of the Papaloapan River in Veracruz State, southeastern Mexico. In the Aztec Nahuatl language, Tlacotalpan means "place between the rivers", because it was originally on an island between the Papaloapan and San Juan Rivers. In 1998 Tlacotalpan was named a UNESCO World Heritage Town, in celebration of its blend of Caribbean and Spanish architecture and landscape.

23 May

[Isles of] Scilly: arrived, May 22, Emily A Davies, Drew, from Mexico, for orders

27 May

Scilly: sailed, May 26, Emily A Davies, Drew, for Liverpool

29 May

Liverpool: arrived, May 29, Emily A Davies, Drew, from Tlacotalpan

22 June

Liverpool: sailed, June 20, Emily A Davies, Drew, for Rio Grande

16 July

Ships Spoken

Emily A. Davies, British barque, steering SW, June 23, lat. 41 N, long. 46 W, reported by the Greece (s), at New York.

30 Sept

Rio Grande: arrived, Aug 24, Emily A Davies, Drew, from Liverpool

23 Oct

Rio Grande: sailed, 27 Sept, Emily A Davies, Jackling, for Barbadoes

24 Nov

Barbadoes: arrived, Nov 5, Emily A Davies, Jackling, from Rio Grande

3 Dec

Barbadoes: sailed, Nov 11, Emily A Davies, Jackling, for Mexico

1892

15 Jan

Minatitlan: arrived, Nov 22 [1891], Emily A Davies, Jackling, from Barbadoes

16 Feb

Goatzacoalcos*: sailed, Jan 17, Emily A Davies, Jackling, for Queenstown

*This is the Gulf of Mexico port of Coatzacoalcos, in Veracruz State, Mexico. Today it is one of the largest petrochemical ports in the world.

1 March

Maritime Intelligence

Emily A. Davies.- Bristol, Feb. 29.- The Exeter City (s), arrived at Bristol from New York, reports on Feb. 16, in lat. 42 N, long. 54 W, spoke the Emily A. Davies, of Liverpool, bound from the Gulf of Mexico for Cork, having lost her foremast and jibboom on the 11th inst., during sudden heavy squall from SE, in lat. 39 N, long. 62 W. Had mizentopmast rigged as jury foremast, with maintopgallantsail set on it for foresail, also staysail. Required no assistance, but wished to be reported.

1 March

Ships Spoken

Emily A Davies, of Liverpool, (PLJS), Gulf of Mexico to Cork, Feb. 16, lat. 42 N, long. 54 W, by the Exeter City (s)*, Weiss, From New York, arrived at Bristol

* The *Exeter City* (2,140 tons; built 1887; scrapped 1925, in Italy) was operated by Bristol City Line, which was founded in 1704 and is today part of the Bibby Group, one of the oldest shipping companies in the world. In 1879 Bristol City Line started a regular steamship service between Bristol and New York City. Bibby Line (founded in 1807) took over Bristol City Line in 1971.

4 March

Maritime Intelligence

Emily A. Davies.- Queenstown, March 4, 10 20 a.m.- Steamer Britannic reports:- Feb. 28, lat. 44 N, 43 56 W, passed barque Emily A. Davies, of Liverpool, with loss [of] foremast, maintopgallantmast, and jibboom; mizentopmast rigged as jury foremast.

11 March

Maritime Intelligence

Emily A. Davies.- Portland, March 11, 11 10 a.m.- Martello (s), arrived here, reports having spoken barque Emily A. Davies, of Swansea [*sic* - of Liverpool, from 1889/90], from Mexico, steering about E by N, Mar 2, lat. 44 55 N, long. 44 47 W, with foremast gone close down, jibboom, main royalmast and mizentopmast all gone; proceeding under jury-rigged foremast and maintopsail, mainsail, and mizen staysail.

15 March

Maritime Intelligence

Emily A. Davies.- New York, March 12.- An oil tank steamer, from Bremerhaven, reports that on March 5 she spoke the British barque Emily A. Davies, bound eastward, having lost her jibboom and foremast, and sustained other damage.

