

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



A painting of Pluvier off Naples

*History of Pluvier*

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Report Title:

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

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## **1.0 Abstract**

The “www Research Project” is about, discovering by on line research details of ships, on the MADU data base of wrecks of North Wales , the circumstances of their loss, details of the owners and crew, the cargo carried and their history. The Pluvier was a schooner built in Plymouth by W. S. Kelly and sold to a local commissioning agent, W.G. Crinks and his business partner. It entered the Newfoundland salt fish trade, before it was sold and reregistered at Aberystwyth. Pluvier then mainly sailed from Porthmadog to Germany and the Baltic with slates. The Pluvier was involved in the usual mishaps of a sailing vessel including a series of collisions and groundings, and on one approach to Bristol a series of such, involving seven vessels. The Pluvier was involved in a collision while anchored in St Tudwal’s Roads involving two other vessels where her foremast fell and the crew were rescued by lifeboat. Pluvier was later sold again and entered the salt fish trade, foundering in a gale off Cork, Ireland on her return journey, all the crew perished.

## 2.0 Index

<b>2.1 Table of Contents</b>	<b>Page No.</b>
<b>1.0 Abstract</b> -----	3
<b>2.0 Index</b> -----	4
2.1 Table of Contents	4
2.3 List of Pictures	5`
2.4 Contributors	5
2.5 Abbreviations	5
<b>3.0 Introduction</b> -----	6
<b>4.0 Background</b> -----	7
<b>5.0 Research Methodology</b> -----	9
<b>6.0 Results</b> -----	10
<b>7.0 Analysis</b> -----	31
<b>8.0 Conclusions &amp; Recommendations</b> -----	35
<b>9.0 References</b> -----	37
 <b>Appendices:</b>	
<b>Appendix A - Table of Lloyds entries</b> -----	38
<b>Appendix B – Timeline for Pluvier</b> -----	41
<b>Appendix C – Crew Lists</b> -----	54
<b>Appendix D – Various Photographs</b> -----	73
<b>Appendix E – Mercantile Navy List entries</b> -----	75
<b>Appendix F – Appropriation Book</b> -----	77
<b>Appendix G – Ships owned by W. G. Crinks</b> -----	78
<b>Appendix H – Ports and cargo’s</b> -----	80

## 2.3 List of Pictures

## Page No.

Front Cover: Painting of Pluvier off Naples -----	1
Fig. 1 Schooner rig -----	32
Fig. 2 Brigantine Rig -----	33
Fig. 3 Aberdovey 1905 -----	73
Fig. 4 Souvenir Mug -----	74
Fig. 5 Fish Barrel 1905 -----	75

## 2.4 Contributors

### Madu

### Porthmadog Maritime Museum

## 2.5 Abbreviations

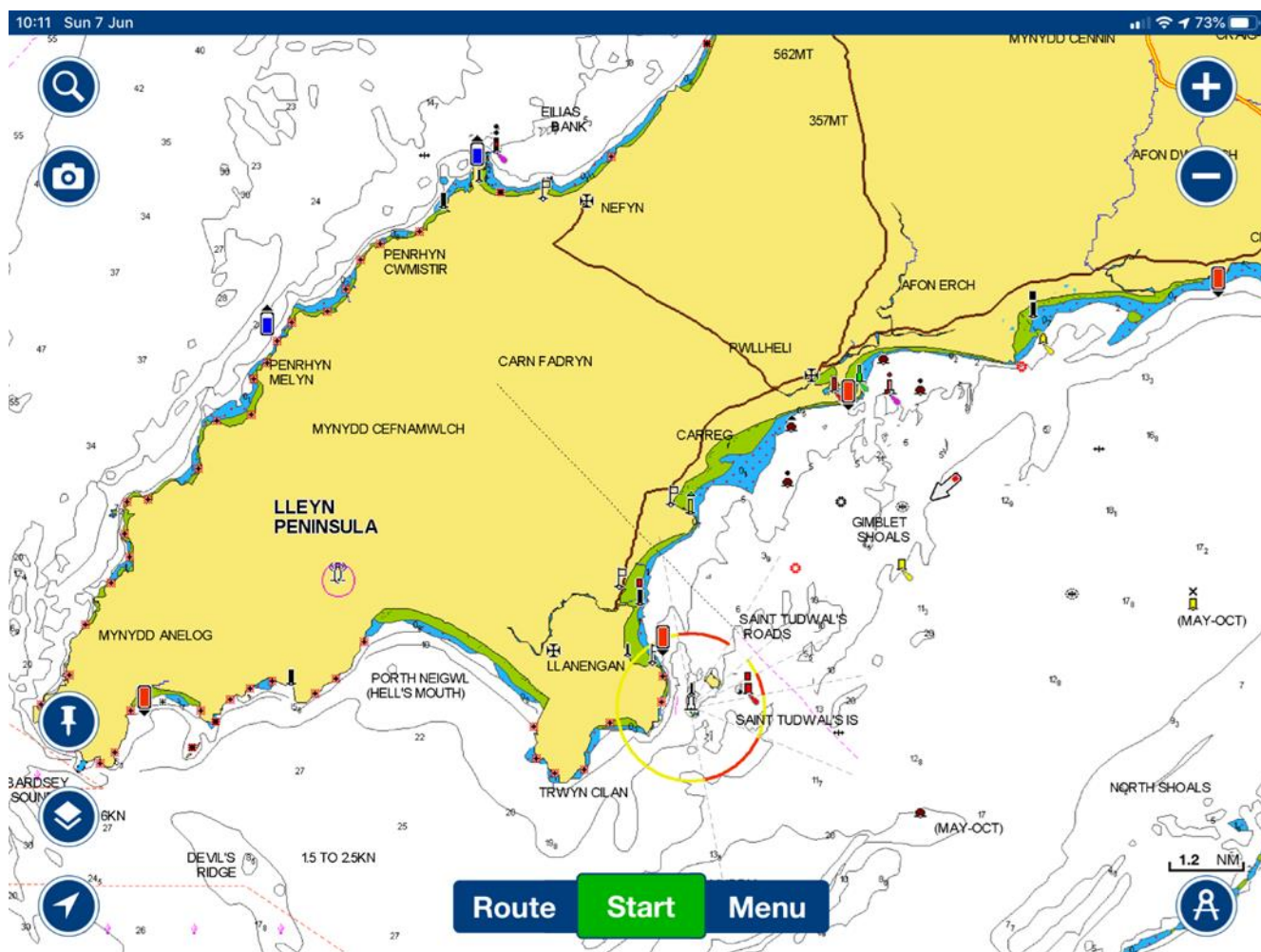
B.O.T	Board of Trade
GAT	Gwynedd Archaeology Trust
IJNA	International Journal of Nautical Archaeology
L. R.	Lloyds Register of Shipping
MADU	Malvern Archaeological Diving Unit
MNL	Mercantile Navy List
NAS	Nautical Archaeology Society
NPRN	National Primary Resource Number
OS	Ordnance Survey
RCAHMW	Royal Commission on the Ancient & Historical Monuments of Wales
URL	Uniform Resource Locator
W/E	Week ending

### 3.0 Introduction

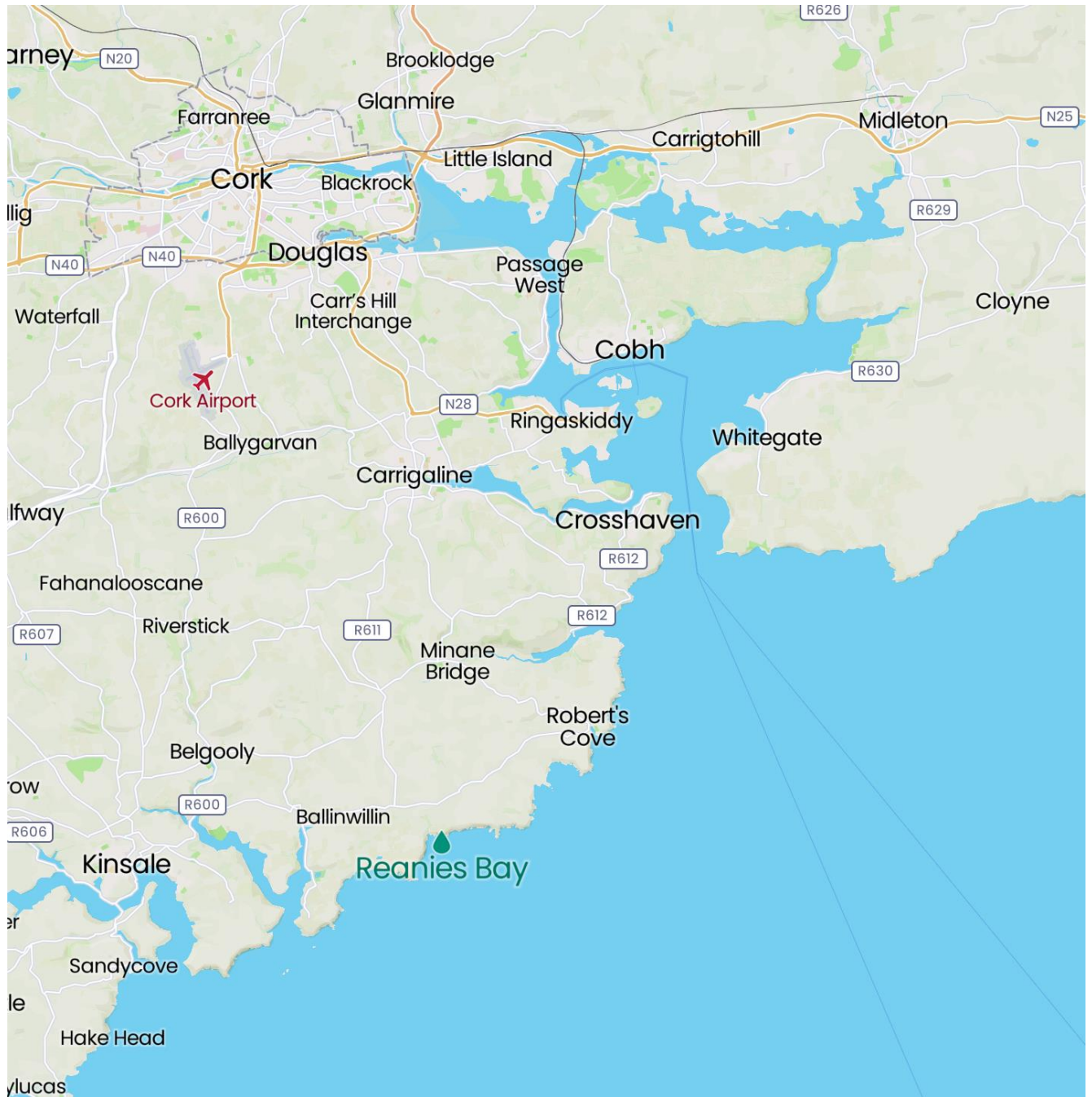
- I choose Pluvier to research after seeing details of her collision at St Tudal's while researching another vessel and she was likely to be a shorter project since she was built in 1889 and was lost in 1906.
- The Pluvier was a wooden schooner 89 feet 8 inches long, 22 feet one inch breadth, 10 feet 7 inches depth.
- The Pluvier was built in Plymouth by W. S. Kelly and the first owner was W.G. Crinks of Plymouth. She was re-registered at Aberystwyth in 1895 after was she sold in 1893. She delivered cargo's of coal to Europe and British North America, returning with seal oil and salted cod. She later was regularly carrying slates to Germany and the Baltic countries
- Pluvier sailed from St Johns N. F. to Figueria, Portugal and was returning to Portmadoc in ballast, when she encountered a gale off Cork, Ireland and foundered with the loss of all the crew.
- When off Cork, Ireland on the night of 31<sup>st</sup> December 1905 she encountered a strong eastly gale and foundered with the loss of all the crew.
- The Pluvier was missing for some weeks and when details of some wreckage and personal belongings found on the shore near Cork were published, her fate was discovered. One body was recovered from the sea but it was unidentifiable.
- I found no previous reports concerning the Pluvier only entries on Irish wrecks and wrecksite E.U.
- The site of the wreck of the Pluvier is unknown but it may have completely broken up since the figurehead and a pump were washed ashore.
- The items washed ashore were collected and it appears the recovered watch was returned to Stanley Terrill's mother who identified it.

## 4.0 Background

When I started the research I knew that Pluvier was a schooner registered at Aberystwyth in collision in St Tudwal's Roads and wrecked off Cork on 15<sup>th</sup> March 1905.



St Tudwal's Roads



Reanies Bay, Cork



## 5.0 Research Methodology

I used a Microsoft Pixel laptop with access to my home internet running windows 10 operating system. I also used my Apple I-pad for research when I was away from the laptop and to assist in transcribing reports from the British newspaper archives. My home internet is supposed to fast but, it is not, usually about 18 mb and keeps dropping out, waiting for the change in provider, happening soon with a fibre connection to the house. The search engine with the lap top is bing.

I searched Lloyds Register of Shipping (L. R.) for "Pluvier" and found a match and then searched the available years to the last one available on line 1899. This was to provide the masters names to aid my search of the sailings of the vessel and the details of owners, builder and dimensions.

I search Welsh newspapers on line and British newspaper archives for "Pluvier" and "Kelly shipbuilder" and found a number of matches. To find details of the vessels movements and incidents involving Pluvier, also details of the builder.

I searched the Mercantile Navy List (M. N. L.) for "Pluvier" and found a match and searched each year until 1906. To find details of owners and any changes to the vessels description.

I made a google search for "W. S. Kelly, Shipbuilder" and found a ketch still sailing he built. Looking for details of the builder and numbers of vessels built by him.

I searched crewlist project for "Pluvier" and found a match. This provided a link to crew lists, masters, owners and ports of registration.

I searched wrecksite and there is an entry that she was missing but no site of a wreck.

I searched Portmadoc on line and found the Maritime museum at Porthmadog.

I down loaded a copy of Alexander Smith's record of his masters certificate but it contained no information.

## 6.0 Results

Vessel	Name/s	Pluvier	
	Type	Schooner	
		Cargo	
Built	Date	1889	
		8/1889	
	Builder	W .S. Kelly	
		Plymouth	
Construction	Materials	Wood	
	Decks	One	
	Bulkheads	unknown	
Propulsion	Type	Sail	
	Details	Fore and aft	
Engine	Details	N/A	
	Boilers		
Drive	Type		
	Number		
Dimensions	Length	89ft	8 ins
	Beam	22ft	1 ins
	Draught	10ft	7 ins
Tonnage	Gross	120	
	Net		
Owner	First	William Crinks,	
		Plymouth	
	Last	Ebeneza Parry	
		Borthygest	
	Others	Thomas Davies, Borth, Cardigan	
Registry	Port	Plymouth, Aberystwyth	
	Flag	British	
	Number	97474	
History	Routes	Wales coastal and to the Baltic, Newfoundland and Mediterranean	
	Cargo	Slates, Coal, ore, scrap iron, seal oil, oil cake, timber salted cod	
Final Voyage	From	Figueria, 23/12/1905	
	To	Portmadoc, January 1906	
	Captain	Ebeneza Parry	
	Crew	4	
	Passengers	None	
	Cargo	Ballast	
Wrecking	Date	31/12/1905	
	Location	Rennies Bay near Cork	
	Cause	Easterly Gale force winds	
	Loss of life	5	
	Outcome	Foundered and broke up	

**Dundee Courier July 25 1891**

GOODS ENTERED AT CUSTOMS HOUSE YESTERDAY

Pluvier Smith, St Johns , N. F., 437 casks seal oil, 92 tons – D. Bruce & co.; D. Bruce & co., agents

**Dundee Courier July 31 1891**

GOODS ENTERED AT CUSTOMS HOUSE YESTERDAY

Pluvier Smith, St Johns , N. F., 190 tons coals, D. Bruce & co., agents

**Dundee Peoples Journal July 25 1891**

The Pluvier was 29 days on the passage from St Johns having experienced a series of strong easterly winds

**Glasgow Herald February 18 1892**

The British vessel Pluvier, St John's for Lisbon, has arrived at Lisbon with spars damaged

**The North Wales Express April 19 1895**

A Shipping Case—The representative of John Davies, Portdmorwic late master of the brigantine sued Captain Thomas Davies, brother of the deceased, to recover a sum of £21 odd the balance of wages and moneys paid on behalf of the ship alleged to be due. Defendant had a counter of £81 demurrage for detaining the ship at St Johns Newfoundland, and also for cargos alleged to have been delivered sort at Figuera and Cardiff, and for money lent. Mr J. T. Roberts appeared for the plaintiff, Mr W. George the defendant. — Mr Roberts said that the defendant was the owner of the "Pluvier." In July, 1892 the deceased joined the Pluvier at Newcastle, and when at Falmouth the defendant felt too ill to proceed further and he left his brother in charge. The vessel sailed to St. John's, thence to other ports, ultimately at Cardiff where the deceased left her. Mr Ellis Roberts, ship-broker, submitted the accounts for the plaintiffs and proved the same.—Mr I Griffith Pritchard, Portmadoc, was called on behalf of the defendant to prove that the custom in the fish trade was for captains of vessels to count the fish on board and to be personally liable in case of short delivery, but in the course of cross-examination by Mr J. T. Roberts he could give no instance in proof nor quote any authority in support of his contention. He, however, admitted that he did not know of the custom of his own knowledge and that the custom in the slate trade was that masters of vessels did not count the slates on board and were not personally liable for short delivery. His Honour gave judgment for the plaintiffs for £ 7 13s on the claim, with costs, and also for the plaintiffs on the counter-claim, without costs.

