SAILING RECORDS TO SAN FRANCISCO

Closely related to the history of the early intercoastal trade is the topic of sailing vessel time between East and West Coasts. Traditionally the westbound voyage, since it was the greater revenue producer and since it involved the beat to windward around Cape Horn, has received more emphasis, and the time from Boston or New York to San Francisco was the yardstick by which American sailing vessel performances were compared.

We have shown elsewhere (American Neptune, 1943, p.56) that average times for this voyage were 136 days in 1860 and 147 in 1900. We showed also (ibid., 1948, p. 151) that both the size and the model of a vessel had a good deal to do with her speed on this voyage, the larger vessels having a definite advantage. The figures for arrivals at San Francisco from the East during the '50's support this conclusion quite well, as the following table shows:

<table>
<thead>
<tr>
<th>Year</th>
<th>Tonnage</th>
<th>Days</th>
<th>Year</th>
<th>Tonnage</th>
<th>Days</th>
</tr>
</thead>
<tbody>
<tr>
<td>1852</td>
<td>760</td>
<td>151</td>
<td>1856</td>
<td>1214</td>
<td>130</td>
</tr>
<tr>
<td>1853</td>
<td>750</td>
<td>155</td>
<td>1857</td>
<td>1210</td>
<td>137</td>
</tr>
<tr>
<td>1854</td>
<td>940</td>
<td>143</td>
<td>1858</td>
<td>1089</td>
<td>136</td>
</tr>
<tr>
<td>1855</td>
<td>1133</td>
<td>129</td>
<td>1859</td>
<td>1114</td>
<td>140</td>
</tr>
</tbody>
</table>

Clark and Lubbock have listed the best passages to California during this decade and later, and additional data can be found in Cutler and Howe & Matthews. It is a striking fact, and proof of the superior qualities of the clippers and the men who ran them, that 18 out of the 21 passages made in less than 100 days were completed in the 1850's. (This circumstance has also been conveniently overlooked by those who today dismiss as impossible the 400-mile day's runs recorded by the clippers of the 1850's on the grounds that later sailing vessels never reached such speeds.)

Equally striking, and hitherto overlooked, is the fact that 13 of these 21 runs were made by ships arriving in the quarter including the month of March (which alone accounted for 9 of the two-figure passages). A tabulation by months of the 1850-1860 voyages listed by Cutler in the appendix to "Greyhounds of the Sea" shows that the average time for December arrivals was more than two weeks longer than for April.

Projected against this background, the individual record runs to San Francisco take on new significance. The following table gives first the average time (as computed after Cutler), then the name of the ship making the fastest known arrival for the month, the year, the number of days in the record, and finally the difference in days between the record for the month and the average:

<table>
<thead>
<tr>
<th>Month</th>
<th>Name</th>
<th>Year</th>
<th>Days</th>
<th>Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jan</td>
<td>FLYING FISH</td>
<td>1853</td>
<td>92</td>
<td>39</td>
</tr>
<tr>
<td>Feb</td>
<td>SWORDFISH</td>
<td>1852</td>
<td>91</td>
<td>32</td>
</tr>
<tr>
<td>Mar</td>
<td>ANDREW JACKSON</td>
<td>1860</td>
<td>90</td>
<td>32</td>
</tr>
<tr>
<td>Apr</td>
<td>FLYING CLOUD</td>
<td>1854</td>
<td>89</td>
<td>31</td>
</tr>
<tr>
<td>May</td>
<td>SWEEPSTAKES</td>
<td>1856</td>
<td>95</td>
<td>31</td>
</tr>
<tr>
<td>June</td>
<td>FLYING CLOUD</td>
<td>1857</td>
<td>98</td>
<td>31</td>
</tr>
</tbody>
</table>

Some interesting things emerge from a study of these figures. Record-setting began in 1850, and all but one of the monthly records had been set by 1856. In all but four cases, the best figure for a month is 30, 31, or 32 days better than the average. Thus the November and December arrivals of the FLYING FISH and SOVEREIGN OF THE SEAS in 105 and 103 days are just as good performances as the 89 and 90-day records of the FLYING CLOUD and ANDREW JACKSON in March and April.