Emily A. Davies.- Bristol, March 14, 8 10 p.m.- Wells City (s) [another Bristol City Line steamship], arrived here from New York with general goods, reports having spoken on evening of 4th inst. the barque Emily A. Davies, bound from River Plate [sic] for Queenstown, in lat. 45 10 N, long. 42 26 W; the barque was steering NNE, and had lost foremast, bowsprit and mizentopmast; wind at the time east, strong.

22 March

Maritime Intelligence

Emily A. Davies.- Old Head of Kinsale, March 22, 11 18 a.m. – 10 10 a.m.- Barque, supposed [believed to be] Emily A. Davies, passing east, 20 miles off station, with loss of jibboom, maintopgallantmast, mizentopmast, and under jury foremast.

24 March

Maritime Intelligence

Emily A. Davies.- Queenstown, March 23, 8 33 p.m.- Arrived Emily A. Davies, Captain Jackling, from Goatzacoalcos (mahogany), and reports that on Feb. 11, in lat. 39 N, long. 63 W, in a SE squall, lost foremast, jibboom, maintopgallantmast, and all attached, and on Feb. 22 lost the boatswain.

24 March

Queenstown: arrived, Mar 23, Emily A Davies, Goatzacoalcos (mahogany)

26 March

Queenstown: sailed, Mar 25, Emily A Davies, for London (in tow of tug Gamecock)

28 March

Lizard: passed east, Mar 26, Emily A Davies from Goatzacoalcos and Queenstown (in tow of tug Gamecock)

28 March

Maritime Intelligence

Emily A. Davies.- Woolwich, Mar 28, 12 17 p.m.- Barque Emily A. Davies, of London [sic], passed Woolwich, inward bound, at 11 30 a.m., in tow of a Liverpool tug, with foremast and maintopgallantmasts carried away.

28 March

Gravesend: arrived, Mar 28, Emily A Davies, Goatzacoalcos, for West India Dock

2 June

Gravesend: sailed, June 2, Emily A Davies, for Leith

22 June

Leith: sailed, June 21, Emily A Davies, for Rio Grande

29 June

Deal: off, June 28, Emily A Davies, Leith for Rio Grande

24 Oct

Rio Grande: arrived, Sept 10, Emily A Davies, Jackling, from Leith

5 Dec

Rio Grande: sailed, Oct 22, Emily A Davies, Jackling, for Mossoro [an up-river port in Rio Grande do Norte, northeast Brazil]

1893

12 Jan

Mossoro: arrived, Nov. 26 [1892], Emily A Davies, from Rio Grand

10 May

Rio Grande: arrived, 10 Feb, Emily A Davies, Jackling, from Mossoro

18 May

Buenos Ayres: arrived, 19 April, Emily A Davies, Rio Grande for Rosario

5 June

Rio Grande: sailed, 11 April, Emily A Davies, Jackling, for Rosario

26 July

Old Head of Kinsale: passed east (July 26, 9 50 a.m.), Emily A Davies (bq.), Rosario for Queenstown

27 July

Queenstown: arrived, July 26, Emily A Davies, Jackling, from Rosario (wheat)

31 July

Queenstown: sailed, 30 July, Emily A Davies, for Hull

1 Aug

Lizard: passed east, July 31, Emily A Davies, from Rosario and Queenstown

3 Aug

Dover: passed east, 3 Aug, Emily A Davies (bq.) (of Liverpool)

5 Aug

Hull: arrived, 4 Aug, Emily A Davies, Jackling, from Rosario

1894

1 May

Hull: sailed, 30 April, Emily A Davies, Cranch, for Para

2 May

Dover: passed west, 1 May, Emily A Davies (bq.), Hull for Para

4 May

Ventnor, I.W. [Isle of Wight]: off, 3 May, Emily A Davies, bound west

8 May

Plymouth: arrived off, 7 May, Emily A Davies, Hull for Para (all well)

5 July

Para: arrived, 12 June, Emily A Davies, from Hull

7 Aug

Para: sailed, 9 July, Emily A Davies, for Laguna*

* Laguna is on the coast of the Yucatan Peninsula, Mexico, where mahogany is grown, harvested and exported. *Emily A Davies'* next cargo is mahogany from that port. She will carry three more logwood or mahogany cargoes out of Laguna before the end of her voyaging life.