**Lloyds List October 30 1897**

GLANMERE (s). – Bristol, Oct. 29, 1 3 pm.-

Steam tug Iris, of Bristol, was assisting steamer Glanmere up River Avon, on 27<sup>th</sup> inst., when latter took the ground just above Horse Shoe Bend, tug collided with steamer Brunel, and had main rail belting and bulwarks broken. Yarra, of and from Cardiff, light, and Pluvier, of Aberystwith, cement from London, were in tow of tug Oberon, when to avoid collision with steamer Glanmere ashore near Horse Shoe Bend, anchor was let go and Mary Ann, of Gloucester, coal, from Cardiff, about to be taken in tow was in collision with both Yarra and Pluvier, latter taking the ground aft. Yarra had bulwarks carried away on port side, but Pluvier sustained no injury from Collision. Damage, if any, through grounding not known. Mary Ann had plank broken and covering board may be started.

**Western Times September 12 1899**

95% PURE LINSEED CAKE (Brinckman's brand), discharging "ex-Pluvier," Exeter Quay, on Monday, Tuesday, Wednesday the 11<sup>th</sup>, 12<sup>th</sup>, 13<sup>th</sup> inst. Price £7 17s 6d per ton, nett quarterly, or 2s 6d discount for cash in 7 days –  
Norrington and Son, Exeter.

**South Wales Daily News July 6 1900**

## IMPORTS

Order London, Pluvier, 120 steel scrap, Forester & Co. 93 compressed hay, L. G. Jeffreys & Co.

**The Cambrian News and Merionethshire Standard August 10 1900**

DESERTING A SCHOONER. —A Chilian named Joseph Campbell was brought up before Dr Griffith and J. R. Prichard, Esq., on Saturday morning, charged with having deserted the schooner "Pluvier" whilst she was at anchor in St Tudwal's. Defendant was arrested at Portmadoc that morning under a warrant by P.C. Thomas Jones (19). It appeared from the evidence of Captain Davies, Borth, Aberystwyth, the master of the schooner, that defendant accompanied by another member of the crew were sent ashore on the previous day for letters. Both deserted, but the other man was persuaded to return. The schooner left Portmadoc on Friday week for Frenchburg and put in at St. Tudwal's because of the cross winds,—Defendant told the Bench that he had nothing to complain about except "the grub." He did not consider the food as good as it ought to be.—Captain Davies denied that this was true.—The Bench ordered the police to take defendant back to the schooner and inform Captain Davies that it was competent for him to deduct what expenses he had incurred out of the wages of defendant

**Welsh Gazette and West Wales Advertiser May 13 1902**

SHIPPING.—The schooner "Pluvier," of Borth belonging to Captain Thomas Davies, arrived in the bay Saturday last from Newry and with a favourable breeze crossed the bar into Aberdovey later in the day. She carried a cargo of oats.

**The Aberystwith Observer 15th May 1902**

SHIPPING.—The schooner Pluvier arrived on Tuesday morning with a cargo of cement for the promenade extension. She is owned by Capt. Davies, "Borth, and is commanded by Capt. Humphreys, Portmadoc.

**Welsh Gazette and West Wales Advertiser 7th August 1902**

FISHING.—Some good haul of mackerel were made by Borth boats last week.—The schooner "Pluvier" on her way from Aberystwyth to Fishguard caught six dozen, and the fishing boat Hope" hauled twelve and seven dozens on successive days.

**Western Mail - Tuesday 23 September 1902****WELSH SCHOONERS IN COLLISION.**

Lloyds telegram says —The schooner Pluvier, Portmadoc for Bremerhaven. Slates, and the schooner Olwen, Carnarvon for Harburg, Slates, collided on Monday near St Ann's Head. The Pluvier is a schooner of 120 tons owned by Mr. G. Pritchard, Aberystwith, and the Olwen is of 153 tons, owned by Mr. W. Francis, Milford. Both vessels have put into Milford Haven, the latter is making water.

**The Scotsman September 23 1902**

[Lloyd's Telegrams- September 22.]

MILFORD HAVEN.- The schooner Pluvier, Portmadoc for Bremerhaven, slates, and the schooner Olwen, Carnarvon for Hamburg, slates, collided yesterday near St Ann's Head, and both vessels have put in here damaged. The latter is making water.

**Welsh Gazette and West Wales Advertiser 23rd April 1903**

Capt. Thomas Davies, the owner of the schooner Pluvier." of this port, and now off the Harbour, attended the meeting and stated that inasmuch as the Harbour Master had warned him that if his vessel entered the Harbour it must be at the owner's risk he then had decided to discharge the cargo of cement at Aberdovey, and it was thereupon agreed that the Through Surveyor, without prejudice to the rights and obligations of the owners of the vessel, the consignor, or the Corporation as consignees of the cargo, should endeavour to obtain a special rate from the Rail- ways for the carriage of the cement from Aberdovey to Aberystwyth.

**The Aberystwith Observer 23rd April 1903**

In consequence of the damage to the harbour Captain Thomas Davies, of the Pluvier, took a cargo of cement to Aberdovey, and the Surveyor said that the Cambrian Railways Co. had reduced the rate from 4s to 3s 4d per ton carriage.

**Welsh Gazette and West Wales Advertiser May 7 1903**

Claim by the Owners of the Pluvier. Navigation of the Harbour. The following letter was read by the Clerk: —April 30th. Dear Sir,—We are instructed on behalf of the owners of the Pluvier to apply to you for payment of £65 12s., balance of freight and gratuity due by the Corporation in respect of the carriage of a cargo of Portland cement per Pluvier under bill of lading dated 24th March. By the terms of the charter the vessel was to deliver her cargo at Abervstvwth or so near thereto as she could safely get. On arrival at Aberystwyth the master was warned by the Harbour Master as to the risk and danger attending entrance to the harbour and discharge there. The master of the Pluvier made a second attempt to get into the harbour in order to discharge cargo, but on the second attempt failing he did what he was called upon under the charter, viz., went to the nearest safe port, that is, Aberdovey, and there discharged cargo for your account. We feel sure that you will recognise the propriety of the Master's action and would be glad if you would let us have your cheque for the amount outstanding at your earliest convenience. If your Corporation declines to pay might we ask you to let us know promptly what solicitors will accept service on behalf of the Corporation. Yours truly, Holman, Birdwood, and Co., Lime-street, London. The Clerk suggested that the letter should be discussed in committee, and this was agreed to.

**The Aberystwith Observer May 7 1903**

A Claim.

The Town Clerk said that he had received a letter from solicitors on behalf of the owner of the schooner Pluvier claiming £65 12s Od. Recently, in consequence of the damage to the harbour the captain had been obliged to take a cargo of cement to Aberdovey, whence it was sent on by rail. Referred to committee.

**Welsh Gazette and West Wales Advertiser July 2 1903**

PETTY SESSIONS. A SCENE BETWEEN LAWYERS. The weekly Petty Sessions were held on Wednesday, at the Town Hall, before the Mayor (Mr K H James), Mr C M Williams, and Mr R J Jones. Harbour Parking Dispute. Frank Bennison, Terrace road, fishing boat proprietor, was charged with refusing to moor his vessel Pluvier as directed by Captain Humphreys, harbour-master at Aberystwyth Harbour, on June 28th.—Mr A J Hughes appeared to prosecute on behalf of the Corporation.—Captain Humphreys said on the date in question he asked defendant to remove his fishing boat higher up the quay, in order that the other vessels might be berthed. Defendant neglected to comply with the order, and on Monday last, he (the harbour-master) employed two men to remove the boat. These men charged 5s each for the job, a sum which defendant refused to pay. Witness added that with falling tides and so many fishing boats in the Harbour he had difficulty in finding berths for all the vessels in the Harbour.—Defendant: Have I ever refused to move the boat for you?—Witness: No, only this time.—Defendant: Did these two men remove the boat at all —Witness Yes, they unmoored the boat, and took her alongside the Norwegian vessel.—Defendant said he considered the 10s excessive. If the boat had been put alongside the quay and moored, he would have paid willingly. Captain Humphreys But there was not enough water to move her.— Mr K J Jones also considered the amount of 10s rather high for half-an-hour's work.—Captain Humphreys said that was the usual charge for a tide's work all over the kingdom, and the boat had to be removed.—The Bench having deliberated for some time, Mr Bennison said he was willing to pay the 10s, although he thought it terribly excessive.—Mr Hughes said in that case the prosecution would be satisfied with a nominal penalty.—The Mayor then announced that the case would be dismissed on payment of 5s costs. Any future case of the kind, however, would be severely dealt with, as the authority of the harbour-master must be supported.

### **Welsh Gazette and West Wales Advertiser July 9 1903**

The Pluvier Dispute.

The Clerk reported that the dispute with regard to the Pluvier had been settled, and the Cement Company had agreed to the terms submitted to them. Another small matter had cropped up, being an additional charge of £6 for loading at Aberdovey. That matter would be brought before the Finance Committee.

### **The Cambrian News and Merionethshire Standard September 18 1903**

The "Pluvier." The Town Clerk stated with reference to an action which had been brought against the Corporation with reference to a cargo of cement by the "Pluvier," that there was £356 due to the cement company. Certain reductions would be made in respect of freight and for conveying the cement by rail from Aberdovey, and costs. The reduction amounted to £95 2s., leaving a balance of £261 4s. The Cambrian Company asked for their charge of £47 5s. for carriage, which would be allowed by the consignors.

### **The Cambrian News and Merionethshire Standard March 15 1905**

Two Portmadoc vessels anchored at St Tudwal's Roads had a bad time of it. They were the Rosie (Captain Thomas Jones, of Portmadoc, master), and the Janet Captain W. Rogers Hughes, Portmadoc. master). The Aberystwyth schooner, Pluvier (Captain G. Humphreys, Borthygest. master), anchored at the same place, suffered like wise. The Rosie parted from one of her anchors and drifted across the bows of the Pluvier." The forestay of the latter gave way and her foremast crashed on to the deck. In the excitement, one of the crew of the Rosie," Daniel Jones (son of Police Sergeant Jones, Portmadoc) had his foot badly crushed. In order to get clear, the Rosie slipped her other anchor and, setting her head sail, ran ashore at Abersoch under Castellmarch. The crew of five managed to reach land with the utmost difficulty. They succeeded in landing by means of ropes held by a number of persons on the beach. Waves, mountains high, were washing over the Rosie at the time the crew were swinging themselves ashore. In the meantime, the Pluvier had put up signals of distress. The Abersoch lifeboat, at six a.m., went to the rescue and landed the crew of five at Foxhole, Llanbedrog. About this time the Janet," dragging her anchors, had: drifted about a mile and a half until she was in a perilous position under Mynyddy-Gwmmwd. She 'flew signals' of distress and her crew of five were eventually



taken aboard by the lifeboat and landed at Abersoch. The lifeboat had to wait at Foxhole until four in the afternoon for an anchor from Pwllheli to replace the one she found necessary to slip in rescuing the crew of the *Pluvier*.' The full force of the gale was also felt on land at Portmadoc. Chimney stacks collapsed, windows were blown in, trees uprooted, and farm outbuildings damaged.

### **Lloyds List March 17 1905**

PLUVIER.- *Abersoch*, March 16 4 30 pm.- Pulvier, foremast carried away and part bulwark; no damage to hull or cargo

### **Welsh Gazette and West Wales Advertiser 23 March 1905**

*Pluvier* in Danger.—The crews of three schooners anchored at St. Tudwall's Roads, off the Lleyn Promontory, had exciting experiences in the great gale on Wednesday morning of last week The Portmadoc schooner *Rosie* parted from her anchor and, drifting, ran into the Aberystwyth schooner *Pluvier*. The fore topmast of the latter fell on the deck, and the *Rosie*, to get clear, had to slip her second anchor. Setting head sails the *Rosie* ran ashore at Abersoch, the crew of five being rescued by means of ropes held by persons who had assembled on shore. In the meantime the Abersoch lifeboat had gone out to the *Pluvier*, which was Hying signals of distress, and landed the crew at Llanbedrog. At this stage the Portmadoc schooner *Jane* was seen to fly signals of distress, having been blown with her anchors dragging to a perilous position. Owing to the loss of an anchor the lifeboat had to wait some time before rescuing the crew, which they did between five and six at night.

### **Lifeboat Magazine Archive 1905 Volume 19 Issue 217**

A W.S.W. gale of unusual severity was experienced on the 15th March, and at 5 A.M. signals of distress were observed from a vessel in St. Tudwell's Roads.

The Life-boat *Oldham* was launched in response, and found the schooner *Pluvier*, of Aberystwith, had been in collision with another vessel and had lost her foremast and bowsprit. As the sea was very heavy and the squalls at times terrific the crew of six men were taken into the Life-boat, and brought into safety to Llanbedrog, about 8 A.M.

### **Lloyds List March 18 1905**

JANET,- *Abersoch*, March 17.- The *Janet*, Portmadoc for Hamburg, and *Pluvier* will be towed to Portmadoc for survey.

**The North Wales Express April 7 1905**

The schooner "Pluvier," which had its two masts and bowsprit broken in collision with the "Rosie," near St. Tudwal's during the recent storm, has been repaired by Mr D. Jones, blockmaker, and will sail this week.— Mr Daniel Jones, son of Police Sergeant Jones, who severely injured his leg on board the "Rosie," is making satisfactory progress towards recovery.

**The Cardigan Bay Visitor August 5 1905**

PORTMADOC Sale of a Ship.—The schooner Pluvier has been purchased by Captain Ebenezer Parry, Borthygest, who will act as master. It is intended confining her to the Newfoundland fish trade.

**Carnarvon and Denbigh Herald and North and South Wales Independent August 11 1905**

Captain Ebenezer Parry, son of the late Captain Hugh Parry, Borth, has bought the ship "Pluvier," and has sailed with it on a voyage 'to Newfoundland.

**Rhyl Record and Advertiser February 10 1906**

WELSH SCHOONER MISSING.

The gravest fears are entertained in Portmadoc for the safety of the Portmadoc schooner Pluvier, which left Figuera. Portugal, in ballast on December 23rd. for Portmadoc. and has not been heard of since. The names of the crew are Captain Ebenezer Parry, Portmadoc, master and part owner; Francis Jones, Portmadoc, mate; Stanley Terrill, Swansea; Peter Hamilton, Glasgow: and a German named Mossi. A watch with Terrell's name thereon was picked up last week on the beach at Rennies, near Cork, but no wreck appears to have occurred in that neighbourhood.

## **Carnarvon and Denbigh Herald and North and South Wales Independent February 9 1906**

LOSS OF A PORTMADOC SCHOONER. FIVE LIVES LOST. WRECKAGE PICKED UP ON THE IRISH COAST. All hope has now practically been abandoned for the safety of the Portmadoc, schooner Pluvier," with her crew of five men all told. The vessel originally sailed from Cardiff and Bristol, in August last, for Twillingate, Newfoundland, and then traded between Newfoundland and Spanish ports until December last, when at Figueirai, she took on board a quantity of ballast and sailed on her homeward voyage to Portmadoc on December 24th, and she was due at the North Wales port on New Year's Day. Nothing further was heard of her until on January 25th a silver watch bearing the name inside the case of Stanley E. Terrill, master mariner, 42, St. George's- terrace, Swansea, was picked up at Rennies Bay, near the Old Head of Kinsale, and Mrs Terrill was communicated with, and has identified the watch as, belonging to her son who was a seaman on the missing vessel. Other wreckage picked includes a shirt marked Swansea," a cap marked T. Collins," a figurehead of a bird, the same as the Pluvier had fixed, and a wheel pump marked "Williams and Sons, Portmadoc." The picking up of all this wreckage leaves no doubt but that the "Pluvier" must have been lost with all on board off the SW Irish coast on or about December 31st last. The following is the official list of the names and addresses of the crew who have been lost with the vessel: Captain Ebenezer Parry, 31, New street, Portmadoc; boatswain, Francis Jones, East avenue, Portmadoc; cook and A.B., Peter Hamilton, Dundee A.B., Stanley Terrill, 42, St. George's-terrace, Swansea.