In two cases (June and October) the records are appreciably closer to the averages but in the other two cases they are 39 days better than the averages. Therefore the 92-day run by FLYING FISH in January and the 90-day record by FLYING CLOUD in August are each a solid week better than any of the other runs. (Interestingly, FLYING CLOUD's arrival date was 31 August, and 17)

CONTENTS

THE INTERCOASTAL TRADE IN THE 1860's. . . 74
LAST VOYAGERS IN SAIL, by JIM MILES... 77
THE NEW NAVY FLAG......................... 78
SAILING SHIP NEWS......................... 79
BOOK REVIEWS............................. 79
SAILING SHIPS LAUNCHED IN THE U.K.'75, 81

LOG CHIPS is published by Dr. John Lyman at 7801 Gateway Blvd., Washington 28, D.C.
she had taken a day longer and arrived on 1 September in 91 days; her time would have been a full 40 days better than the September average.

This maiden voyage of FLYING CLOUD, an untried ship on an unfamiliar route, has been overshadowed by her later April arrival and by a great cloud of small-town chauvinism and quibbling over "evidence" designed to magnify the March arrival of ANDREW JACKSON (on her fifth voyage) out of all proportion to its significance. However, when the influence of season on the intercoastal passage is properly evaluated, two great sailing ship performances stand out. One is that of Captain Cressy in FLYING CLOUD, who in five trips to San Francisco, arriving in five different months, established the all-time record for three of the months, the best time for any month, and one of the two records for shorter-than-average runs. The other is that of Captain Nickels in the FLYING FISH, holding the other record shorter-than-average run, two monthly records, and an average in seven consecutive arrivals of 25 days below average time for the month. All seven arrivals were in December, January, or February; had they been better distributed, FLYING FISH conceivably could have captured as many monthly records as FLYING CLOUD.

Captain Williams in the ANDREW JACKSON, on the other hand, set only one monthly record and on his first five voyages averaged only 18 days better than monthly averages, compared to Cressy's 26 in FLYING CLOUD.

We mentioned on p. 49 a few of the early fast runs to California. If the figures on p. 182 of Adele Ogden's "California Sea Otter Trade" are reliable, the 369-ton Boston hide-trader CALIFORNIA set the first record for this run. She is listed as leaving Boston under Captain James P. Arthur on 4 Dec. 1844 and arriving at Monterey 16 March 1845, which would give a time of 102 days. This fast time seems almost incredible, but as March is the arrival month in which most fast passages to California were made, an element of probability remains, and it appears worthwhile for someone to make the effort to check these dates.

Not until 1860 was this time lowered for the run. The best 1849 runs were by GREY EAGLE, 117 or 113 (net) days, and GREYHOUND, 119 or 118. The brig EAGLE arrived in March 1850 in 106 days. SEA WITCH's 97-day run, ending in July 1850, was the first to beat 100 days.

THE INTERCOASTAL TRADE 1860-1869

The decade of the sixties, as far as the intercoastal trade was concerned, was dominated by two great events: the Civil War from 1861 to 1865 and the building of the transcontinental railroad, which was completed in 1869. Continuing the table on p. 50, the following figures show the effect of these influences on vessel arrivals at San Francisco from the East:

<table>
<thead>
<tr>
<th>Year No.</th>
<th>Total Tonnage</th>
<th>Average Av.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1860</td>
<td>115</td>
<td>123,143</td>
</tr>
<tr>
<td>1861</td>
<td>104</td>
<td>119,573</td>
</tr>
<tr>
<td>1862</td>
<td>100</td>
<td>116,908</td>
</tr>
<tr>
<td>1863</td>
<td>103</td>
<td>114,337</td>
</tr>
<tr>
<td>1864</td>
<td>114</td>
<td>118,685</td>
</tr>
<tr>
<td>1865</td>
<td>83</td>
<td>89,795</td>
</tr>
<tr>
<td>1866</td>
<td>83</td>
<td>89,795</td>
</tr>
<tr>
<td>1867</td>
<td>126</td>
<td>142,749</td>
</tr>
<tr>
<td>1868</td>
<td>135</td>
<td>135,856</td>
</tr>
<tr>
<td>1869</td>
<td>146</td>
<td>160,918</td>
</tr>
</tbody>
</table>