26 Oct

Laguna: sailed, 2 Oct, Emily A Davies

12 Dec

Old Head of Kinsale: passed east, 12 Dec, Emily A Davies, Laguna for Queenstown

13 Dec

Queenstown: arrived, 12 Dec, Emily A Davies, Cranch, Laguna (mahogany), received orders and proceeded for Belfast

15 Dec

Belfast: arrived, 15 Dec, Emily A Davies, Cranch, from Laguna

1895

15 Jan

Belfast: sailed, 14 Jan, Emily A Davies, Cranch, for Dunkirk

24 Jan

St. Catherine's Point: passed east, 23 Jan, Emily A Davies (bq.), Belfast for Dunkirk

26 Jan

Dunkirk: arrived, 24 Jan, Emily A Davies, Good, from Belfast

16 Feb

Dunkirk: sailed, 15 Feb, Emily A Davies, Good, for Maracaibo [Venezuela]

27 March

Maracaibo: arrived, 20 March, Emily A Davies, Good, from Dunkirk

12 July

Campeachy [Campeche, on the Gulf of Mexico coast of Mexico]: sailed, 8 July, Emily A Davies, for [Le] Havre

6 Sept

Lizard: passed east, 5 Sept, Emily A Davies, Campeachy for Havre

11 September

Havre: arrived, 10 Sept, Emily A Davies, from Campeachy

22 Nov

Havre: sailed, 20 Nov, Emily A Davies, Good, for Antwerp

25 Nov

Antwerp: arrived, 23 Nov, Emily A Davies, Hoffmeyer, from Havre

13 Dec

Antwerp: sailed, 12 Dec, Emily A Davies, Hoffmeyer, for Ceara*

* Ceara is one of the 26 states of Brazil, on the northeast coast. The largest town and capital is the seaport of Fortaleza.

19 Dec

Flushing: passed, 17 Dec, Emily A Davies, Hoffmeyer, for Ceara

20 Dec

Flushing: sailed from the roads, 17 Dec, Emily A Davies, Hoffmeyer, for Ceara

1896

21 Feb

Ceara: arrived, 28 Jan, Emily A Davies, Johnston, from Antwerp

2 April

Barbadoes: arrived, 13 March, Emily A Davies, Johnson, from Ceara

2 April

Tampico [Mexico, Gulf of Mexico coast]: sailed, 15 May, Emily A Davies, Johnson, for Havre*

* Although the *Emily A Davies* was not reported having sailed from Barbados, or even arrived at Tampico, she clearly did, picking up a cargo probably of logwood at the Mexican port, for Le Havre.

9 July

Maritime Intelligence

Emily A Davis [sic].- Liverpool, July 8.- The master of the steamer Barbadian, arrived here from Norfolk, Va, reports that on July 1, in lat. 41 49 N, long. 42 19 W, he passed the barque Emily A Davis, steering ENE, in want of surgical aid, but he could render no assistance.

20 July

Ships Spoken

Emily A Davies barque, of Liverpool (PLJS), standing to the eastward, July 17, lat. 49 N, long. 7 W, by the Pera (s), at Cardiff

22 July

Emily A Davies barque, of Liverpool, for Havre, July 18, 13 miles NW of Ushant, by the Samara (s), at Troon [South Ayrshire coast, Scotland]

25 July

Havre: arrived, 24 July, Emily A Davies, from Tampico

11 Aug

Prawle Point: passed west, 10 Aug, Emily A Davies (bq.) (of Liverpool)

15 Aug

Holyhead: arrived off, 14 Aug, Emily A Davies (bq.)