## **The Cardiff Times February 10 1906**

### LOSS OF A WELSH SCHOONER

Five Men Drowned. & Conclusive evidence reached on Tuesday that the schooner Pluvier was in Rennies Bay, near Cork, in the great south easterly gale on New Year's Eve, and down with her five hands, viz., Captain Parry, Portmadoc, master, who leaves a widow Francis Jones, Portmadoc, mate, who leaves a widow and one child, Stanley Terrell; Peter Hamilton, Dundee; and Franz Moers, German, the three last named being unmarried. The dead bodies of two of the men were the foot of Ronnies Cliffs on January 6<sup>th</sup> and the cliffs being perpendicular at this spot any attempt to reach them meant certain death. The bodies were washed out to sea on the next tide. The Pluvier was well known at

Aberystwyth, and was formerly owned by Capt Davies, Borth, who sold her to Mr G Pritchard, Portmadoc. She was 99 tons register, and was built at Plymouth in 1889.

### **The Irish Independent February 15 1906**

#### SEA GIVES UP ITS DEAD

Wreckage picked up on the western shore of Cork Harbour at the beginning of January has now been proved to have belonged to the Portmadoc two masted schooner Pluvier, of 210 tons, carrying five hands.

No announcement having been made in the press at the time of any vessel missing, Mr Roberts, of Carrigaline, made public the finding of the wreckage, which was minutely described.

As a result a communication was received from the owners of the Pluvier identifying the wreckage found as belonging to their vessel, which sailed in ballast from Figueira. Portugal, on the 24<sup>th</sup> December, and should have been near the Cork coast at the end of the year.

Some of the clothing which was known to be in the possession of the captain and first officer was washed ashore last week, while on Saturday the body of one of the crew was seen floating off the harbour, and brought ashore. The figurehead of the vessel has also been washed ashore.

### **The Cambrian February 16 1906**

#### CORPSE WASHED ASHORE

#### IS IT THAT OF A SWANSEA MAN?

The body of a member of the crew of the schooner Pluvier, of Portmadoc, wrecked with all hands near the Rennies, off Cork Harbour, in the gale on the night of Dec. 31, has been washed ashore, but it was completely unrecognisable. A watch found upon the corpse bore the name of Stanley Terrill, a native of Swansea. The Pluvier left Figueira, Portugal, for Portmadoc on Dec. 24<sup>th</sup>. The crew consisted of the master, Ebenezer Parry, Portmadoc the mate, Francis Jones and three others, including Terrill and a Scotchman named Hamilton.

**Carnarvon and Denbigh Herald and North and South Wales Independent  
February 16 1906**

THE LOSS OF THE "PLUVIER." — On Monday, Captain James Jones and Mr R. G. Roberts went to Ireland to view a body washed ashore near Cork, thinking that it might be the body of one of the crew of the "Pluvier." The body, however, was in such a decomposed State as to render it impossible to identify.

**Lloyds List February 28 1906**

THE Committee of Lloyd's will be glad of any  
-information regarding the following vessel:-

PLUVIER, OF Aberystwith, Official Number 97474, Parry, master, which is reported to have sailed from Figueira for Portmadoc on 24<sup>th</sup> of December 1905

**The Cambrian News and Merionethshire August 17 1906**

LOSS OF THE "CENRIC." TWO LOCAL MEN ON BOARD. The worst is feared regarding the safety of the crew of the three-masted steel schooner "Cenric," viz., Captain Maurice Parry, Borthygest,, Portmadoc, master; David Hughes, Borthygest, mate J Brentson and Wm Urch, Cardiff, and another seaman shipped at Cardiff. The Cenric, which was built by the owners, Messrs W Thomas and Sons, Amlwch, in 1905, and made her first trip last December, on June 11th left Twillingate, Newfoundland with a cargo of coal for Sydney, Cape Breton. Canada. The voyage should have taken about a week. Not a word has been heard of her since and it is assumed that she went down in the heavy north - easterly gales on the Canadian coast some five or six "days after leaving Twillingate. The owners have given her up as lost. Captain Maurice Parry, who is a son of Captain Parry, Borthygest, is a brother of Captain Ebenezer Parry, who went down in the ill-fated "Pluvier on New Years Eve. David Hughes is a son of Mr John Hughes, 2 Glyn-terrace, Borthygest. Both are unmarried. The deepest sympathy is felt all hands for the relatives.

**The Cambrian News and Merionethshire Standard November 9 1906**

PORTMADOC Obituary.—The town was deeply stirred by the news which arrived on Sunday morning of the death of Mrs Parry, daughter of Mrs Roberts, 31, New Street. Deceased never recovered from the blow dealt her in the receipt of information following weeks of suspense that her husband, Captain Ebenezer Parry, had along with all hands on board the schooner "Pluvier" been drowned off the coast of the South of Ireland early in the year. This occurred within a few months of their marriage. A few weeks ago, she left in the interests of her health for the Liverpool district. Deceased, who leaves a male child, was aged twenty-nine. She was of an exceptionally kind disposition and made friends wherever she turned. The funeral, which was private, took place on Thursday at Portmadoc. The Rev J T Roberts, pastor of Tabernacl, where she was a member, officiated.

**W. S. KELLY, SHIPBUILDER****Western Morning News - Wednesday 11 October 1876**

Plymouth Court of Shipping Survey.—The Board of Trade have nominated the following assessors (under section 7 of the Merchant Shipping Act, 1876) of the Court of Surrey for appeals established Plymouth : James Massey, mechanical engineer, Plymouth ; James Willoughby, mechanical engineer, Plymouth. Shipwright •-David Banks, shipbuilder, Plymouth; Wm. S. Kelly, shipbuilder, Plymouth ;

**Western Morning News - Saturday 04 March 1893**

East Stonehouse County Court

Under Section 14 of County Courts Admiralty Jurisdiction Act 1861

W. S. KELLY Shipbuilder of 11 Walker Terrace Plymouth was appointed assessor

In 1887 W. S. Kelly was part of a delegation to Plymouth council representing the grievances of local fishermen and requesting the setting up of a wholesale fish market through which all fish landed at Plymouth must be processed. There were problems with fish being landed by boats from other ports who avoided local charges. The quay also needed dredging to allow boats to berth on low water spring tides. The assistance of the council was also requested to deal with the railways charging excessive rates to transport fish to London.

He was also foreman of the Grand Jury in 1885

### **Western Morning News September 10 1885**

PLYMOUTH CORINTHIAN YACHT CLUB. The last matches for the season In connection with the Plymouth Corinthian Yacht were held yesterday. Mr. F. R. Stanbury was the officer for the day, and was assisted by- Mr. W. G. Tweedy and Mr. H. B. Watson. There was a strong wind, the sea was rough. The first race, that for yachts under ten tons, started at 1 5 p.m., two out of three entered putting in appearance. They were the Florence, Mr. W. S. Kelly, and the Liliias, new three-tonner. Messrs. Waterman Bros. The race was a foregone conclusion for the Florence, as, after the first round, the Liliias found the weather too much for her and gave up.

### **Western Morning News April 30 1887**

Important Sale.—Yachting Season, 1887.— WEDNESDAY, 4th March—At Mr. W. S. Kelly's Yard, Mount Batten, Plymouth. E. A, NORTHEY instructed to SELL by above AUCTION, unless previously disposed of by private contract (and subject conditions to be then read) the following first Class YACHTS, STEAM LAUNCHES, TRAWLERS, BOATS, and Effects, namely :-

40-Ton Yawl Edith. Fine model, by a celebrated builder, and fast and comfortable cruiser, well found.

20-Ton Yawl Kilda very strong, fast, and comfortable cruiser, very large accommodation.

15-ton Yawl Louise, built by Hatcher, one of the finest sea boats and most comfortable cruiser of her size afloat.

11-ton Cutter Osprey, a fast, useful cruiser; prize winner.

11 ton Cutter Mabel, the best combined racer and cruiser her size afloat.

5-Ton Cotter Florence, one of the fastest of her class, splendid sea boat, large accommodation; vessel and gear practically new.

5-ton Cutter Üblque. well known cruiser, with wonderful accommodation ;

splendid sea boat.

11-Ton Yawl Lilly, easy draught, capital cruiser.

5-ton Yawl Mimi shallow draught, good model; fine little Cruiser.

3 ton Cutter Muriel, comfortably fitted, in splendid condition; smart little vessel; prize winner.

Several new and second-hand Steam Launches, all perfect order, and every requisite for Immediate use.

Trawler Maud. 42 tons register, nearly new vessel, 23 tons Iron ballast, two suite of sails, and two sets gear; handsome model, would make a fine cruising yacht.

Trawler Violet, 43 tons register, with two sets of gear, all in good order.

Trawler Stranger, 30 tons register, with two sets of gear, all in good order.

Sixteen sailing and Rowing boats various sizes.

Yachts' sails, tanks, fenders, sail covers, fish boxes, swing tables, side lights, and sundry yachts' gear. On view the day previous and morning sale, which will commence at Three p.m.

Further particulars on application to Mr W. S. Kelly or the auctioneer

### **Western Morning News March 18 1892**

#### Deaths

Kelly.- March 17 at 11 Walker Terrace, Plymouth. Elizabeth wife W. S. Kelly, aged 52 years

### **Western Morning News - Wednesday 14 June 1893**

THE Maud HOSPITAL SHIP PLYMOUTH. The Sanitary Committee of Plymouth Corporation, yesterday, inspected the floating hospital ship. Maud, some time since purchased for as an infectious diseases hospital. The ship has Mr. W. S. Kelly, boat and yacht builder, Plymouth, been fitted in the most comfortable and home-like style, the latest improvements in sanitation and hygiene being utilised. The Maud, formerly timber ship, trading between England and Quebec, has now four public and two private wards. At present there is ample accommodation for fifty patients, and times of emergency or epidemic much larger number could be received. The Maud being property of Plymouth Corporation, ratepayers of the borough can be accommodated in the private wards, which contain only two beds each, at a charge of one guinea per week ; outsiders will charged two guineas. At the close inspection Mr. J. If. S. May, J.P., chairman of the Sanitary Committee, expressed the pleasure his committee felt at the thoroughly satisfactory state of



the vessel. Of course, they all hoped the ship would long be simply an ornament to the Sound, and not in active use. If, however an epidemic of cholera or any other infectious disease should sweep over England, Plymouth was as well equipped to fight it as any port in England.

One of William Kelly's vessels is still sailing running charters out of Plymouth. BESSIE ELLEN is one of the last west country ketches from a fleet of nearly 700 vessels. She was built as a speculation (or 'chopping block') between 1904 and 1906 to keep the shipwrights busy between other work, at the Mountbatten, Plymouth, yard of William Kelly. She was purchased off the stocks by John Chichester, a north Devon home trade captain who registered her at Barnstaple in January 1907. She was named after the owner's two daughters, who launched her on 3 January 1907.

### **Field - Saturday 06 June 1908**

THE LATE W. S. KELLY. Mr Wm. Samuel Kelly, who was undoubtedly one of the best amateur helmsmen the West of England has produced, died at his residence in Plymouth on May 30, at the advanced age of seventy-five. For upwards of half a century Mr Kelly was a supporter of the sport, and as a yacht builder and designer he had a very high reputation in the West of England. For the last two years he had retired from business, and twelve months ago paralysis confined him to his house. Mr Kelly, who was originally intended for the legal profession, served an apprenticeship at Plymouth with the late Mr W. Foster Moore. In 1863 he went to Liverpool, and was there in partnership with a Mr Smerdon. There, in 1872, he built his famous cruiser Mabel, with which he was remarkably successful on the Mersey. Coming back to Plymouth in 1876 he lengthened the Mabel, and then raced her regularly at the Southern regattas, going as far afield as the Channel Islands and France, with the result that in her he won over 170 prizes, and, with one exception, he was always at her helm. Mr W. S. Kelly, with Mr W. Foster Moore, founded the Royal Plymouth Corinthian Yacht Club (of which he was at one time the rear commodore), and in 1890 was one of the founders of the Royal South- Western Yacht Club.

**W. G. CRINKS COMMISSION AGENT, SHIP OWNER****Western Morning News - Wednesday 17 April 1889**

FOR SALE

SMALL HALF Decked YACHT, lead ballast, good outfit, apply Crinks and Parsons. Sutton Harbour.

**Western Morning News October 8 1889**

TRADE AND COMMERCE. Plymouth this week has been a fairly busy one. Sutton Harbour arrivals have been a varied kind. The Castilia. fish, from Labrador, for Messrs. Crinks and Parsons

**Western Times - Tuesday 18 March 1890**

It was very gratifying to hear from Mr. Peter's statement in the Town Council that a coaster to be chartered from Liverpool was to bring a cargo from the great port to Exeter Quay. This is a most promising movement and, I trust, augurs better times for the Canal. Not that at present that property is otherwise than of great value to the citizens, it is so indirectly, since it means for them moderated tariff for the carriage of goods by the railways. The vessel now on her way from Liverpool is, I understand, a schooner appropriately called the " Westward." Her owners are Messrs. Crinks and Parsons, of Exeter and Plymouth, their shipping agent here being Mr. Arthur W. Batt, who is never so happy as when he extending the ' trade of the Port- The Westward was chartered to bring , about a hundred tons salt-fish from Liverpool to Exeter, she has filled up with a general cargo, principally rice, bacon, and provisions it is worth knowing that she had so much cargo offered that a considerable amount was left behind in the Port, which will probably necessitate another voyage. Good luck to the Westward! Even as I write these words I hear that the steamer from London came up the Canal yesterday (Monday) afternoon with full cargo. This as it should be, and I trust that the traders of the City will find it to their interest to persevere in using the Canal in this sensible fashion.

### **Western Times - Wednesday 22 October 1890**

Arrivals at Exeter canal weekending 21 October 1890

Emla from Labrador, fish for Crinks & Parsons

### **Western Morning News - Tuesday 10 February 1891**

FOUND, a FOX TERRIER DOG. white, with black and tan spots over each ear.—  
Owner can have same by applying W. G. Crinks, Sutton wharf.

### **Exeter and Plymouth Gazette - Wednesday 18 November 1891**

The vessels arriving at Exeter for the week ending 16th November were : Jane Davis, from Aberdovey, with slate, for Gabriel and Son ; Nimrod, from Labrador, with fish, for Crinks and Parsons ;

### **Exeter and Plymouth Gazette - Wednesday 27 January 1892**

The arrivals and sailings in Exeter for the week ending 19th January were:—  
Arrivals - Olive Branch, from Newcastle, with coals, for Gas Company ; May Blossom, Plymouth, fish, Crinks and Parsons

### **London Evening Standard - Saturday 09 January 1892**

Partnerships dissolved

Crinks and Parsons, Plymouth and Exeter, commission agents

Commission agent

An agent who is paid a percentage of the sales he or she generates.  
The Agent offers products to potential clients in an assigned territory, strictly in accordance with the sale conditions indicated to it by the Principal. There is no employment relationship between the Agent and the Principal, and their relationship is purely a commercial one.

## **Portmadog**

Porthmadog (Portmadoc before 1974) did not exist before William Madocks, in 1811, built a sea wall, the Cob, to reclaim a large proportion of Traeth Mawr from the sea for agricultural use. The diversion of the Glaslyn river caused it to scour out a new natural harbour and the first wharves were built in 1825.

The rapidly expanding cities of England and northern Europe needed high quality roofing slate, which was transported from the quarries to the new port by tramway.

In the beginning slate was transported from the mountains to sea level at the wharves on the river Dwyryd by carts, then transferred by barge to the deep-sea ships at Ynys Cyngar. The construction of the Cob and development of Porthmadog spelt the end of this practice but it was a gradual changeover.

The introduction of tramways and the Ffestiniog narrow gauge railway dramatically speeded up and increased the amount of slate moved.

The line was constructed between 1833 and 1836 to transport slate from the quarries around Blaenau Ffestiniog to Porthmadog where it was loaded onto ships. The railway was graded so that loaded wagons could be run by gravity downhill all the way from Blaenau Ffestiniog to the port. The empty wagons were hauled back up by horses, which travelled down in special 'dandy' wagons.

In spring the ships would load slates at Porthmadog for Germany or the Baltic. After unloading the slates they would take any cargo or sail in ballast to Cadiz in Spain. Sometimes coal was taken from Hull or Newcastle to Gibraltar.

Salt was then loaded at Cadiz for Newfoundland and Labrador where salt cod was loaded, mostly for Mediterranean ports. The little ships would then head homewards picking up any cargo such as copper ore from Huelva or grain from Morocco or all the way in ballast.

Slates were shipped to ports around the UK and Europe including Liverpool and London and transferred to larger vessels bound for all corners of the world. The first world war ended the trade to Germany.