These figures tell a number of interesting stories. One is that the average size of the ships used in the trade had remained virtually constant since 1855. It is possible to follow this observation much further and show that many of the ships used in the trade up to 1869 had been built before 1857. For, contrary to the popular opinion that the clippers soon wore out, the facts show that a great many of them, having earned a good name among shippers, remained active in the intercoastal trade until after the opening of the transcontinental railroad. Most famous of these were DAVID CROCKETT and YOUNG AMERICA, but many others could be cited.

The influence on American shipping of the ALABAMA and other Confederate raiders is clearly shown by the figures for number of sailings compared to freight rates. A sharp increase in freight rates for 1864 was followed by another increase in 1865 despite a decreased number of sailings. By this year, hundreds of American square-riggers had been transferred to foreign flags, either by outright sale or as "flags of convenience," in either case they were no longer eligible to engage in the intercoastal trade. The latter then as now was considered a coasting trade and strictly reserved for American ships.

The increase in the volume of cargoes after 1866 without corresponding increase in freight rates reflects partly an increase in shipbuilding (production of ships and barks, which declined to 60 in FY 1862, rose to an average of just over 100 per year for the next 5 years) but is probably...
mostly due to the impact of the railroad construction. The increased tonnage was largely in low-freight items such as rails, spikes, car-wheels, and fish-plates, and since it was all being dispatched by a single shipper with tremendous resources there was none of the scramble for shipping space that would have accompanied the forwarding of such a volume of material by a number of competing, independent firms. On the contrary, from the very first the railroad managed to obtain the upper hand in dealing with the shippers. Cleland's "History of California" tells how C.P. Huntington (vice president of the Central Pacific RR) bought 66,000 tons of rails in the East in 1866 and then secured E.B. Sutton out of charters for 23 ships, which carried 45,000 tons of rails at a saving to the railroad of at least $10 a ton in freight.

The Central Pacific during this decade had not yet turned its attention to the Pacific Mail SS Co., which operated in close association with the Panama RR and Atlantic lines to provide a through freight, passenger, and mail service to and from the East. The following table shows the freight earned by steamers from Panama to San Francisco during the decade.

<table>
<thead>
<tr>
<th>Year</th>
<th>Total freight (tons)</th>
<th>Year</th>
<th>Total freight (tons)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1860</td>
<td>503,020</td>
<td>1865</td>
<td>1,850,663</td>
</tr>
<tr>
<td>1861</td>
<td>909,940</td>
<td>1866</td>
<td>1,894,335</td>
</tr>
<tr>
<td>1862</td>
<td>1,055,594</td>
<td>1867</td>
<td>2,262,135</td>
</tr>
<tr>
<td>1863</td>
<td>2,116,241</td>
<td>1868</td>
<td>2,768,783</td>
</tr>
<tr>
<td>1864</td>
<td>2,238,646</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Freight rates averaged considerably more for the dry goods, boots and shoes, candles, oysters, lemons, butter, cheese, and tobacco that came by steamer than for the heavier, cheaper, and less perishable articles that went around Cape Horn in sail, and by 1866 steamers were collecting more freight at San Francisco from New York than were sailers. However, the total freight on sail shipments from all the Eastern ports was well ahead of the steam total, thanks to the arrivals from Boston, Baltimore, and Philadelphia; and of course the total sail cargoes were much greater in volume. Wright in "San Francisco's Ocean Trade" gives total sail cargoes for 1869 from the East as 273,600 tons, whereas the Pacific Mail probably hauled not

than 60,000 tons in its best year (36 arrivals in a year averaging 1,500 tons of cargo each would be only 54,000 tons).