15 Aug

Liverpool: arrived, 15 Aug, Emily A Davies, from Havre

19 Aug

Liverpool: arrived, 19 Aug, Emily A Davies, from Havre

16 Sept

Liverpool: sailed, 16 Sept, Emily A Davies , for Ceara

17 Sept

Liverpool: put back through stress of weather*, 16 Sept, Emily A Davies

* That day the wind offshore in the Irish Sea was blowing Force 7 (around 30 knots), from the southwest, which would have been right on the nose for *Emily A Davies* and impossibly hard for her to beat into it.

21 Sept

Liverpool: sailed, 20 Sept, Emily A Davies, for Ceara*

* By this time the wind, though still strong, had shifted into the southeast, making her departure possible.

26 Sept

Ships Spoken

Emily A Davies, British barque (PLJS), steering SSW, Sept. 24, 15 minutes [ie., 15 miles] west of Bishop Rock Lighthouse, by the Marengo (s), at Portland

31 Oct

Ceara: arrived, 30 Oct, Emily A Davies, from Liverpool

2 Dec

Ceara: ready to sail [by Cable], Emily A Davies, Evans, for Barbadoes

24 Dec

Barbadoes: arrived, 8 Dec, Emily A Davies, from Ceara

18 Feb

Barbadoes: sailed, 23 Jan, Emily A Davies, Evans

5 March

Guadeloupe: loading at St. Francois, 15 Feb, Emily A Davies, for Nantes

2 April

Pointe-a-Pitre [Guadeloupe]: sailed, 3 March, Emily A Davies, Evans, for Nantes

8 April

Palais – B.I. – [Le Palais, on Belle-Ile, island off Brittany coast], passed, Emily A Davies, Pointe-a-Pitre for Nantes

10 April

St Nazaire: in the roads, 6 April, Emily A Davies

3 May

Nantes: sailed, 1 May, Emily A Davies, for Newcastle

6 May

Beachy Head: passed east, 6 May, Emily A Davies (of Liverpool) (11 a.m.)

10 May

Lowestoft: passed, 8 May, Emily A Davies (of Liverpool), for Newcastle

11 May

Shields: arrived, 9 May, Emily A Davies, Evans, from Nantes

13 May

Maritime Intelligence

Derelicts and Wreckage

Newcastle, May 10.- The Emily A Davies, Evans, from Nantes, reports that on May 8, 1 to 1½ miles north of the buoy at the south end of the Owers Shoal, off Cromer, she passed a ship's mast standing straight upright out of the water, supposed [believed] to be attached to a sunken wreck.

31 May

Newcastle: cleared, 29 May, Emily A Davies, for Ceara [northeast Brazil]

1 June

Shields: sailed, 31 May, Emily A Davies, for Para [northeast Brazil]

8 June

Ships Spoken

Emily A Davies barque, steering west, June 7, 20 miles north of the Casquets [rocks near Alderney, Channel Islands], by the Antelope (s), at Weymouth

16 June

Ships Spoken

Emily A Davies barque, of Liverpool, Newcastle to Port Elizabeth [sic], all well, June 8, 10 miles NW of Caskets [Casquets], by the Norma (s), at Britonferry [south Wales]

13 July

Ceara: arrived, 10 July, Emily A Davies, Evans, from Newcastle (Tyne)

16 Sept

Barbadoes: arrived, 30 Aug, Emily A Davies, Evans, from Ceara

22 Sept

Laguna: arrived, 20 Sept, Emily A Davies, Evans, from Barbadoes

9 Oct

Laguna: arrived, 15 Sept, Emily A Davies, Evans, from Barbadoes

27 Oct

Laguna: sailed, 26 Oct, Emily A Davies, Evans, for [English] Channel

20 Dec

Falmouth: arrived, 18 Dec, Emily A Davies, from Laguna

20 Dec

Maritime Intelligence

Emily A Davies.- Falmouth, Dec. 18, 3 p.m.- Arrived – Emily A Davies, from Laguna (logwood), Captain Evans died on passage.