Because exports from Porthmadog exceeded imports many ships arrived at the port in ballast. In 1862 when the "Rotten Tare" (where South Snowdon Wharf is today), the original dumping ground for ballast, was levelled at 18 feet above low water, a new site had to be found and a sandy site east of the Glaslyn was

utilised. An island gradually developed here. In 1868 a wharf was built where the ballast was unloaded.

### **Edwin Butcher former master of Pluvier**

#### **Western Morning News - Wednesday 22 November 1893**

STRANDING OF A PLYMOUTH KETCH. BOARD OF TRADE INQUIRY. Under the direction of the Board of Trade, Messrs. J. A. Bellamy and A. S. Harris, borough magistrates, with Captains A. Coningbame and E. Brooks, nautical assessors, held Inquiry Plymouth Guildhall yesterday into the stranding of the Plymouth ketch Annie, 65 tons register, off Split Point, Verde Bay, on the coast of Newfoundland. —Mr. T. Wolferstan, for the Board of Trade, explained that August 30th the Annie, commanded by Edwin B. Butcher, sailed from Harbour Grace, Newfoundland, with cargo for Emily Bay, Labrador. the evening of that day. in foggy weather, she stranded off Split Point, but was towed off with the aid of boats, and put back to Harbour Grace for repairs. Mr. H. H. Pinnamore, 5, Holborn place, Plymouth, managing owner of the Annie, stated purchased the vessel in 1879 for £700. Within the past two years she had been altered from schooner into ketch and repaired at a cost of £300. She was consequently in good condition, and classed A 1 Lloyd's She was insured in the Truro Club for £500. Edwin B. Butcher deposed that was engaged in July last sailing master of the Annie. Including himself, the vessel carried a crew of four hands. The purser and boatswain the vessel, George Kingwell, was also part owner, and had formerly been master of the Annie. Witness was responsible for the navigation of the vessel, but Kingwell transacted all the financial business. August 30th, at 3 p.m., while the voyage from Harbour Grace to Labrador, dense fog came on. The vessel's course was then altered to E.N.E. give the land wider berth. At half-past six witness saw breakers ahead through the fog. and immediately ordered the helm to be put hard-a-port. Before, however, her head could come round she struck on the rocks. Fortunately, the tide was rising, and, with the aid of some fishing boats, the ketch was towed off. Before striking, witness did not order the lead to be cast. After the vessel was taken off the rocks a south-westerly gale set in and the ketch beat back to Harbour Grace. Her keel was subsequently found to be smashed and rudder damaged, returning to England, the vessel discharged cargo at Poole. Without witness's knowledge, Kingwell accompanied the broker to

the Customs House at Poole, and made statement concerning the stranding, and signed the documents his (Butcher's) name. George Kingwell, purser, gave corroborative evidence as the stranding. Before the vessel struck witness's heard noise ahead, but the master said it was the ripple of the tide. Almost immediately afterwards he saw something white gleaming through the fog. but Captain Butcher said it was fish jumping out of the water. They proved, however, to be breakers ahead. Half an hour before the stranding, hove the lead, but could not find the bottom. Witness's acknowledged having at the Customs House at Poole made the declarations in Captain Butcher name, and signed the master's name to the depositions. At the time he did not know he was doing the improper thing.

### **Western Morning News - Wednesday 24 April 1895**

CERTIFICATE SUSPENDED. A Local Marine Board inquiry was held at Plymouth yesterday by Messrs. T. Brook (in the chair), Captain J. B. Pinkham, and Messrs. R. B- Triplett, J. Westcott, and W. H. Shilston, into charges of misconduct and drunkenness against Edwin V. Butcher, master of the Plymouth ketch John Rees. Mr. John Shelly prosecuted on behalf of the Board of Trade, Mr. Wolferstan acted as legal assistant to the Board, and Mr. Percy T. Pearce appeared for Captain Butcher.—The evidence of Henry Roberts boatswain, was follows ; —The crew the John Rees consisted of four men. We sailed from Plymouth on October 30th last with a cargo of china and pipe-clay for Guyon. After discharging, the vessel proceeded to Santander, and thence to Nantes. Before arriving at the latter place, on January 23rd, were off Belle Isle. Instead of running for Nantes, we were running for an island. I asked the captain if he was going to run her ashore. Captain Butcher at the time was hanging over the rail, helpless, unable to speak to anybody, and I could not get any directions from him. Directly after the island was cleared I found we were steering for the centre another island, the captain at that time having gone to his cabin. The captain was drunk for a considerable time. A steamer ran into us, and also collided with a landmark.—Mr. Pearce pleaded guilty on behalf of Captain Butcher, and in mitigation of punishment said he had held a certificate for thirty years. Captain Butcher, who suffered from asthma, was in the habit of inhaling powders, with the result that a little liquor easily took effect—The Court suspended Captain Butcher's certificate for three months-

## 7.0 Analysis

The spellings for the names are the same as used in the original newspaper reports.

The closed register and the crew list for 1893 for Pluvier exists in the National Archives but are not available on line.

There were numbers of adverts for a schooner without a name by W. S. KELLY which he was repeatedly trying to sell in the year before Pluvier was reported to be launched with slightly different dimensions so I cannot identify it as Pluvier.

In 1891 arrival ,sailing and import reports give the masters name as either Smith or Stark. The Crew list for these dates list Alexander Smith as the master and Thomas Stark as the purser, so it appears the reports have become confused, a purser was only carried as a member of the crew while William Crinks of Plymouth owned the vessel. A purser is responsible for handling money on board ship and it would appear W. G. Crinks did not allow the master to complete this function as on other vessels. In the B.O.T. enquiry into the stranding of a Plymouth vessel commanded by Edwin Butcher (after Pluvier) it was obvious that who commanded the vessel was confused when he also had a purser on that vessel.

The newspaper reports for this period include French vessels and sailings to France, those in British North America are not and only some of the sailings to Europe. This leaves big gaps in the voyages of the Pluvier. The Welsh Newspapers on line and the British Newspaper Archive provided all the reports of sailings, arrivals and mishaps for the Pluvier.

The length of time voyages take are so variable that, any attempt to make sense of numerous repetitive journeys is not possible. In 1905 Pluvier took 20 days to travel from Bristol to Portmadoc but in 1895 she only took 19 days to travel from Malaga to Bristol. Sailing against adverse winds greatly affects the time taken for a voyage, without weather forecasts to warn of gales and the need to seek shelter. The crew working without powered assistance can only work the ship for a period before the need to put in for shelter.

The lifeboat magazine archive was useful in providing an account from the coxswain of the lifeboat who rescued the crew of Pluvier in St Tudwal's Roads. This is a searchable on line resource that does not require the year of the rescue.

The Maritime museum Porthmadog proved useful in providing information about the slate, and salt fish trades, and the pattern of voyages.

The 1896 L.R. shows the Pluvier certified to carry passengers and the crew list for 4/4/1904 to 31/6/1904 shows a passenger being carried. It also carried a stewardess in 1897 but no record of passengers.

The Pluvier was built as a schooner and was described as a schooner when she was lost but during her short lifetime she was also described as a brigantine. The representations below show a brigantine and a schooner. The differences between them are the running rigging, the sails and the number of spars and where the spars are located.

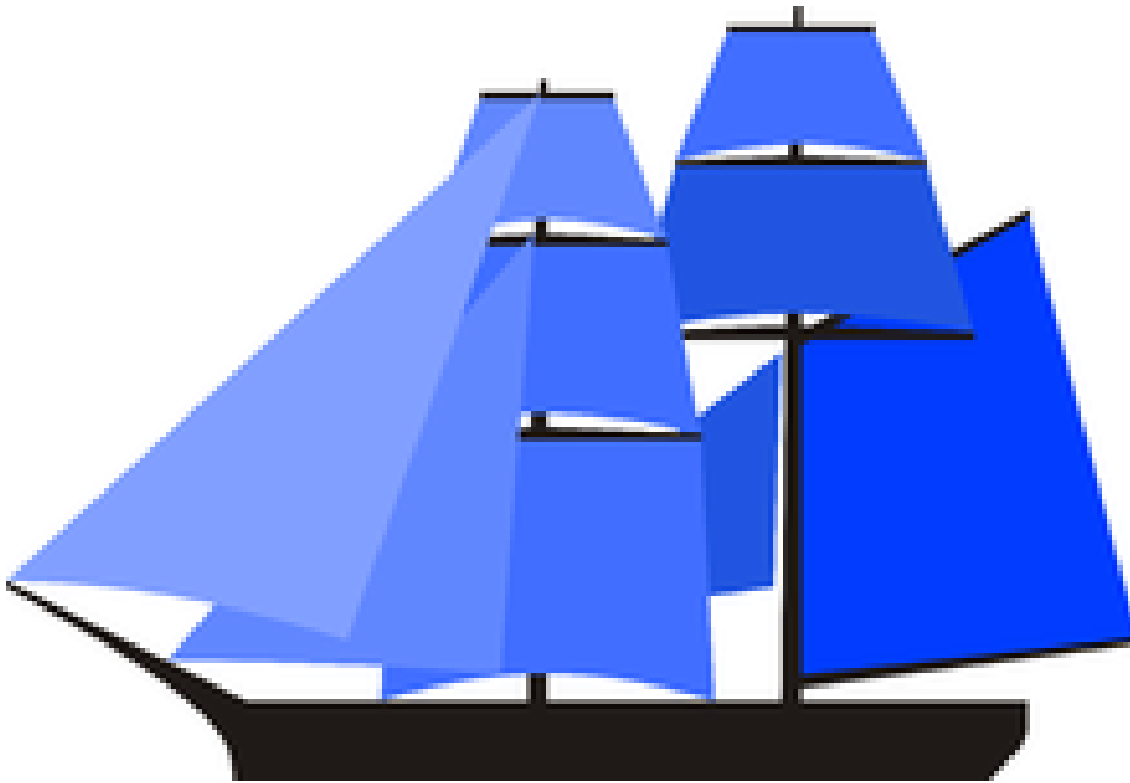


Fig.1

Brigantine rig

There is no structural change to the vessel or its masts only the number and where the spars are located and the particular sails used.



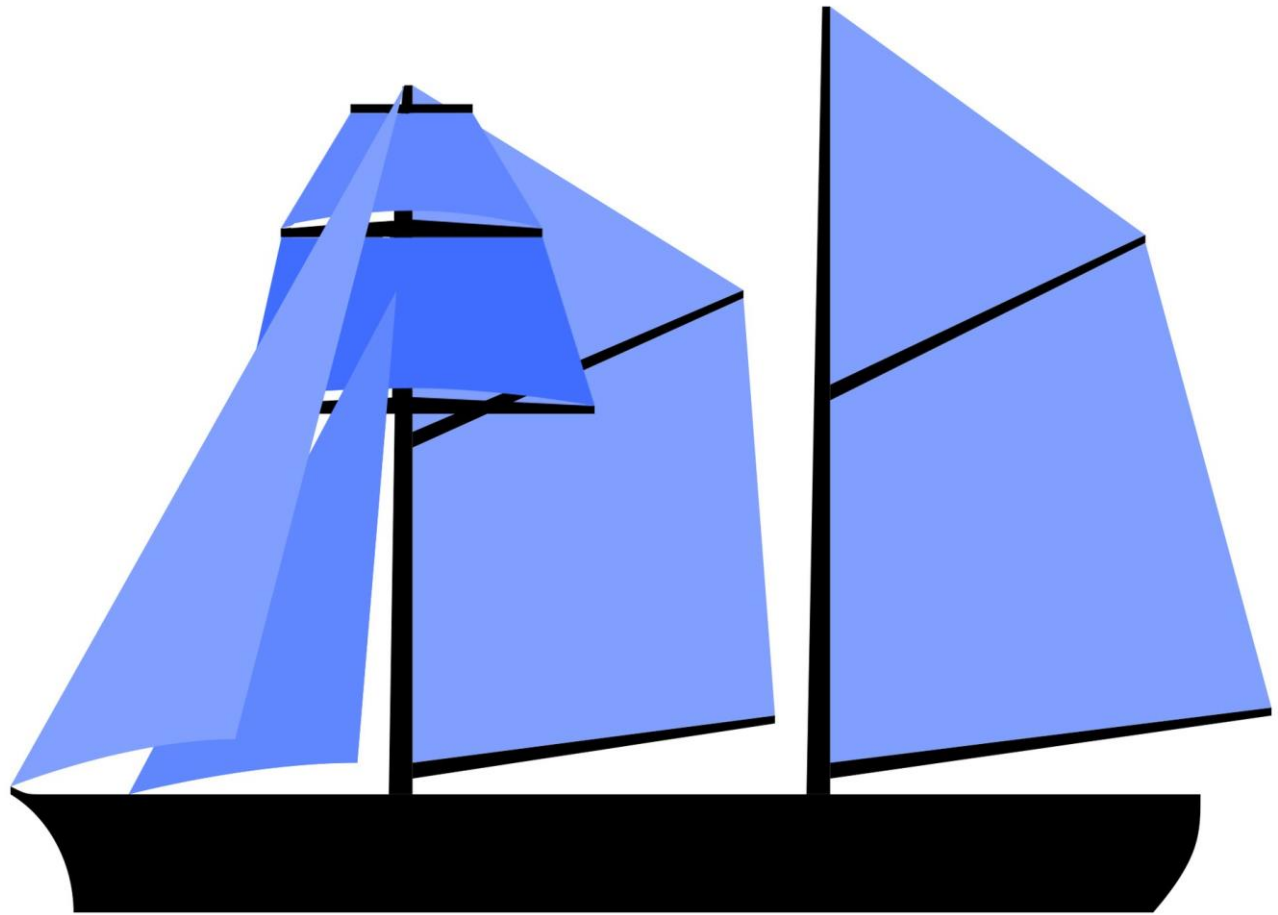


Fig.2

Top sail schooner rig

At St Tudwal's the main damage to the Pluvier was caused by the loss of the bowsprit which is a large boom, rounded, except at the outer end which is square; it runs out over the stem, and rises so as to make an angle of nearly 36 degrees above the horizontal. Its principal use is to support the foremast by its stays, and carry sail to govern the fore part of the ship. When the bowsprit was carried away by the Rosie the support for the fore mast running rigging was removed causing the mast to fall hitting the Rosie.

The export trade between Newfoundland and Portugal was salt cod it was less extensive by 1905 but still an important market. A market that was also important was Itay, the painting of Pluvier by A. de Simone must have been made during one of these trips, perhaps in 1894 from Labrador. It was almost certainly the cargo Pluvier carried on her voyage in 1905 to Figueuria. Ships from

Portmadoc entered this trade in the 1880's displacing Salcombe vessels, by 1891 using purpose built vessels. The route sometimes included coal to Gibraltar, salt from Cadiz to Newfoundland and salt cod to Portugal. Earlier the return cargo if available from Portugal to Britain was fruit but this market decreased and olive oil replaced it. The 1894 and 1896 record of voyages for Pluvier seems to follow this pattern (appendix B). The destinations change after this to Germany, the Baltic and Ireland with slates, until Ebenezer Parry buys Pluvier to sail to Newfoundland and perishes on the return journey to Wales.

The crew list records show two different masters with the surname Davies (Thomas and Richard) and another one is mentioned in the demurrage case at Pembroke. They appear to be brothers except for John Davies involved in the demurrage case. The crew list for 4<sup>th</sup> April until the 31<sup>st</sup> June 1904 show Pluvier carried a passenger Richard Roberts.

W.G. Crinks was in partnership with Parsons (of Exeter) and owned some vessels jointly although L. R. only shows W. G. Crinks as the owner. They arranged imports to Sutton Harbour, Plymouth and to Exeter via the Exeter Canal from Exmouth. They were involved in importing fish (salt cod) from Newfoundland and fish from Plymouth to Exeter.

W. G. Crinks is shown as the owner of seven vessels in Crewlist see appendix G

In the newspaper report of November 1893 where Edwin Butcher was master of a Plymouth ketch that stranded, a Purser was on board, who was part owner of the vessel and conducted all the financial transactions, as was the case on Pluvier when W. G. Crinks was the registered owner. Butcher said in evidence at B.O.T. enquiry that he was hired as a sailing master, but the purser handled all the financial dealings. That this caused confusion over who commanded the vessel and who had particular responsibilities is seen from the evidence given to the B.O.T. enquiry into the stranding, the purser even went so far as reporting the occurrence and making a deposition and signing as the captain, Edwin Butcher.

## 8.0 Conclusions & Recommendations

I have spent about 40 hours on this research since it's a shorter timeline with about 95% of the time on line. I am still contracted to pay for the British Newspaper Archive and continue to use it for the research.