Sailings were increased from 2 to 3 per month in 1860, and beginning in 1865 the Pacific Mail operated steamers on the Atlantic in the New York-Aspinwall service, as well as on the Panama-San Francisco run. There was competition again on the Nicaragua route beginning in 1862, but it was only for passengers until November 1867 when the competing North American SS Co. began to run via Panama also. In February 1868 the North American gave up the Nicaragua run to concentrate on Panama, and in April the Pacific Mail stepped up its schedule to weekly. By November, the North American gave up, and in January 1869 the Pacific Mail went back to its 10-day schedule.

During 1868, freight earned at San Francisco by the North American was $403,106, compared to $3,365,677 by the Pacific Mail.

The Isthmus steamers were responsible for a unique way of doing business in San Francisco. "Steamer day," the business day before the scheduled departure of the steamer for Panama, was for decades the day for settling debts. A unique short-credit system thus developed, which was maintained well into the 20th Century, long after daily overland mail service (and daily passenger service East for skipping debtors) had become available. The weekly sailings in 1868 were thus objected to, just as they had been in April, May, and June 1853.

The figures on eastbound cargo carried via the Isthmus are not easily available. Some high-value California produce began to be sent this way early in the 1860's. By 1863 it was reported that wool (in demand in the East for uniforms and blankets) was going partly by steam, "the saving in time and interest ample inducement to counterbalance extra freight and charges." Bullion, of course, was shipped almost exclusively by steamers. After the westbound steamer ARIEL was detained by Semmes in the ALABAMA off Cabo Mayari in December 1862, there was concern over the possibility that an eastbound shipment might fall into Confederate hands, and from early 1863 until January 1865 most of the treasure was carried from Aspinwall to Liverpool by the Royal Mail Steam Packet vessels and thence to New York by Cunard.

Wells, Fargo & Co. of San Francisco, who handled much of the specie shipments to the East, also operated a westbound express service via the Pacific Mail steamers, issuing their own bills of lading. In Septem-
her 1866, Wells, Fargo & Co. became sole freight agents for the Pacific Mail, a change generally accepted in San Francisco, as an improvement, and, as the table on p. 74 indicates, business improved. In 1867 the line carried 27,819 tons of freight to San Francisco, with a total value of $11,289,044. The estimated 240,000 tons of merchandise imported from the East in 1868, valued at $17,198,204. In 1864 the bark PARSEE was the largest of all the mail clippers, bringing the 1867 average up to $12.50 or $1.05 per ton eastbound for rags and $1.30 for wool and bone east and whalingmen's supplies west.

Information on intercoastal freight rates is not as available from the 1860's as it was from Gold Rush times, when variations in clipper rates were front-page news. If we can neglect the change in tonnage, as we are doing, a sack of quicksilver was $1.75 per 100 lb and a barrel of quicksilver $30 per ton. (to be continued)
THE LAST VOYAGERS IN SAIL IV.
by James R. Mills


This is another of the rash of literary efforts to come out of the 1934 grain race. The ship is the Erikson four-masted bark VIKING, from Port Victoria to Falmouth in 68 days. The author looked over L'AVENIR and WINTERHUIDE in Port German before he went up to take passage in VIKING. It seems a pity he did not go in one of those two, as it would have been interesting to compare his account with "White Sails Crowding," or "Alow and Aloft."

The author must surely have been the only chief engineer carried by one of the Finn sailors. He had served in steamers in that capacity and so signed VIKING's articles. Although he had spent a short time in OARTHPOOL he did not seem to have much knowledge of sail. His book would be better in the minds of most readers were in not for the fact that Commander Rutlin was writing his viewpoint as a passenger in L'AVENIR at the same time and comparisons are unavoidable.

Mr. Hutton is neither such a good observer nor as good a listener. He is more occupied with trivia, too, lucky numbers, and efforts to be too clever. His characterization of the Captain, Ivar Hagerstrand, though occasionally peevish, is, a high point. His impatience with Captain Hagerstrand's attempts to get a little honest labor out of him for a few minutes at a time is amusing, although serious indeed to the chief engineer.