24 Dec

Falmouth: sailed, 23 Dec, Emily A Davies, for Manchester

28 Dec

Manchester: arrived, 27 Dec, Emily A Davies, from Laguna

1898

1 Jan

Manchester: arrived, 31 Dec, Emily A Davies (bq)

20 Jan

Manchester: sailed, 19 Jan, Emily A Davies, for Liverpool

22 Jan

Liverpool: arrived, 22 Jan, Emily A Davies, from Manchester

19 Feb

Liverpool: sailed, 18 Feb, Emily A Davies, for Penedo*

* Penedo is near the mouth of the Sao Francisco River, Alagoas State, northeast Brazil, 175 km southwest of the state capital Maceió.

6 April

Penedo: arrived, 4 April, Emily A Davies, Jenkins, from Liverpool

7 May

Penedo: sailed, 5 May, Emily A Davies, Jenkins, for Laguna

9 June

Barbadoes: arrived, 21 May, Emily A Davies, Jenkins, from Penedo

9 June

Barbadoes: sailed, 25 May, Emily A Davies, Jenkins, for Laguna

15 June

Laguna: arrived, 12 June, Emily A Davies, Jenkins, from Barbadoes

4 Aug

Laguna: sailed, 2 Aug, Emily A Davies, Jenkins, for the [English] Channel

30 Sept

Roche's Point [the entrance to Queenstown harbour]: arrived off, 30 Sept, Emily A Davies (bq.), Laguna for Queenstown

30 Sept

Queenstown: arrived, 30 Sept, Emily A Davies, Jenkins, from Laguna (mahogany)

3 Oct

Queenstown: sailed, 3 Oct, Emily A Davies, for Havre

3 Oct

Roche's Point: passed out, 3 Oct, Emily A Davies (bq), from Laguna and Queenstown for Havre

12 Oct

Havre: arrived, 10 Oct, Emily A Davies, from Laguna

21 Nov

Lizard: passed west, 15 Nov, Emily A Davies (of L'pool)

21 Nov

Havre: sailed, 18 Nov, Emily A Davies, Jenkins, for Cardiff

22 Nov

Cardiff: arrived, 21 Nov, Emily A Davies, Jenkins, from Havre

14 Dec

Cardiff: sailed, 13 Dec, Emily A Davies, Jenkins, for Puerto Cabello [seaport to west of Caracas, in Venezuela]

21 Dec

Barry Island: passed down, 20 Dec, Emily A Davies, for Puerto Cabello

1899

25 Feb

Porto Cabello: arrived, 10 Feb, Emily A Davies, from Cardiff, and would sail 27th for Laguna and [English] Channel

16 March

Laguna: arrived, Mar 14, Emily A Davies (bq), from Porto Cabello

20 June

Laguna de Terminos: sailed, 23 May, Emily A Davies, for [English] Channel

12 Aug

Queenstown: arrived, 12 Aug, Emily A Davies, Jenkins, from Laguna (mahogany)

14 Aug

Roche's Point: passed out, 14 Aug, 8 10 a.m., Emily A Davies (bq), Laguna and Queenstown for Glasgow

15 Aug

Queenstown: sailed, 14 Aug, Emily A Davies, for Glasgow

18 Aug

Glasgow: arrived, 17 Aug, Emily A Davies, Jenkins, from Laguna

21 Aug

Greenock: arrived, 19 Aug, Emily A Davies, Jenkins, from Laguna

2 Oct

Glasgow: sailed, 30 Sept, Emily A Davies, Jenkins, for Mauritius

6 Oct

Greenock: sailed, 5 Oct, Emily A Davies, Jenkins, for Mauritius

6 Oct

Kildonan [southeast extremity of Isle of Arran in the Firth of Clyde]: passed down, 5 Oct, Emily A Davies (bq) (of L'pool)

10 Oct

Cumrae Heads [Cumrae island, Firth of Clyde]: arrived off, 5 Oct, 10 15 a.m., Emily A Davies (bq), Glasgow for Mauritius