There is no wreck site for the Pluvier, some debris was washed ashore in Reanies Bay, near Cork including the figurehead and other debris was seen with two bodies below Reanies Cliffs but was washed away by the tide before the weather abated. A body too decomposed to identify was recovered and some property belonging to the crew was washed ashore. The small volume of wreckage washed up, resulted in the local coast guard stating it was from a distant wreck, but the sea appears to have washed it away, after it was seen below Reanies Cliffs at the beginning of January 1906. The numerous newspaper reports from the time give conflicting accounts, some say two bodies were washed ashore one wearing a watch belonging to Stanley Terrill. Some of the others say that watch engraved Stanley Terrill, master mariner was found on the beach and identified by his mother. There was a number of reports of a body seen floating off the harbour and recovered, an attempt to identify the body by 2 men from Portmadoc was unsuccessful due to its decomposed state. I found the corroborating facts conclusive that one body was recovered, the attempt at identification, and since the recovered watch was sent and identified by Stanley Terrill's mother before the report that the body was recovered.

There was another two French vessels named Pulvier operating between France and Swansea, Portmadoc and Ireland so even if the masters name was not quoted, I ignored the voyages to France. Another Pulvier appeared later in the record of shipping arrival and departures with different English surnames, but where no master name was given I checked the destination arrival and following sailing records for a name and the locations. If they did not fit the voyages of Pluvier given with the masters name, and its location, I ignored them.

I did not provide any information about Aberystwyth because although Pluvier was registered there, she seemed to be based in Porthmadog.

I continue to learn not to be surprised by the events that turn up in my research, like a painting sold at Christie's of Pluvier off Naples and a souvenir mug with the master's name Davies, and Pluvier in the design.

I have answered the questions I set myself when beginning this research and the other details available need a visit to the National Archives.

The fate of the Pluvier was not unusual as evidenced by the effort Lloyds put into giving details of wreckage found in an effort to identify lost vessels and requests for information about vessels who were missing. She was one of many ships sailing from Porthmadog in the second half of the nineteenth century carrying slates or involved in the salt fish trade from Canada. The only mystery is where the hull of the vessel now lies if it was not completely broken up.

## **9.0 References**

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<https://www.crewlist.org.uk/>

<https://lifeboatmagazinearchive.rnli.org/>

<https://hec.lrfoundation.org.uk/>

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<https://portmm.org/>

<https://salcombehistorysociety.co.uk/>

## Appendices:

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

1894

Wood Sr 120 +14 A1 Pmd 1889 W.S.Kelly Plymouth T.Davies 89.8 22.1 10.7 Plymouth  
 T Davies-93 YM5,93 CF 4,94 LA&CP 8MON 9&12YRS Mat (G.Pritchard Mgr) British  
 salted reef 1 dk

*Pluvier* a wooden schooner built 8/1889 under special survey by W. S. Kelly in Plymouth under a roof, fastened with Copper or yellow metal bolts, salted wood, 1 deck, 120 tons, surveyed in Portmadoc in 4/94, classified A1 for 14 years, 9 & 12 years for different materials used, chain and anchors tested on approved machine, owner T. Davies, manager G. Pritchard, 89 ft 8" long, 22 ft 1" breadth, 10 ft 7" depth, registered in Plymouth, British, master T. Davies since 1893

1896

BT Pmd 96f&YM 5,96 +14A1 Aberystwith  
 - 5,96

In 1896 a new survey at Portmadoc and port of registry changed to Aberystwith, Board of trade licence to carry passengers at Portmadoc 1896, felt and Yellow metal replaced May 1896.

1897

No change

1889-1899

Master changes to W.Rowland since 1898

1899-1900

Master changes to R.Davis since 1900

No more L. R. Available on line

1894-95 LLOYD'S REGISTER. SAILING VESSELS. PIT-POL

Table with columns: No. in Book, Official No., Ship's Name, Material, Rig, &c., Registered Tonnage, Particulars of Classification, Built, Owners, Registered Dimensions, Port of Registry, etc. Rows include ship entries like Pitcairn Island, Pitoh, Pitoh, Pitoh, Pitoh, Pitoh, etc.

1896-97

LLOYD'S REGISTER.

SAILING VESSELS.

PLE-POL

1 No. in Book.	2 Official No.	3 Ship's Name. Master. Special Surveys.	4 Material, Rig, &c. Late Name, if any. No. of Decks, &c.	5 Registered Tonnage. Gross. Tons & Cwt.	6 Particulars of Classification.			7 Built.			12 Registered Dimensions, Deck Elevations, &c. Length Breadth Depth	13 Port of Registry. Flag.	14 Master's Name.	
					Character.	Part of Hull	Part of Deck	When.	By Whom.	Where.				Owners.
464	309	Plessia E. Flaminia	WoodBg	199				1875	C.M. Pappas	Galaxidi	Panoria Courvelli	90'5"24'4" ...	Argostoli Greece	H
465	HJFB	Plimsole H. Jacobsen	WoodBn	232				1876	R. Lorange	Fredrikshld	Hans Jacobsen	96'2"26'8"13'2"	Holmestrad Norwegian	N
466	HNBT	Pluvier E. Skjold	WoodBn	205				1871		Riga	J.F. Joell	104'2"26'7"10'6"	Bæver Norwegian	N
467	4880	Plover Panning	WoodBn	405				1883	J. Marr	St. Martin, N.B.	E.E. Hutchings (W.R. Hutchings Mgr.)	182'4"29'9"13'0"	Bridgetown Barbadoes British	V
468	1865	Plow Boy J.B. Hollet	WoodSr	187				1868		Ashabula, Oh.	N.B. Vars	118'0"25'7" 8'6"	N. London United States	A
469	HNWT	Pluma G. Pincras	WoodSr	146				1893	A. Livadara	Syza	G. Paleocras		Syza Greece	A
470	ROYL	Plus J.E. Jensen	IronBk	1254	+100A1	Hain	7,90	1885	Bloch & Voss	Hamburg	F. Laets	226'6"86'0"20'6"	Hamburg German	22 * 8
471	HNQV	Plutus H. Christensen	Wood3Mstr	388				1849		P.E. Island	The Christiansen	110'7"37'1"18'2"	Fredrikstad Norwegian	N
472	97474	Pluvier P. Duesen	WoodSr	370	+14 A1	Pmd	5,96	1889	W.S. Kelly	Plymouth	T. Davies (G. Pritchard Mgr.)	89'8"22'1"10'7"	Aberystwith British	V
473	80801	Plymouth H. Dutton	WoodBk	1350				1879	J. Davison	Hantsport, N.S.	G.W. Churchill	198'0"40'0"23'8"	Windsor, N.S. British	V
474	77881	Pocahontas J.L. Satter	WoodBn	213				1878	R. Westaway	P.E. Island	F.C. Wills	108'6"26'5"11'8"	St. John's British	N
475	KUPQ	Pocahontas J.H. de Fosse	WoodSr	135				1875	R. Knudsen	Odense	M.H. de Fosse	93'1"21'1"10'3"	Warsingbo German	V
476	20473	Pochasset G.W. Herrick	WoodSr	255				1874		Mytic, Conn.	L.F. Pease & Co.	120'0"30'6"11'0"	Providence, R.I. United States	N
477	HLFG	Pocahontas G.P. Abrahamson	Wood3Mstr	198				1851		Linnocville, Me.	E.M. Olsen	101'4"25'8"10'9"	Skien Norwegian	N
478	7860	Pohona A. Jensen	WoodBk	830	A1	Bly	3,90	1880	J. & T. Jardis	Kingston, N.B.	"Pohona" Ship Co. (Lim.) (A. Dobell Mgr.)	170'0"33'7"19'6"	London British	21 * 8
479	18847	Pola A. Jensen	WoodSp	114				1862		Deep River, Conn.	S.F. Shortland	75'0"29'0" 7'0"	New York United States	N
480	18658	Polar Star A. Jensen	WoodBk	216				1857		Peterhead	E. Kinnes	104'9"24'2"14'7"	Dundee British	V
481	93576	Polarstjernen S. Hind	WoodFlat	101				1891	J. Woodcock	Northwich	W. Woodcock (Liverpool Light- strange Co. (Lim.) & Co.)	77'1"20'3" 9'0"	Liverpool British	N
482	JVFB	Polarstjernen G. Jansen	WoodBn	191				1885		Arendal	Actieselskabet "Osana" (Chr. Christensen)	109'1"23'9"12'4"	Sandefjord Norwegian	N
483	18658	Polestar W. Perry	IronBk	647	+100A1	Ant	11,95	1858	M. Samuelsen & Co.	Hull	A.J. de Souza & Co.	175'7"28'2"19'0"	Para Brazilian	20 * 6
484	HLFG	Polina G. Dutton	WoodBg	187				1872		Syza	G. Egenikos	98'8"27'6" ...	Syza Greece	AH
485	HNFF	Pollux Schnicker	Wood3Mstr	420				1886	R. Tuom	Kurland	Ch. Sandfeld	142'0"27'2"14'5"	Windau Russian	V
486	HYBD	Pollux D. Andreasen	WoodBg	318				1844		Arendal	D. Andreasen	107'7"28'2"15'2"	Arendal Norwegian	N
487	HNDR	Pollux A. Nelson	WoodBn	235				1872		Skien	G.R. Thoresen	110'0"26'4"12'1"	Sandefjord Norwegian	N
488	HNDR	Polly A. Nelson	WoodBn	154				1882	A. Schwoon	Varel	Schoeland & Grammlich	91'2"20'0" 9'9"	S. Francisco Brazilian	N
489	HRFM	Polly A. Jensen	Wood3Mstr	334				1858		Charbourg	S. Strussen	122'3"26'5"15'3"	Brevig Norwegian	N
490	18671	Polly Stott W. Perry	WoodBk	445				1876	H. Dierling	Damgarten	Wih. Masch	123'8"29'8"17'7"	Rostock German	V
491	KDCN	Polly Woodside J.B. McKinnon	IronBk	678	+100A1	Bel	11,95	1885	Workman, Clark & Co.	Belfast	Bl. "Polly Wood- side" Co. (Lim.) (W.J. Woodside & Co.)	192'2"30'1"16'0"	Belfast British	17 * 3
492	88206	Polly & Emily J. White	Wood3Mstr	160				1873	Harvey	Littlehampton	J. Whitefield	97'7"23'8"12'4"	Bideford British	V
493	123	Poltstjernen L.J. Westrom	WoodBk	345				1826	Fr. Heggland	Hernösand	L.J. Stridsberg	132'6"28'0"12'8"	Sundby Swedish	V
494	10882	Poltalloch A. Young	Steel & MetBk	2254	+100A1	Hnl	10,97	1893	Workman, Clark & Co. (Lim.)	Belfast	"Poltalloch" Co. (Lim.) (Potter Bros.)	284'4"42'0"24'4"	London British	26 * 1
495	HRBT	Polykarp J.E. Rasmussen	WoodBk	518				1880	J. Strussen	Grimstad	J. Strussen	143'8"31'7"17'2"	Grimstad Norwegian	N
496	HRBT	Polykarp C. Thorsen	WoodBk	408				1868	Hans Feder- sen	Brevig	Thor Olsen	123'1"28'8"16'1"	Kragersø Norwegian	N



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

### **1891**

March 19 1891 Swansea entered outwards *Pluvier*, Stark for Cadiz

March 21 1891 Swansea cleared *Pluvier*, Stark for Cadiz – 190 tons coal

June 24 1891 St Johns N. F. sailed *Pluvier* for Dundee

July 23 1891 Dundee arrived *Pluvier*, Smith from St Johns, N. F. – coal, seal oil

July 27 1891 Dundee sailed *Pluvier*, Stark for Tayport

July 31 1891 Tayport sailed *Pluvier*, 98 Smith St Johns, N. F. – coals

### **1892**

February 17 1892 Lisbon arrived *Pluvier* from St Johns, N. F – damaged

March 9 1892 Newport sailed *Pluvier* for Plymouth – 196 tons coal, Budd & Co

August 16 1892 Deal arrived *Pluvier* from Shields

August 16 1892 Deal sailed *Pluvier* for St Johns N. F.

August 22 1892 Falmouth arrived *Pluvier* from Tyne

August 24 1892 Falmouth sailed *Pluvier* for St Johns N. F.

September 23 1892 St Johns N. F. arrived *Pluvier* from Newcastle

December 3 1892 Figueria arrived *Pluvier*

### **1893**

January 4 1893 Oporto arrived *Pluvier*, Davies from Newfoundland

January 13 1893 Oporto sailed *Pluvier*, Davies for Cardiff

February 15 1893 Cardiff sailed *Pluvier*, Davies for Portmadoc

April 1 1893 Portmadoc sailed *Pluvier*, Davies for Keil

April 12 1893 Keil arrived *Pluvier*, Davies from Portmadoc

April 21 1893 Keil Cleared *Pluvier*, Davies for Fredrikshald

May 9 1893 Gravesend arrived Pluvier from Fredrikshald  
May 16 1893 London cleared out Pluvier, Davies for Cardiff  
May 20 1893 Gravesend sailed Pluvier for Cardiff  
May 29 1893 Cardiff arrived Pluvier, Davies from London – burnt ore  
June 6 1893 Cardiff sailed Pluvier, Davies for Cadiz – 170 tons coal  
June 19 1893 Cadiz arrived Pluvier, Davies from Cardiff  
June 29 1893 Cadiz sailed Pluvier, Davies for St Johns N. F.  
July 20 1893 Harbour Grace arrived Pluvier  
August 3 1893 Harbour Grace sailed Pluvier, Davies for Labrador  
December 28 1893 Gibraltar passed Pulvier 2 pm

## **1894**

February 2 1894 Oporto sailed Pluvier, Davies for Cardiff  
February 22 1894 Cardiff sailed Pluvier, Davies for Aberdovey  
February 23 1894 Mumbles in the Roads, Schooner Pluvier of Plymouth  
February 26 1894 Mumbles in the Roads, Schooner Pluvier of Plymouth  
February 28 1894 Mumbles passed west Pluvier of Plymouth  
March 3 1894 Mumbles passed west Pluvier of Plymouth  
March 4 1894 Aberdovey arrived Pluvier, Davies from Cardiff - Flour  
March 17 1894 Aberdovey loading Pluvier for Portmadoc  
March 23 1894 Portmadoc arrived Pluvier, Davies from Aberdovey  
April 8 1894 Lizard past East Pluvier of Plymouth  
April 12 1894 Portmadoc sailed Pluvier for Harburg  
May 6 1894 Delfzyl arrived Pluvier, Davies from Harburg  
May 11 1894 Delfzyl sailed Pluvier, Davies for Gloucester  
May 26 1894 \* Gloucester arrived Pluvier, Davies from Groningen 1.020 qrs oats  
June 2 1894 Cardiff arrived Pluvier from Gloucester light

June 2 1894 Cardiff entered outwards Pluvier, Davies for Gibraltar and  
- Newfoundland

June 5 1894 Cardiff loading Pluvier for Gibraltar

June 7 1894 Cardiff loading Pluvier for Gibraltar

June 8 1894 Cardiff cleared Pluvier for Gibraltar – 190 tons coal

June 12 1894 Cardiff sailed Pluvier, Davies for Gibraltar

July 27 1894 Spoken to Pluvier from Cadiz at 45N 40W

August 8 1894 Harbour Grace N.F. arrived Pluvier

October 21 1894 Gibraltar passed Pluvier

November 2 1894 Naples arrived Pluvier from Labrador

## **1895**

March 28 1895 Falmouth arrived Pluvier, Davies from Dragomestre

April 22 1895 Falmouth arrived Pluvier, Davies for Liverpool

May 18 1895 Portmadoc arrived Pluvier, Davies from Liverpool

May 31 1895 Portmadoc sailed Pluvier, Davies for Danzig

June 1 1896 Lizard passed east Pluvier of Aberystwith

July 17 1895 Dantzic sailed Pluvier, Davies for Sunderland

August 2 1896 Sunderland arrived Pluvier from Dantzic – 29,672 chocks, Wiener

August 9 1896 Sunderland sailed Pluvier for Shields

August 14 1896 Shields sailed Pluvier for Cadiz

October 23 1896 Vessel spoken to Pluvier steering west at 45N 50W

December 7 1895 Pluvier passed Cape Spartel

**1896**

February 28 1896 Malaga sailed Pluvier for Bristol

March 12 1896 Spoken to Pluvier at 45N 9W

March 17 1896 Bristol arrived Pluvier from Malaga – 500 cks olive oil

March 24 1896 Cardiff arrived Pluvier from Bristol – light

March 30 1896 Cardiff sailed Pluvier, Davies for Portmadoc

April 11 1896 Portmadoc sailed Pluvier, Davies for Cardiff

May 12 1896 Cardiff arrived Pluvier

May 15 1896 Cardiff Pluvier loading for Hudson Bay

May 16 1896 Cardiff cleared Pluvier for Cadiz and Hudson Bay – 181 tons coal

May 18 1896 Cardiff sailed Pluvier, Davies for Cadiz

May 26 1896 Cadiz arrived Pluvier, Davies from Cardiff

June 11 1896 Cadiz sailed Pluvier, Davies for St Johns N. F.