This is really too short, being much the shortest of the Cape Horn books. Mr. Hutton had a different way of looking at sailing ship life from anyone else who wrote of it. He seemed to be more the common man that the others of this century, most of whom were quite extraordinary.


This is nothing if not a novel book. The author sailed in PASSAT to Australia and home in 1949, her last voyage under the flag of Finland and Erikson, as a first-voyage apprentice out and as third mate homeward. The ship was 102 days on the way from Port Talbot to Port Victoria; surely the shortest period of training evership. The text of the Executive Order of 23 Oct. 1957 which established the present received by any mate of any four-masted bark in the history of the world's merchant sail, is worth quoting at some length, as

THE NAVY'S NEW FLAG.

The old seal of the Navy Department has been redesigned and used as the basis for a flag for the Navy, which hitherto has carried an unimaginative fouled anchor on a diamond as its standard in parades and such festivities.

The seal, as adopted in 1798, had an anchor, a spread eagle, and a full-rigged ship in the history of the world's merchant sail, is a good example of contemporary Pen
The design is described in heraldic terms as follows:

"On a circular background of fair sky and moderate sea with land in sinister base, a three-masted square-rigged ship under way before a fair breeze with after topsail furled, commission pennant atop the foremost, National Ensign atop the main, and the commodore's flag atop the mizzen. In front of the ship a Luce-type anchor inclined slightly bendwise with the crown resting on the land and, in front of the shank and in back of the dexter fluke, an American bald eagle rising to sinister regarding to dexter, one foot on the ground, the other resting on the anchor near the shank; all in proper colors. The whole within a blue annulet bearing the inscription 'DEPARTMENT OF THE NAVY' at the top... etc..."

1. A seal cannot be described in heraldic terms. A coat of arms (which can be so described) can be incorporated into a seal, but the horse has to come before the cart.

2. There are lots of varieties of full-rigged ships, and a qualifying date, such as "of the period 1795-1800" should have been added.

3. By "after topsail" is meant mizzen topgallantsail. There is no heraldic precedent for misnaming sails.

4. The U.S. Navy has used various flags to denote the rank or post of commodore, but usually a broad pennant (not a flag) has been the distinguishing mark. A commission pennant should not be carried at the same time as a broad pennant; but the mistake was made on the 1798 seal.

5. "Atop the mizzen" etc. would be both clearer and more seemlike as "at the mizzen truck" etc.

6. There is no such thing as a Luce-type anchor. There were several editions of Luce's "Seamanship" (which must be what the authors had in mind), which pictured numerous kinds of anchor. What is obviously intended is a "wooden-stocked anchor of the same period as the ship."

7. The original showed the ship heeled slightly to port with a fair breeze. In the modern push-button navy, it is impossible to conceive of a ship as anything but dead vertical, so the anchor, which used to be vertical, is now cocked to the left.

8. An eagle's claw ought to be called a talon in heraldic language.

9. "All proper" is better heraldic terminology.

10. This is the main change on the seal, which used to read 'NAVY DEPARTMENT.' The Navy's flag was established by Executive Order of 24 April 1959. It is dark blue, with yellow fringe. In the center is the "inner pictorial portion of the seal of the Department, in its proper colors within a circular yellow rope edging," and below is a yellow scroll inscribed UNITED STATES NAVY in dark blue letters. The overall dimensions are 4'4" x 5'6".

Unfortunately, according to the flag design that has been released, somebody has left out the land in the foreground. The anchor is now mysteriously suspended in midair, and the poor old eagle, in addition to being cocked bendwise through no fault of his own is now depicted as clawing frantically for better support with his dexter talon.

We hope someone will take sympathy on his poor bird, remembering that he is nearly extinct south of Canada, and do the right thing by him.

*****

SAILING SHIP NEWS

ANA MARIA, Port.3m.Sch.(built Dundee 1873 as ARGUS), 8 Sept.abandoned 200 mi SE of Cape Race. Crew rescued by a Spanish trawler.