1900

2 Jan

Ships Spoken

Emily A Davies, Oct. 22 [1899], by the Cambrian King (s), at Table Bay

13 Feb

Mauritius: arrived, 11 Feb, Emily A Davies, from the Clyde

10 March

Mauritius: sailed, 8 March, Emily A Davies, Jenkins, for Rangoon

9 May

Rangoon: arrived, 8 May, Emily A Davies, Jenkins, from Mauritius

17 Sept

St Helena: arrived or passed [by Tel., Sept 15, 2 50 p.m.], Emily A Davies, Rangoon for Rio Grande

16 Oct

St Helena: arrived, 15 Sept, Emily A Davies, Jenkins, from Rangoon

16 Oct

St Helena: sailed, 15 Sept, Emily A Davies, Jenkins, from Rangoon

12 Nov

Rio Grande: arrived, 9 Nov, Emily A Davies, Jenkins, from Rangoon

1901

9 Jan

Rio Grande: sailed, 7 Jan, Emily A Davies, Jenkins, for [River] Mersey

1 Apr

Liverpool: arrived, 1 April, Emily A Davies, from Rio Grande

6 Apr

Weston Point [Runcorn]: arrived, 3 April, Emily A Davies, Jenkins, from Rio Grande

8 Apr

Runcorn: arrived, 3 April, Emily A Davies, Jenkin, from Rio Grande

8 May

Runcorn: sailed, 7 May, Emily A Davies, Jenkins, for Westonpoint

14 May

Appledore: arrived, 13 May, Emily A Davies, from Runcorn

1 July

Cardiff: arrived, 30 June, Emily A Davies, Jenkins, from Appledore

12 July

Cardiff: sailed, 11 July, Emily A Davies, Jenkins, for Ascension [Island]

12 July

Lundy [Island, in the Bristol Channel]: passed down, 12 July, 11 a.m., Emily A Davies (bq), Cardiff for Ascension

20 Aug

Ships Spoken

Emily A Davies, barque, of Liverpool, steering south, all well, Aug. 3, lat. 15 N, long. 26 W; by the "Ribston" (s), [reported] at St. Vincent

28 Aug

Ascension [Island]: arrived, Aug 26, Emily A Davies, from Cardiff

25 Sept

Ascension: sailed, about Sept 21, Emily A Davies, for Barbadoes

30 Sept

Fernando Noronha*: signalled off [by tel., Sept. 28, noon], Emily A Davies, homeward bound

* The archipelago of Fernando de Noronha lies 350 km off the northeast coast of Brazil and is part of the State of Pernambuco. In 2001 UNESCO declared it a World Heritage Site.

6 Nov

Barbadoes: arrived, Oct 16, Emily A Davies, Jenkins, from Ascension

22 Nov

Barbadoes: sailed, Nov 2, Emily A Davies, Jenkins, for New York

11 Dec

Bermuda (by Cable, recvd Dec. 10).- Towed in by Dutch steamer Callisto, British barque, Emily A Davies, from Barbadoes, totally dismantled

14 Dec

London, Dec. 13.- The Salvage Association have received the following telegram from Bermuda, dated Dec. 12, regarding Emily A Davies:- Hull tight; slight repairs [to] deck; requires entire outfit [of sails]; temporary repairs very expensive; suggest tow New York.

London, Dec. 14.- The Salvage Association have received the following telegram from Bermuda, dated Dec. 13, regarding Emily A Davies:- No tug available here New York. Bermuda repairs slight. Captain awaiting owners' instructions.

1902

14 Feb

Bermuda, January 30.- British barque Emily A Davies has been sold to parties in London*

* This is the last *Lloyd's List* report for the *Emily A Davies*.

The Lloyd's Registry of 1901/02 records *Emily A Davies* as "Dismasted 12, 01, sold to J.S. Darrell". It is assumed that the Bermuda shipping agency J.S. Darrell acquired the vessel before she was "sold to parties in London" at the end of January 1902.