November 6 1896 Twillingate sailed Pluvier, Davies for Lisbon for orders

December 2 1896 Lisbon arrived Pluvier from Twillingate

December 16 1896 Lisbon sailed Pluvier, Davies for Figueria

December 25 1896 Figueria arrived Pluvier, Davies from Lisbon

**1897**

January 18 1897 Oporto arrived Pluvier, Davies from Figueria

January 30 1897 Oporto sailed Pluvier, Davies for Cardiff

February 6 1897 Cardiff arrived Pluvier from Oporto – slates and slabs

February 10 1897 Cardiff in dock Pluvier from Oporto

February 19 1897 Cardiff in dock Pluvier from Oporto

February 19 1897 Cardiff sailed Pluvier, Davies for Portmadoc

February 20 1897 Cardiff sailed Pluvier, Davies for Aberdovey

March 8 1897 Aberdovey sailed Pluvier, Davies for Portmadoc  
March 13 1897 Portmadoc arrived Pluvier, Davies from Aberdovey  
April 1 1897 Portmadoc sailed Pluvier, Davies for Papenburg  
April 30 1897 Emden sailed Pluvier, Davies for London  
May 8 1897 London entered inwards Pluvier, Davies from Emden  
May 14 1897 London cleared out Pluvier, Davies for Fishguard  
May 20 1897 Goodwick railway jetty arrived Pluvier, Davies from London  
May 22 1897 Goodwick (Fishguard) sailed Pluvier, Davies for Portmadoc  
May 28 1897 Portmadoc arrived Pluvier, Davies from Fishguard  
June 17 1897 Portmadoc sailed Pluvier, Davies for Stettin  
June 19 1897 Dover passed east Pluvier of Aberystwith  
June 24 1897 Hirtshals passed east Pluvier of Aberystwith  
June 25 1897 Stettin arrived Pluvier, Davies from Portmadoc  
October 2 1898 Gravesend entered inwards Pluvier from Hedestrand  
October 4 1897 London entered inwards Pluvier, Davies from Hedestrand  
October 13 1897 London cleared out Pluvier, Davies for Bristol  
October 27 1897 Bristol Pluvier in tow grounded from London – cement  
November 5 1897 Cardiff arrived Pluvier from Bristol light  
November 6 1897 Cardiff sailed Pluvier, Davies for Portmadoc  
November 12 1897 Portmadoc arrived Pluvier, Davies from Cardiff

## **1898**

January 7 1898 Portmadoc sailed Pluvier, Morgan for Boston, Lincs  
January 13 1898 Portmadoc sailed Pluvier, Davies for Boston, Lincs  
January 19 1898 Boston,Lincs arrived Pluvier, Morgan from Portmadoc  
January 28 1898 Boston,Lincs sailed Pluvier, Morgan for Harwich  
February 9 1898 Harwich sailed Pluvier, Morgan for Ipswich  
February 20 Deal anchored Pluvier of Aberystwith

March 18 1898 Portmadoc arrived Pluvier, Davies from New Ross  
March 24 1898 Portmadoc sailed Pluvier, Davies for Harburg  
April 27 1898 Shields arrived Pluvier from Harburg  
May 13 1898 Shields sailed Pluvier for Thurso  
May 26 1898 Rochester sailed Pluvier, Davies for Swansea  
May 31 1898 Portland put in Pluvier from London for Swansea  
June 2 1898 Portland sailed Pluvier  
June 10 1898 Swansea arrived Pluvier, from London  
June 22 1898 Portmadoc arrived Pluvier, Davies from Cardiff  
July 20 1898 Portmadoc sailed Pluvier, Davies for Harburg  
July 29 1898 Cuxhaven arrived Pluvier, Davies from Portmadoc  
August 19 1898 Altona sailed Pluvier, Davies for London  
August 27 1898 London, Millwall dock arrived Pluvier, Davies from Altona  
August 30 1898 London, Millwall dock remains Pluvier, Davies from Altona  
September 3 1898 London, Millwall dock remains Pluvier, Davies from Altona  
September 6 1898 London cleared out Pluvier, Davies for Llanelly  
September 26 1898 Burry Port arrived Pluvier, Evans from Llanelly  
September 28 1898 Burry Port sailed Pluvier, Davies for Wexford - coal  
October 27 1898 Portmadoc arrived Pluvier, Davies from Waterford  
November 30 1898 Prawle Point passed east Pluvier of Aberystwith  
December 7 1898 Portmadoc arrived Pluvier from Shoreham  
December 16 1898 Rochester arrived Pluvier, Rowlands from Portsmouth

## **1899**

January 29 1899 Swansea arrived Pluvier, Rowlands from Chatham – cement  
February 7 1899 Swansea Pluvier in North Dock for Rochester  
February 14 1899 Swansea Pluvier in North Dock for Rochester

February 16 1899 Swansea Pluvier in North Dock for Rochester  
February 18 1899 Swansea Pluvier in North Dock for Rochester  
February 21 1899 Swansea sailed Pluvier, Rowlands for New Ross  
February 23 1899 New Ross arrived Pluvier, Rowlands from Swansea  
May 4 1899 Portmadoc sailed Pluvier, Davies for Harburg  
May 5 1899 Dungeness passed east Pluvier of Aberystwith  
June 1 1899 Harburg cleared Pluvier, Davies for England  
June 9 1899 Prawle Point passed west Pluvier of Aberystwith  
June 19 1899 Kircudbright arrived Pluvier from Harburg  
July 7 1899 Portmadoc sailed Pluvier, Davies for Dublin  
August 10 1899 Cruxhaven arrived Pluvier, Davies from Portmadoc  
September 7 1899 Exmouth arrived Pluvier from Harburg  
W/E September 13 1899 Exeter Canal arrived Pluvier from Harburg – oil Cake  
W/E September 13 1899 Exeter Canal sailed Pluvier for Nob  
September 25 1899 Cardiff arrived Pluvier from Exeter – burnt ore  
- C. Tennant & Sons  
October 4 1899 Cardiff sailed Pluvier, Davies for Portmadoc  
October 13 1899 Portmadoc sailed Pluvier, Davies for Cardiff  
October 25 1899 Portmadoc sailed Pluvier, Davies for Papenburg  
November 1 1899 Portmadoc sailed Pluvier, Davies for Papenburg  
November 2 1899 Papenburg arrived Pluvier, Davies from Portmadoc  
November 22 1899 Delfzyl arrived in the Roads Pluvier, Davies from Emden  
November 22 1899 Delfzyl arrived Pluvier, Davies from Emden for London  
December 8 1899 Delfzyl sailed Pluvier, Davies for London  
December 11 1899 London arrived Pluvier, Davies from Emden  
December 23 1899 London sailed Pluvier, Davies for Dublin  
December 26 1899 Dungeness passed west Pluvier of Aberystwith

**1900**

February 12 1900 Portmadoc arrived Pluvier, Davies from Pwllheli

March 22 1900 Portmadoc sailed Pluvier, Davies for Harburg

April 7 1900 Harburg arrived Pluvier, Davies from Portmadoc

April 21 1900 Harburg cleared Pluvier, Davies for England

April 24 1900 Cuxhaven sailed Pluvier for England

April 28 1900 Dover passed west Pluvier (sch)(of Aberystwith)

May 3 1900 Portmadoc arrived Pluvier, Davies from Aberaeron

May 14 1900 Aberdovey arrived Pluvier in ballast

May 18 1900 Aberdovey arrived Pluvier in ballast

May 30 1900 Aberdovey sailed Pluvier for London – slates

June 27 1900 London cleared out Pluvier, Davies for Swansea

July 5 1900 Swansea arrived Pluvier from London – 120 tons scrap iron, Forester  
& Co., 93 tons compressed hay L G Jeffreys

July 14 1900 Swansea sailed Pluvier, Davies for Portmadoc - coal

July 16 1900 Cardiff sailed Pluvier, Davies for Portmadoc

July 17 1900 Portmadoc sailed Pluvier for London – 80 tons coals

July 26 1900 Portmadoc arrived Pluvier, Davies from Swansea

July 31 1900 Portmadoc sailed Pluvier, Davies for Horsens and Flensburg

August 18 1900 Portland Bill passed east Pluvier of Aberystwith

August 26 1900 Baltic Canal passed Holtenan Pluvier, Davies from Portmadoc for  
Flensburg

August 27 1900 Flensburg arrived Pluvier, Davies from Portmadoc

September 3 1900 Horsens arrived Pluvier from Portmadoc

September 28 1900 Gravesend arrived Pluvier, Davies from Stromstad

September 29 1900 London entered in Pluvier, Davies from Stromstad

October 8 1900 London sailed Pluvier, Davies for Dublin



October 19 1900 St Catherine's Point passed west Pluvier of Aberystwith

October 20 1900 Portland Bill passed west Pluvier of Aberystwith

October 23 1900 Lizard past West Pulvier

November 7 1900 Dublin sailed Pluvier, Davies for Portmadoc

## **1901**

January 10 1901 Portmadoc sailed Pluvier, Davies for Cork

January 15 1901 Portmadoc sailed Pluvier, Davies for Cork

January 25 1901 Waterford arrived Pluvier, Roberts from Portmadoc

February 2 1901 Waterford sailed Pluvier, Roberts for Cork

February 5 1901 Cork arrived Pluvier, Roberts from Waterford

February 20 1901\* Cork arrived Pluvier, Davies

March 9 1901 Dublin sailed Pluvier for Portmadoc

March 11 1901 Portmadoc arrived Pluvier, Davies from Dublin

March 14 1901 Portmadoc arrived Pluvier, Humphreys from Dublin

March 18 1901 Portmadoc arrived Pluvier, Humphreys from Dublin

April 8 1901 Portmadoc sailed Pluvier, Davies for Papenburg

April 12 1901 Dungeness passed east Pluvier of Aberystwith

May 16 1901 Falmouth arrived Pluvier from Emden

May 18 1901 Newport arrived Pluvier from Emden – oats

June 1 1901 Newport Pluvier sailed for London

June 3 1901 Newport-Mon. sailed Pluvier, Davies for Bandon

June 24 1901 Portmadoc arrived Pluvier, Humphreys from Bandon

July 20 1901 Papenburg arrived Pluvier, Davies from Portmadoc

August 7 1901 Papenburg sailed Pluvier for Gloucester

August 23 1901 Sharpness arrived Pluvier, Davies from Papenburg  
W/E August 29 1901 Gloucester arrived Pluvier, Davies from Papenburg  
– bog ore for Midland Railway Co.  
August 31 1901 Sharpness sailed Pluvier, Davies for Newport – empty  
September 3 1901 Newport-Mon. arrived Pluvier, Davies from Gloucester  
September 7 1901 Roche's Point arrived off Pluvier (Brigtne) of Aberystwith  
September 7 1901 Cork arrived Pluvier, Davies from Newport  
September 20 1901 Portmadoc arrived Pluvier, Davies from Cork  
September 23 1901 Portmadoc arrived Pluvier, Humphreys from Cork  
September 26 1901 Portmadoc arrived Pluvier, Humphreys from Cork  
October 4 1901 Portmadoc sailed Pluvier, Davies for Harburg  
October 5 1901 Prawle Point passed east Pluvier (sch) Portmadoc for Harburg  
October 10 1901 Portmadoc sailed Pluvier, Davies for Harburg  
October 16 1901 Cruxhaven arrived Pluvier, Humphreys from Portmadoc  
October 17 1901 Harburg arrived Pluvier, Humphreys from Portmadoc

## **1902**

March 8 1902 Aberdovey arrived Pluvier, Davies from Newry – oats  
March 13 1902 Aberdovey arrived Pluvier – general cargo for Griffith Davies  
March 20 1902 Aberdovey loading Pluvier – slates  
May 15 1902 Aberystwith arrived Pluvier, Humphreys  
September 11 1902 Portmadoc arrived Pluvier, Humphreys from Cork  
September 22 1902 Near St Ann's head in collision Pluvier for Bremerhaven  
September 22 1902 Milford Haven Pluvier put in damaged after collision  
September 30 1902 Portmadoc sailed Pluvier, Humphreys for Bremen  
November 16 1902 Swansea arrive Pluvier from Bremen – scrap iron  
December 4 1902 Swansea sailed Pluvier for Treport

**1903**

January 13 1901 Exmouth-village arrived Pluvier from Treport

February 12 1903 Exmouth sailed Pluvier for St Malo

April 23 1903 Portmadoc arrived Pluvier, Davies from Aberdovey

May 18 1903 Portmadoc sailed Pluvier, Humphreys for Harburg

July 7 1903 Portmadoc arrived Pluvier, Humphreys from Dublin

July 10 1903 Portmadoc arrived Pluvier, Humphreys from Dublin

July 13 1903 Portmadoc arrived Pluvier, Humphreys from Dublin

July 30 1903 Portmadoc sailed Pluvier, Humphreys for Harburg

August 5 1903 Portmadoc sailed Pluvier, Humphreys for Harburg

August 14 1903 Harburg arrived Pluvier Humphreys from Portmadoc

September 5 1903 Cuxhaven sailed Pluvier, Humphreys for England

October 22 1903 Portmadoc arrived Pluvier, Humphreys from Stranraer

October 28 1903 Portmadoc arrived Pluvier, Humphreys from Stranraer

November 20 1903 Portmadoc sailed Pluvier, Humphreys for Harburg

November 26 1903 Portmadoc sailed Pluvier, Humphreys for Harburg

November 28 1903 Falmouth arrived Pluvier Humphreys from Portmadoc

December 3 1903 Portmadoc sailed Pluvier, Humphreys for Harburg

December 3 1903 Fowey arrived Pluvier Humphreys for Harburg from Portmadoc

December 5 1903 Fowey sailed Pluvier, Humphreys for Harburg

December 18 1903 Harburg arrived Pluvier Humphreys from Portmadoc

December 21 1903 Falmouth sailed Pluvier for Harburg

**1904**

January 7 1904 Harburg sailed Pluvier, Humphreys for England

February 10 1904 London customs house entered in Pluvier, Humphreys  
- from Harburg

February 11 1904 Vessels lying in the river Pluvier Victoria Dock buoys

February 15 1904 Vessels lying in the river Pluvier Oblendorff's Wharf

February 19 1904 Vessels lying in the river Pluvier Royal Arsenal Jetty

February 19 1904 London cleared out Pluvier, Humphreys for Briton Ferry

March 13 1904 Portmadoc arrived Pluvier, Humphreys from Briton Ferry

March 23 1904 Portmadoc arrived Pluvier, Humphreys from Briton Ferry

May 5 1904 Portmadoc sailed Pluvier, Humphreys for Kolding and Horsens

May 12 1904 Portmadoc sailed Pluvier, Humphreys for Kolding and Horsens

June 20 1904 Folkestone arrived Pluvier, Davies from Fredrickstad

July 7 1904 Portmadoc arrived Pluvier, Humphreys from Folkestone

July 11 1904 Portmadoc arrived Pluvier, Humphreys from Folkestone

July 29 1904 Portmadoc sailed Pluvier, Humphreys for Harburg

August 9 1904 Harburg arrived Pluvier, Humphreys from Portmadoc

August 16 1904 Portmadoc sailed Pluvier, Humphreys for Harburg

September 1 1904 Exeter arrived Pluvier from Harburg

September 10 1904 Exeter sailed Pluvier, Humphreys for Portmadoc

September 14 1904 Exeter sailed Pluvier, Humphreys for Portmadoc

September 22 1904 Portmadoc arrived Pluvier, Humphreys from Exeter

October 12 1904 Portmadoc sailed Pluvier, Humphreys for Harburg

October 17 1904 Portmadoc sailed Pluvier, Humphreys for Harburg

October 25 1904 Harburg arrived Pluvier Humphreys from Portmadoc

November 4 1904 Harburg sailed Pluvier, Humphreys for England

**1905**

January 7 1905 Walmer anchored Pluvier Humphreys from Harburg for Bristol

January 14 1905 Walmer sailed Pluvier, Humphreys for Bristol

January 17 1905 Portland put in Pluvier from Harburg for Bristol

February 1 1905 Bristol sailed Pluvier for Cardiff and Portmadoc

February 1 1905 Pill & King Road sailed Pluvier for Portmadoc

February 21 1905 Portmadoc arrived Pluvier, Humphreys from Bristol

March 7 1905 Portmadoc sailed Pluvier, Humphreys for Harburg

March 9 1905 Portmadoc sailed Pluvier, Humphreys for Harburg

March 15 1905 St Tudwal's Roads at anchor Pluvier in collision

March 18 1905 Pluvier towed to Portmadoc for survey from Abersoch

March 24 1905 Portmadoc arrived Pluvier, Humphreys from St Tudwal's

April 14 1905 Portmadoc sailed Pluvier, Humphreys for Harburg

April 21 1905 Southend anchored off Pluvier

April 22 1905 Harburg arrived Pluvier, Humphreys from Portmadoc

May 16 1905 Southampton arrived Pluvier Humphreys from Harburg

June 1 1905 Swansea arrived Pluvier Humphreys from Southampton

July 7 1905 Portmadoc arrived Pluvier, Humphreys from Dublin

July 11 1905 Portmadoc sailed Pluvier, Humphreys for Dublin

July 27 1905 Portmadoc sailed Pluvier, Humphreys for Cardiff

July 28 1905 Cardiff arrived Pluvier, Parry

July 31 1905 Portmadoc sailed Pluvier, Humphreys for Cardiff

August 1 1905 Portmadoc arrived Pluvier, Parry from Cardiff

August 19 1905 Bristol sailed Pluvier, Parry for Twillingate N. F.