TRENDSTINA, Port.aux.sch. 27 Sept.arr Providence, R.I., 39 d from Cape Verde Is. No passengers; cargo of tapioca, tobacco, beans, and corn.

JUAN SEBASTIAN DE ELCANO, Span.aux,4m.T/S (Naval training ship), 5 May 1958 arr Norfolk, Prince Juan Carlos de Bourbon among her 71 cadets. 24 April had been spoken by SS ANCON 350 mi E of Jacksonville, Fla.

LABRADOR, Port.aux,3m.sch.(built Korea 1919 as SKJOLD), 26 Aug.abandoned on fire off Cape Race; crew picked up.

LEVIN J. HARVEY, 3m.sch, Sunk in hurricane in Chesapeake Bay 14 Aug.,1955. Owner sued June 1955 in Federal Court at Baltimore for $169 cost of maintaining buoys at the wreck for 7 months.

OTAGO, hulk; ex bark built 1869 at Glasgow as Joseph Conrad's first command in 1888; hulked at Hobart, Tas., 1912; had been idle for 20 years or so. Nov. 1957 being scrapped at Hobart.

SEDOV, Russ. aux,4m.tr, bk. was at Dakar 3 to 5 April on a 3-month IGY cruise; returned to Kaliningrad in early June.

SANTA IZABE, Port.aux,3m.sch (built at Aveiro in 1929 and engined 1932). Oct. grounded near Azores.

The three-masted baldheaded schooner C. A. THAYER, built on Humboldt Bay by H. D. Bendixen in 1895, was sailed from Puget Sound to San Francisco in September 1957 to be preserved by the State of California as part of a maritime museum. This book, by a San Francisco newspaperman with a long nautical background, who was a member of the volunteer crew on that historic trip, is both a history of the schooner and a first-hand account of the voyage.

Drawing on the historical material collected by the San Francisco Maritime Museum (whose Director, Karl Kortum, another veteran seaman, took the photographs of the voyage that illustrate the book), Mr. Trott has included fascinating glimpses of the schooner's long history and of many of the individuals that were associated with her, speed-distance problem and a single observation of this nature is not reliable.


This is a well-balanced, excellently written guide to the history and present state of development of the narrow sandspit that lies between the coastal sounds of North Carolina and the open Atlantic. The author, in "Graveyard of the Atlantic," has already told of the numerous shipwrecks in the area, and this book covers all the other aspects of the region, which is rapidly being developed into one of the major summer playgrounds of the Middle Atlantic Coast.

The book is illustrated with pen sketches by Frank Stick, but unfortunately lacks any photographs.
FISHER, John, Starfish, Office, The chief article in this issue of the CHIPS, only modern small craft, dedicated to provide

TYLER, Delaware has managed to keep national materials (completely up to the past and to contemporary vessels of barges history of steel shipbuilding, the
ter discusses the combination of sail and power.
The author is a recognized authority in his field and writes clearly and authoritatively. This book is highly recommended as a source of information.

The Delaware iron shipbuilders mostly started as boilermakers or car builders, only the Cramp firm succeeding in making the conversion from wood shipbuilding to iron. Although a great many other areas in America, including Maine, Virginia, the Gulf, and the Pacific Coast, can show a long history of steel shipbuilding, the Delaware has managed to keep national leadership in the industry. Professor Tyler has written a well-balanced account of the development and progress of the industry, with attention given to the fortunes of each of the significant shipyards in the region.

COLES, Adlard, and D. Philips-Birt, "Sailing yachts; types and classes."

FISHER, John, "Sailing dinghies," index.


These three handy little volumes are the first of the Bosun Books, "produced to meet the demand for authoritative and accurate handbooks on all aspects of sailing." This they do quite well. The language is British, but the subject matter is truly international.


This publication is now current (and in fact is coming out more often than LOG CHIPS). The growth in size seems to be due chiefly to increases in numbers of barges and industrial structures.


This handy series has now reached its sixth volume. There is a complete alphabetical register of the ships over 1,000 tons, many of which are illustrated.

LUBBOCK, Basil, "The romance of the clipper ships (selected from 'Sail')," 160 pp.; 6 color ill. by Frank Mason; index. Macmillan Co., N.Y., new ed. 1958. $3.95.
The publishers have selected biographies of some 40 of the best-known ships from the three volumes of "Sail," and have illustrated them with six new paintings. A much better idea would have been to provide black and white reproductions from actual photographs of all 40.


Another book for boys of high-school age, this is a rip-snorting yarn of adventure and intrigue in Gulf of Mexico water. The hero is a lad about to enter the Naval Academy, and he helps capture a gang of subversives.
LOG CHIPS

SAILING VESSELS LAUNCHED IN THE UNITED KINGDOM, 1875

June 1959

Cole Brothers, Willington Quay, Newcastle-on-Tyne

LUCY COMPTON I Bktm 345 Charles Tully & Co., Newcastle.


Palmer's Shipbuilding & Iron Co., Ltd., Newcastle.


Wigham Richardson & Co., Neptune Works, Low Walker, Newcastle


S.P. Austin & Hunter, Sunderland


CASTLE HOLME I Ship 1043 Hine Bros., Maryport. 1900 RÉSTER Anton H. Nysen, Fredrikstad

1916 TRENCH Sejlak. Red. Volante (V. Müller), Copenhagen


EDEN HOLME I Bark 818 Hine Bros., Maryport. Wrecked 1907, Bass St.


J. Blumer & Co., Sunderland

SCOTTISH CHIEF I Bark 682 D. Park, Sunderland. Ended as barge, Italian flag; broken up 1923.

John Crown, Sunderland.


IFAPA W Bark 384 J.T. Rennie, Aberdeen.

1889 UNION Larchevague, St. Valéry. Lost 19 Nov. 1893.


William Doxford & Sons, Sunderland.


ANTOFAGASTA I Bark 709 Tolinson, Hadgetts & Co., Liverpool.

1897 ANNA A. Jaccarino, Castelfranco. Broken up Feb. 1908.

DELSEY I Bark 704 Shalcross & Higham, Liverpool.

VIDONIA Wentz, Decker & Co., Hamburg. Ashore 1907; scrapped.


LILLIAN ROBERTS I Bark 806 Thomas Beynon, Newport, Mon.


1917 PAYSANDU (aux. 3m. sch.) González y Stolfi, Montevideo.


1924 MARIA LUTZA J. Rodríguez Onegles, Las Palmas. Scrapped 1930, Italy.
James Gardner, Sunderland

ANN LESSLIE  W Sch 106  P.L. Smith, Lerwick
LIZZIE BARRY  W Bark 526  J.H. Barry, Whitby
1867 LUZ  Cia. Esplotadora de Lota y Coronel, Valparaiso.

Gibbon & Son, South Hylton, Sunderland

BAYADERE  W Bark 212  A. Levive, Dunkerque
CAMPANERO  W Bktn 361  Foulds & Bone, Greenock.
GEORGE VATSON  W Bark 795  Geo. Watson, Sunderland. (See p.84)
KEZIAH P.  W Bktn 469

Gulston, Sunderland

BELLE OF BENIN I Bark 299  T. Harrison & Co., Liverpool. Lost Aug.1889, Opobo R.

James Laing, Sunderland


Mounsey & Foster, Sunderland

ALASTOR  I Bark 874  R.H. Penney, Shoreham.
1946 BOUNTY (Floating restaurant, Ramsgate). Scrapped 1952.


CHAMPION OF SWEDEN I Bk 830  Cosman & Smith, London. (See p.84)


Osbourne, Graham & Co., Hylton, Sunderland.

BRITANNIA I Ship 1400  Hamilton Bros., Liverpool


William Pickering, Sunderland.


GUIDING STAR  W Bark 322  W. Dodd, Liverpool.

W. Richardson, Sunderland


ILEN HOLT  W Bktn 331  Lancashire Shipping Co. (Lim.), Liverpool.