September 26 1905 Fogo N.F. arrived Pluvier from Bristol

December 24 1905 Figueira sailed Pluvier, Parry for Portmadoc – ballast

Appendix C

Crew Lists



## Transcript of crew list: PLUVIER, 97474, 19/3/1891 to 22/7/1891, Eng 1

Other transcripts of crew lists for this ship for 1891: [27/7/1891 to 25/10/1891](#)

### Ship details

Vessel	PLUVIER	Dates	19/3/1891 to 22/7/1891
Official number	97474	List type	Eng 1
Ownership	W G CRINKS	Registered	PLYMOUTH, 4/1891
	SUTTON WHARF		
	PLYMOUTH	Tonnage	120 gross, 98 net
Master	ALEXANDER SMITH	Archives	Devon Archives and Local Studies
		Archives reference	1976/PLUVIER/97474

### Crew names

Forename	Surname	Age/DOB	Birthplace	Capacity	Previous vessel
ALEXANDER	SMITH	66	ABERDEEN	MASTER	SOFIA, LDN, 1891
THOS	STARK	37	LOOE	PURSER	SAME, 1891
JOHN	DEAN	37	LIVERPOOL	BSWN	SAME, 1891
CARL	FERMAN	33	DRAMMEN, NORWAY	AB	ECHO, LLANELLY, 1891
FRANK	PODESTA	18	SWANSEA	OS	JENNIE, WHPL, 1891
CHARLES	ANDERSON	24	SWEDEN	COOK	FRUST, LDN, 1891
ERNEST	VERILLS	31	SURREY	AB	GLEANER, LDN, 1891

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## Transcript of crew list: PLUVIER, 97474, 27/7/1891 to 25/10/1891, Eng 1

Other transcripts of crew lists for this ship for 1891: [19/3/1891 to 22/7/1891](#)

### Ship details

Vessel	PLUVIER	Dates	27/7/1891 to 25/10/1891
Official number	97474	List type	Eng 1
Ownership	W G CRINKS	Registered	PLYMOUTH, 4/1891
	SUTTON WHARF		
	PLYMOUTH	Tonnage	120 gross, 98 net
Master	ALEXR SMITH	Archives	Devon Archives and Local Studies
		Archives reference	1976/PLUVIER/97474

### Crew names

Forename	Surname	Age/DOB	Birthplace	Capacity	Previous vessel
ALEXR	SMITH	67	ABERDEEN	MASTER	PLUVIER, PLYMO
THOS	STARK	37	LOOE	PURSER	PLUVIER, PLYMO, 1891
JOHN	DEAN	37	LPOOL	BOSN	PLUVIER, PLYMO, 1891
BERNARD	COLLINS	20	GLASGOW	OS	IDA FLORENCE, YARMO, 1891
CHARLES	ANDERSON	24	SWEDEN	AB	PLUVIER, PLYMO, 1891
WM	KIRBY	20	LEICESTER	AB	GIRAFFE, 1891
JOHN	POINERVILLE	48	ILFRACOMBE	AB	ANAPIRA, LEITH, 1891

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Vessel	PLUVIER	Dates	30/10/1891 to 28/6/1892
Official number	97474	List type	Eng 1
Ownership	WILLIAM G CRINKS	Registered	PLYMOUTH, 4/1891
	PLYMOUTH	Tonnage	120 gross, 98 net
Master	EDWIN J BUTCHER	Archives	Devon Archives and Local Studies
		Archives reference	1976/PLUVIER/97474

### Crew names

Forename	Surname	Age/DOB	Birthplace	Capacity	Previous vessel
EDWIN J	BUTCHER	1859	PLYMOUTH	MASTER	GERALDINE, PLYMO, 1891
THOS	STARK	1853	LOOE, CORNWALL	PURSER	SAME SHIP, 1891
JOSEPH	OGBOURNE	1857	KENT	COOK & SEAMAN	BERKELEY CASTLE, LPOOL, 1891
FRANCIS	FLYNN	1839	QUEENSTOWN	AB NS	IRON QUEEN, LPOOL, 1891
GEORGE	STEELE	1868	SUSSEX	AB NS	ANNIE, SWANSEA, 1891
JOHN	WATERSON	1844	PLYMOUTH	AB NS	HERCULES, HMS, 1891
JOHN	BARRETT	1856	BRISTOL	AB NS	HANNAH BLANCHARD, WINDSOR, NS, 1891
JAS	KELLY	1864	QUEENSTOWN	COOK & SEAMAN	TAMAR RN, 1891
ALBERT	SCHUTTERS	1869	GERMANY	AB	BESSIE, 1891
JAMES	WOLSTENHOLME	1868	MACCLESFIELD	COOK & SN	ULSTER, LPOOL, 1892
ANDRES	PISAREZ	1869	CORUNNA	OS	TRINACRIA, GLASGOW, 1892
THOMAS	LYNCH	1858	ST JOHNS, NF	BOSON	FORWARD, 1892
WILLIAM	EARL	1867	ST JOHNS, NF	COOK	FORWARD, 1892
J	MURPHY		ST JOHNS, NF	AB	FORWARD, 1892
EDWARD	MAINIARD	1860	BRIGUS, NF	COOK & S	DONNA MARIA, JERSEY, 1892
JAMES	NORMAN	1873	CUFIDA, NF	OS	SHAMROCK, ST JOHNS, 1892
JOHN SAMUEL	NOSWORTHY	1878	POUCH COVE, NF	OS	PRINCE LE BOO, ST JOHNS, 1892



## Transcript of crew list: PLUVIER, 97474, 9/8/1895 to 1/5/1896

We do not have transcripts for any other crew lists for 1896 for this ship.

### Ship details

Vessel	PLUVIER	Dates	9/8/1895 to 1/5/1896
Official number	97474	List type	
Ownership		Registered	ABERYSTWYTH
		Tonnage	
Master	THOMAS DAVIES	Archives	National Library of Wales
	NATHANIEL HOUSE	Archives reference	444/1/1
	BORTH		

### Crew names

Forename	Surname	Age/DOB	Birthplace	Capacity	Previous vessel
THOMAS	DAVIES	48	BORTH	MASTER 96267	PLUVIER, ABERYSTWYTH, 1895
DAVID	THOMAS	40	PWLLHELI	BOSEN 87985C	PLUVIER, ABERYSTWYTH, 1895
THOMAS J	SMITH	28	SWANSEA	ABLE SEAMAN	E J JOBSON, W HARTLEPOOL, 1895
ROBERT	THOMPSON	20	NEWFOUNDLAND	ABLE SEAMAN	PLUVIER, ABERYSTWYTH, 1895
KARL	SKERNINSKI	20	DANTZIC	ORDINARY SEAMAN	PLUVIER, ABERYSTWYTH, 1895
EDWARD	CURTIS	20	NEWFOUNDLAND	ABLE SEAMAN	HUNTER, 1895



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11

7/5/1896 to 13/3/1897

Other transcripts of crew lists for this ship for 1897:

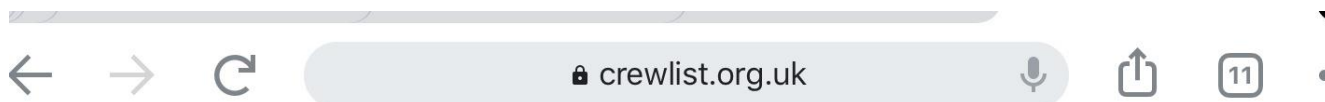
[22/3/1897 to 24/5/1897](#)
[14/6/1897 to 9/11/1897](#)

### Ship details

Vessel	PLUVIER	Dates	7/5/1896 to 13/3/1897
Official number	97474	List type	
Ownership		Registered	ABERYSTWYTH
		Tonnage	
Master	THOMAS DAVIES	Archives	National Library of Wales
	NATHANIEL HOUSE	Archives reference	444/1/2
	BORTH		

### Crew names

Forename	Surname	Age/DOB	Birthplace	Capacity	Previous vessel
THOMAS	DAVIES	49	BORTH	MASTER 96267	PLUVIER, ABERYSTWYTH, 1896
DAVID	EVANS	37	BORTH	BOATSWAIN	PLUVIER, ABERYSTWYTH, 1896
WILLIAM	BLACKMAN	30	DEMERARA	COOK & STEWARD	CRICCIETH CASTLE, LONDON, 1896
EDWARD	CURTIS	21	NEWFOUNDLAND	ABLE SEAMAN	PLUVIER, ABERYSTWYTH, 1896
HENRY L	WILLIAMS	19	BORTH	ORDINARY SEAMAN	KATE, ABERYSTWYTH, 1896
GEORGE	LACEY	19	NEWFOUNDLAND	ORDINARY SEAMAN	ENDURANCE, ST JOHN'S, 1896
GEORGE	BRIDGER	20	NEWFOUNDLAND	ORDINARY SEAMAN	H W B, ST JOHN'S, 1896
ROBERT	WILLIAMS	16	BANGOR	APPRENTICE	


[Home](#)
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## Transcript of crew list: PLUVIER, 97474, 22/3/1897 to 24/5/1897

Other transcripts of crew lists for this ship for 1897:

[7/5/1896 to 13/3/1897](#)
[14/6/1897 to 9/11/1897](#)

### Ship details

Vessel	PLUVIER	Dates	22/3/1897 to 24/5/1897
Official number	97474	List type	
Ownership		Registered	ABERYSTWYTH
		Tonnage	
Master	THOMAS DAVIES	Archives	National Library of Wales
	BORTH RSO	Archives reference	444/1/3

### Crew names

Forename	Surname	Age/DOB	Birthplace	Capacity	Previous vessel
THOMAS	DAVIES	1848	BORTH	MASTER 96267	PLUVIER, ABERYSTWYTH, 1897
JOHN	REES	1866	ABERDOVEY	MATE	SARAH DAVIES, ABERYSTWYTH, 1897
P	BROUWERS	1871	DELFIJL	ABLE SEAMAN	CHARLES JAMES, CAERNARFON, 1897
LLEW H	LEWIS	1879	ABERDOVEY	ORDINARY SEAMAN	SARAH DAVIES, ABERYSTWYTH, 1897



## Transcript of crew list: PLUVIER, 97474, 14/6/1897 to 9/11/1897

Other transcripts of crew lists for this ship for 1897: [7/5/1896 to 13/3/1897](#) [22/3/1897 to 24/5/1897](#)

### Ship details

Vessel	PLUVIER	Dates	14/6/1897 to 9/11/1897
Official number	97474	List type	
Ownership		Registered	ABERYSTWYTH
		Tonnage	
Master	THOMAS DAVIES	Archives	National Library of Wales
	NATHANIEL HOUSE	Archives reference	444/1/4
	BORTH		

### Crew names

Forename	Surname	Age/DOB	Birthplace	Capacity	Previous vessel
THOMAS	DAVIES	49	BORTH	MASTER 96267	PLUVIER, ABERYSTWYTH, 1897
Y	STANHOL[...]	57	COLCHESTER	BOATSWAIN	WILLIAM KEITH, CAERNARFON, 1897
JOHN R	JONES	29	BORTH	ABLE SEAMAN	GLANYSTWYTH, 1897
E	PEHLGRIMM	18	GERMANY	ORDINARY SEAMAN	AGNES FRASER, ABERYSTWYTH, 1897
A	MARSHALL	16	ESSEX	ORDINARY SEAMAN & COOK	WILLIAM KEITH, CAERNARFON, 1897
K	DAVIES	19	BORTH	STEWARDESS	FIRST SHIP, 1897
FRITZ	DR[...]SE	20	GERMANY	ABLE SEAMAN	GERMAN
ROBERT	WILLIAMS	1879	BANGOR	APPRENTICE	



Home



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## Transcript of crew list: PLUVIER, 97474, 19/3/1900 to 30/6/1900

Other transcripts of crew lists for this ship for 1900:

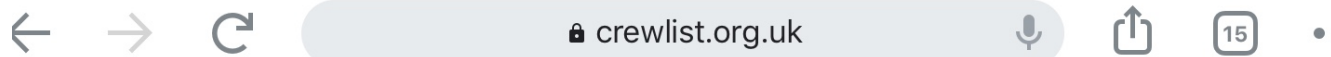
[1/7/1900 to 19/7/1900](#)[27/7/1900 to 10/11/1900](#)

### Ship details

Vessel	PLUVIER	Dates	19/3/1900 to 30/6/1900
Official number	97474	List type	
Ownership		Registered	ABERYSTWYTH
		Tonnage	
Master	THOMAS DAVIES	Archives	National Library of Wales
	NATHANIEL HOUSE	Archives reference	444/3/1
	BORTH, RSO		

### Crew names

Forename	Surname	Age/DOB	Birthplace	Capacity	Previous vessel
THOMAS	DAVIES	1847	BORTH, RSO	MASTER 96267	PLUVIER, ABERYSTWYTH, 1900
GRIFFITH	HUMPHREYS	26	BORTH Y GEST, PORTMADOC	MATE	CORDELIA, CARNARVON, 1900
OWEN	JONES	23	BORTH Y GEST, PORTMADOC	ABLE SEAMAN	INDUSTRY, 1900
WILLIAM G	EDWARDS	19	HOLYHEAD	ABLE SEAMAN	SNAEFELL, RAMSEY, 1900
FRANK	SPARGO	20		ORDINARY SEAMAN	FIRST SHIP, 1900
JOHN J	WILLIAMS	18	ABERDOVEY	ABLE SEAMAN	LADY MOSTIN, 1900



Home



CLIP databases ▾



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## Transcript of crew list: PLUVIER, 97474, 1/7/1900 to 19/7/1900

Other transcripts of crew lists for this ship for 1900:

[19/3/1900 to 30/6/1900](#)[27/7/1900 to 10/11/1900](#)

### Ship details

Vessel	PLUVIER	Dates	1/7/1900 to 19/7/1900
Official number	97474	List type	
Ownership		Registered	ABERYSTWYTH
		Tonnage	
Master	THOMAS DAVIES	Archives	National Library of Wales
	NATHANIEL HOUSE	Archives reference	444/3/2
	BORTH, RSO		

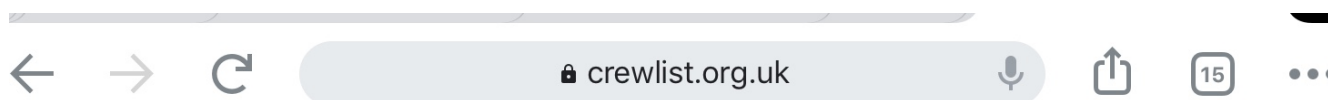
### Crew names

Forename	Surname	Age/DOB	Birthplace	Capacity	Previous vessel
THOMAS	DAVIES	52		MASTER	PLUVIER, ABERYSTWYTH, 1900
GRIFFITH	HUMPHREYS	25	BORTH	BOATSWAIN	PLUVIER, ABERYSTWYTH, 1900
JOHN D	WILLIAMS	19	ABERDOVEY	ABLE SEAMAN	PLUVIER, ABERYSTWYTH, 1900
WILLIAM G	EDWARDS	20	HOLYHEAD	ABLE SEAMAN	PLUVIER, ABERYSTWYTH, 1900

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Home



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## Transcript of crew list: PLUVIER, 97474, 27/7/1900 to 10/11/1900

Other transcripts of crew lists for this ship for 1900:

[19/3/1900 to 30/6/1900](#)[1/7/1900 to 19/7/1900](#)

### Ship details

Vessel	PLUVIER	Dates	27/7/1900 to 10/11/1900
Official number	97474	List type	
Ownership		Registered	ABERYSTWYTH
		Tonnage	
Master	THOMAS DAVIES	Archives	National Library of Wales
	NATHANIEL HOUSE	Archives reference	444/3/3
	BORTH, RSO		