W. Richardson, Sunderland (continued).

RUTH TOPPING I Bark 332 Lancashire Shipping Co. (Lim.), Liverpool.
1892 RUTH WALDRON Spearing & Waldron, London.
1897 JASPER J. Walsh & Co., Wexford.
1907 ITALIA G. Bertomino fu A., Genoa

Short Brothers, Pallion, Sunderland

RES PERI DES I Ship 1401 Pallion, Sunderland.

Richard Thompson, Sunderland.

RUTH TOPPING I Bark 332 Lancashire Shipping Co. (Lim.), Liverpool.
1892 RUTH WALDRON Spearing & Waldron, London.
1897 JASPER J. Walsh & Co., Wexford.
1907 ITALIA G. Bertomino fu A., Genoa

FYLDE W.Bktn 379 Fylde Shipping Co. (Lim.), Fleetwood.
WAITEMATA D.B.Cruickshank, Auckland. Sunk in collision 1898.

Robert Thompson Jr., Southwick, Sunderland.

1895 ALMA I Bark 515 J. Russell, Cork.
1901 MELEDAL M. I Bark 639 Swansea Shipping Co., Swansea.
1910 MCLORIA I Bark 665 J. Bowen, Swansea. Abandoned 7 Nov.1879.

William Gray & Co., West Hartlepool.

JESSIE I Bark 647 J. Bowen, Swansea.
KATE HELENA I Bark 665 J. Bowen, Swansea. Abandoned 7 Nov.1879.

Richardson, Duck & Co., South Stockton-on-Tees

1896 OCEANO I Ship 1472 British & Eastern Shipping Co. (Lim.), Liverpool.
ALDBOROUGH I Ship 1472 British & Eastern Shipping Co. (Lim.), Liverpool.

Raylton Dixon & Co., Middlesbrough-on-Tees


Humphrey & Pearson, Hull.


R. Fellows & Son, Southtown, Great Yarmouth


R. & H. Green, Blackwall, London.

VICTORIA I Ship 1965 builders
1888 MACQUARIE I Bark 523 Devitt & Moore, London.

Salisbury, London.

SINQUASI W.Bark 447 Bullard, King & Co., London.
1889 DUQUESNE I Bark 346 E. Mousquet, Dieppe. Broken up, 1909.
GRATITUDE
W Bktn 323 F.W.Fairbrass, Rochester.


LIONESS
W Bark 524 G. & J. Robinson, Littlehampton.

Philip & Son, Dartmouth.

CHITTOOR

RIPPLE
W Sch 172 J. Patt & Co., Brixham.

ESPERANCA
F. Rodrigues & Co., Lisbon

SENHORA DA CONCEICAO
Funchal

ARGOSY

MARSHALL, Plymouth
W Bktn 319 Marshall & Short, Plymouth.

THAMES
W Sch 177 South Devon Shipping Co., Plymouth.

S. Moss, Par, Cornwall

SEA BIRD
W Sch 123 H.S. Trehoven, London.

SOTERIA

A. Cook, Appledore.

OCEAN RANGER

MAY CORY
W Bktn 174 J.S. James, Plymouth.

RHODA

W. Westacott, Barnstaple

BLANCHE
W SmSch 213 Preston Shipping Co., Preston

FANNY

LORD TREDEGAR

MARGARET ANNIE
W Sch 99 Vine & Co., Bideford. Missing, 1876 or 1877.

R. H. JONES
W Bark 774 Jones Bros. & Co., Newport.

LADY PRYSE

Pembroke Dock Cooperative SB Co., Pembroke

W. W. Lloyd
W Brig 261 Lloyd & Co., Portmadoc. Lost 1900, W. Indies.

Ebeneser Roberts, Portmadoc

CROSS HILL

Croft, Liverpool

WILD WAVE

(to be continued)

ADDENDA TO PAGE 82:

KINGDOM OF SWEDEN was renamed INDEPENDANT in 1892 by G. Sautereau, Havre, and TERE- SINELLA in 1901 by G. Espósito, Castellamare; she was wrecked 11 Feb 1911.

GEORGE WATSON became JOSEPHINE of Oporto and foundered in November 1915.