### Crew names

Forename	Surname	Age/DOB	Birthplace	Capacity	Previous vessel
THOMAS	DAVIES	52	BORTH	MASTER	PLUVIER, ABERYSTWYTH, 1900
HUGH	WILLIAMS	28	LLANENGAN	BOATSWAIN	LADY AGNES, ABERYSTWYTH, 1900
JOSEPH	CAMPBELL	21	CHILI	ABLE SEAMAN	AERON LASS, ABERYSTWYTH, 1900
THOMAS	HUGHES	20	PORTMADOC	ABLE SEAMAN	POWYS, LIVERPOOL, 1900
WILLIAM	JOHNSTON	19	BELFAST	ORDINARY SEAMAN	GEORGE CASSON, CAERNARFON, 1900
B	MACKENZIE	25	EDINBURGH	ABLE SEAMAN	ELLEN ROBERTS, CAERNARFON, 1900
EDWARD	JOHNSON	37	SWEDEN	ABLE SEAMAN	ECHDIA, GOTHENBURG, 1900

08:10 Sun 4 Oct

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### Ship details

Vessel	PLUVIER	Dates	1/1/1901 to 30/6/1901
Official number	97474	List type	
Ownership		Registered	ABERYSTWYTH
		Tonnage	
Master	JOHN ROBERTS	Archives	National Library of Wales
	PARK TERRACE	Archives reference	444/4/1
	ABERSOCH		

### Crew names

Forename	Surname	Age/DOB	Birthplace	Capacity	Previous vessel
JOHN	ROBERTS	1873	ABERSOCH	MASTER	CATHERINE, ABERYSTWYTH, 1900
JOHN	MORRIS	1875	BORTH	MATE	CECIL BRINDLEY, ABERYSTWYTH, 1900
GUSTAV	JONES	1879	BORTH	ABLE SEAMAN	EXCEL, CAERNARFON, 1900
JOHN	JONES	1872	ABERSOCH	ABLE SEAMAN	ALPHA, CAERNARFON, 1900
WILLIAM	JONES	1881	ABERSOCH	ABLE SEAMAN	MARY ANNIE, CAERNARFON, 1900
DAVID	EVANS		ABERDOVEY	MATE	CONSUL KAESTNER, CAERNARFON, 1901
RICHARD	DAVIES	1844	BORTH	MASTER	LA[...]JUCIE F[...], GLASGOW, 1901
H	H[...]HMAN	1875	DANTZIC	ABLE SEAMAN	BRUNETEL, GERMANY, 1901
H N	LINNEALL	1881	AALBORG	ORDINARY SEAMAN	NORVEYSL[...], NORWAY, 1901
WILLIAM	HANSORD	1881	PWLLHELI	COOK	FIRST VOYAGE
RICHARD	BRIEN	1859	BRITAIN	MATE	PRIMROSE, SOUTHAMPTON
JOHN E	REES	1880	BRITAIN	ABLE SEAMAN	GRANADA, LIVERPOOL
A	SEALEY	1885	BRITAIN	COOK	

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## Ship details

Vessel	PLUVIER	Dates	1/7/1901 to 31/12/1901
Official number	97474	List type	
Ownership		Registered	ABERYSTWYTH
		Tonnage	
Master	RICHARD DAVIES	Archives	National Library of Wales
		Archives reference	444/4/2

## Crew names

Forename	Surname	Age/DOB	Birthplace	Capacity	Previous vessel
RICHARD	DAVIES	56	BORTH, CARDIGAN	MASTER	PLUVIER, ABERYSTWYTH, 1901
DAVID	EVANS	40	BORTH, CARDIGAN	MATE	PENGWERN, LIVERPOOL, 1901
THOMAS	RICHARDS	57	LLANENGAN	ABLE SEAMAN	MARGARET & MARY, CAERNARFON, 1901
JOHN E	REES	21	ABERPORTH	ABLE SEAMAN	PLUVIER, ABERYSTWYTH, 1901
FREDRICK	CLARKE	44	WOOLOOMA	ABLE SEAMAN	RARE PLANT, 1901
C	DONOHUE	21	YOUGHAL	ABLE SEAMAN	ELWOOD, ST IVES, 1901
J	NELSON	33	STOCKHOLM	ABLE SEAMAN	MECO, 1901
O G	BJORLING	30	STOCKHOLM	ABLE SEAMAN	CORINTHIAN, GLASGOW, 1901
GRIFFITH	HUMPHREYS	30	BORTH-Y- GEST	MASTER	EXCELSIOR, CAERNARFON, 1901
W	BUTTERWORTH	16	LEEDS	COOK & ORDINARY SEAMAN	
J	NELSON	33	SWEDEN	AB & BOATSWAIN	PLUVIER, ABERYSTWYTH, 1901
PAUL	GUSTAFRSAN	19	FINLAND	ABLE SEAMAN	ENEDALE, 1901

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## 1/1/1903 to 30/6/1903

Other transcripts of crew lists for this ship for 1903: [1/7/1903 to 31/12/1903](#)

### Ship details

Vessel	PLUVIER	Dates	1/1/1903 to 30/6/1903
Official number	97474	List type	
Ownership		Registered	ABERYSTWYTH
		Tonnage	
Master	GRIFFITH HUMPHREYS	Archives	National Library of Wales
		Archives reference	444/6/2

### Crew names

Forename	Surname	Age/DOB	Birthplace	Capacity	Previous vessel
GRIFFITH	HUMPHREYS	31	BORTH Y GEST	MASTER	PLUVIER, ABERYSTWYTH
RICHARD	WILLIAMS	30	HOLYHEAD	ABLE SEAMAN	LORD CHARLES BERESFORD, 1903
OMMUND	TH[...]SKILSEN	22	NORWAY	MATE	CATHERINE, 1903
JOHN	HUGHES	18	BORTH, PORTMADOC	COOK & ABLE SEAMAN	DREADNOUGHT, 1903
H	GELLENDER	38	JERSEY	ABLE SEAMAN	CARIAD, PORTMADOC, 1903
LEWIS	HUMPHREYS	30	BORTH, PORTMADOC	MATE	DAISY, LIVERPOOL, 1903
JAMES	JENKINS	29	ABERYSTWYTH	ABLE SEAMAN	KILMORY, GLASGOW, 1903
PATRICK	[...]AI[...]Y	18	S [...], NEWFOUNDLAND	ABLE SEAMAN	GLANOGWEN, BEAUMARIS, 1903
F	HEINHAGEN	19	BREMEN	ABLE SEAMAN	DORA, PORTMADOC, 1903
FR	PERLI[...]Z	19	FOLLUCH MUHLE	COOK	FIRST VOYAGE, HARBURG, 1903

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### Ship details

Vessel	PLUVIER	Dates	1/7/1903 to 31/12/1903
Official number	97474	List type	
Ownership		Registered	ABERYSTWYTH
		Tonnage	
Master	G HUMPHREYS	Archives	National Library of Wales
		Archives reference	444/6/3

### Crew names

Forename	Surname	Age/DOB	Birthplace	Capacity	Previous vessel
G	HUMPHREYS	32	BORTH, PORTMADOC	MASTER	PLUVIER, ABERYSTWYTH, 1903
LEWIS	HUMPHREYS	30	BORTH Y GEST	MATE	PLUVIER, ABERYSTWYTH, 1903
W	ANDERSON	39	[...] NORWAY	ABLE SEAMAN	GOWERIAN, ABERYSTWYTH, 1903
JOHN	HUGHES	19	BORTH Y GEST	ABLE SEAMAN	PLUVIER, ABERYSTWYTH, 1903
FRANZ	FERLITZ	19	FOLLUSC[...], GERMANY	COOK & ORDINARY SEAMAN	PLUVIER, ABERYSTWYTH, 1903
H	UDEN	20	NORDEDENNG	ABLE SEAMAN	COUNTY OF ANGLESEY, HARBERG, 1903
JOHANNES	LANGER	19	BRESLAU	COOK SEAMAN	FIRST VOYAGE, HARBERG, 1903
ROBERT	CASEY	47	CAERNARVON	ABLE SEAMAN	ELLEN ROBERTS, CAERNARVON, 1903
JOHN	AVONS	22	BORTH Y GEST, PORTMADOC	ABLE SEAMAN	ARABIC, LIVERPOOL, 1903
RAYMOND	KITZ	17	LIEBEIG, GERMANY	COOK SEAMAN	INDUSTRY, CAERNARVON, 1903

08:24 Sun 4 Oct 91%

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## Transcript of crew list: PLUVIER, 97474, 4/4/1904 to 30/6/1904

Other transcripts of crew lists for this ship for 1904: [27/4/1904 to 7/7/1904](#) [1/7/1904 to 31/12/1904](#)

### Ship details

Vessel	PLUVIER	Dates	4/4/1904 to 30/6/1904
Official number	97474	List type	
Ownership		Registered	ABERYSTWYTH
		Tonnage	
Master	THOMAS DAVIES	Archives	National Library of Wales
		Archives reference	444/7/1

### Crew names

Forename	Surname	Age/DOB	Birthplace	Capacity	Previous vessel
THOMAS	DAVIES	1847	BORTH	MASTER	PLUVIER, PLYMOUTH, 1894
L L	LOYD	1869	BORTH	MATE	PLUVIER, PLYMOUTH, 1894
W	LENARD	1873	GLOYNE	ABLE SEAMAN	PLUVIER, PLYMOUTH, 1894
WALTER	MASS	1874	LONDON	ORDINARY SEAMAN	ROSA, SALCOMBE, 1894
JAMES DAVIES	LLOYD	1870	BORTH	ORDINARY SEAMAN	GLAN YSTWYTH, ABERYSTWYTH, 1894
THOMAS	HARDCLIFF	1873	DAWLAIS	COOK SEAMAN	MAIDEN CASTLE, GLASGOW, 1894
RICHARD	ROBERTS	1867	CARNARVON	PASSENGER	FIRST VOYAGE, 1894

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## Transcript of crew list: PLUVIER, 97474, 27/4/1904 to 7/7/1904

Other transcripts of crew lists for this ship for 1904:

[4/4/1904 to 30/6/1904](#)[1/7/1904 to 31/12/1904](#)

### Ship details

Vessel	PLUVIER	Dates	27/4/1904 to 7/7/1904
Official number	97474	List type	
Ownership		Registered	ABERYSTWYTH
		Tonnage	
Master	RICHARD DAVIES	Archives	National Library of Wales
	GLENROSA HOUSE	Archives reference	444/7/3
	BORTH, CARDIGAN		

### Crew names

Forename	Surname	Age/DOB	Birthplace	Capacity	Previous vessel
RICHARD	DAVIES	59	BORTH	MASTER	CARIAD, CAERNARVON, 1904
G	HUMPHREYS	37	BORTH Y GEST	BOATSWAIN	CARIAD, CAERNARVON, 1904
RICHARD W	ROBERTS	20	ABERSOCH	ABLE SEAMAN	CARIAD, CAERNARVON, 1904
ALFRED	ANTONSEN	21	NORWAY	ABLE SEAMAN	MICHAEL KELLY, LIVERPOOL, 1904
JOSEPH	WAWICKER	18	LONDON	ORDINARY SEAMAN & COOK	INDUSTRY, GLOUCESTER, 1904

08:25 Sun 4 Oct

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## Transcript of crew list: PLUVIER, 97474, 1/7/1904 to 31/12/1904

Other transcripts of crew lists for this ship for 1904:

[4/4/1904 to 30/6/1904](#)[27/4/1904 to 7/7/1904](#)

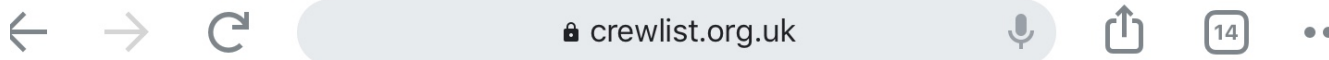
### Ship details

Vessel	PLUVIER	Dates	1/7/1904 to 31/12/1904
Official number	97474	List type	
Ownership		Registered	ABERYSTWYTH
		Tonnage	
Master	GRIFFITHS HUMPHREYS	Archives	National Library of Wales
		Archives reference	444/7/2

### Crew names

Forename	Surname	Age/DOB	Birthplace	Capacity	Previous vessel
GRIFFITHS	HUMPHREYS	33	BORTH Y GEST	MASTER	PLUVIER, ABERYSTWYTH, 1904
FRANCIS	JONES	29	PORTMADOC	MATE	CATHERINE, PORTMADOC, 1904
HANS	ERTZUID	19	NORWAY	ABLE SEAMAN	ESTER, DENMARK, 1904
KAI	DAMGAARD	21	DENMARK	ABLE SEAMAN	MARY GLAASDEN, PORTMADOC, 1904
JOHN H	WILIAMS	15	PORTMADOC	COOK & ORDINARY SEAMAN	SEVEN BROTHERS, BEAUMARIS, 1904
KAI	DAMGAARD	21	DENMARK	ABLE SEAMAN	SEVEN BROTHERS, BEAUMARIS, 1904
ROBERT OWEN	JONES	22	RHOSLAIN	ABLE SEAMAN	ELLEN ROBERTS, CAERNARVON, 1904
EVAN JOHN	EVANS	17	LLANELLY	COOK & ORDINARY SEAMAN	JOHN & MARGARET, CAERNARVON, 1904





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## Transcript of crew list: PLUVIER, 97474, 17/8/1905 to 1/1/1906

Other transcripts of crew lists for this ship for 1906: [17/8/1905 to 1/1/1906](#)

### Ship details

Vessel	PLUVIER	Dates	17/8/1905 to 1/1/1906
Official number	97474	List type	
Ownership		Registered	ABERYSTWYTH
		Tonnage	
Master	EBENEZER PARRY	Archives	National Library of Wales
	31 NEW STREET	Archives reference	444/8/1
	PORTMADOC		

### Crew names

Forename	Surname	Age/DOB	Birthplace	Capacity	Previous vessel
EBENEZER	PARRY	33	PORTMADOC	MASTER	PLUVIER, ABERYSTWYTH, 1905
FRANCIS H	JONES	29	PORTMADOC	MATE	PLUVIER, ABERYSTWYTH, 1905
FRANCIS	MORS	24	HALMSTAD	ABLE SEAMAN	PLUVIER, ABERYSTWYTH, 1905
STANLEY H	TERRILL	24	SWANSEA	ABLE SEAMAN	PLUVIER, ABERYSTWYTH, 1905
PETER	HAMILTON	25	DUNDEE	COOK & ABLE SEAMAN	PLUVIER, ABERYSTWYTH, 1905

Appendix D



Fig. 2

Schooner in Aberdovey 1906



Fig.3

Souvenir mug



Fig. 4 **Shipping Barrel, ca. 1905**

Salt cod fish was packed in shipping barrels like this for transport to market.

Appendix E

Mercantile Navy List

The first entry is in 1892

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Mercantile Navy List, 1892, page 591 Ship: PLUVIER, Sail

Image source: Memorial University Digital Archive Initiative

1892 GO Page 591 GO Notes

ALPHABETICAL LIST OF BRITISH REGISTERED SAILING VESSELS.

591

Official No.	Name of Ship and Port of Registry.	Rig.	Where built.	When built.	International Code Signal (if any).	Registered Tonnage.	Owner, or Part Owner, and Manager (if recorded). × Signifies <i>Managing Owner</i> . Italics signify <i>Manager</i> .
85237	Plover, Lowestoft . . . . .	Cr.	Birkenhead .	1881	..	10	Edmund L. Phelps, Sidney College, Cambridge.
61395	Plover, Miramichi, N.B. . . . .	Sr.	Shippegan, N.B.	1872	..	30	Philip Luce, Jersey.
55350	Plover, Padstow . . . . .	Sr.	Sunderland .	1867	..	69	Hubert H. Stribley, Padstow.
64520	Plover, Pr. Ed. Is. . . . .	Sr.	Bay Verte, N.B.	1871	..	19	Alfd. A. Taylor, Margaree, Inverness co., N.S.
87227	Plover, Rochester . . . . .	Spl.	Frindsbury .	1884	..	43	Rowley W. C. Richardson, 86, Cannon St., City, London. <i>Arthur F. Byrne, 47, Belvedere Rd., Lambeth.</i>
86385	Plover, St. John's, N.F.L. . . . .	Sr.	Garnish, N.F.L.	1884	..	41	James Baird, St. John's, N.F.L.
90623	Plow the Sea, Charlottetown, Pr. Ed. Is. . . . .	Sr.	Pr. Ed. Is. .	1884	..	74	Thomas Kickham, Souris, Pr. Ed. Is.
—	Plowboy, Miramichi, N.B. . . . .	Sr.	Pr. Ed. Is. .	1841	..	24	Arthur Ritchie, Dalhousie, N.B.
53315	Plowman, Yarmouth . . . . .	Dy.	Yarmouth .	1865	..	65	Hewett & Co., Lim., 43, Trinity Sq., City, Ldn.
52100	Plumy, Windsor, N.S. . . . .	Sr.	Five Is., N.S.	1865	..	10	Benjamin Nickerson, Five Is., Colchester, N.S.
97474	Pluvier, Plymouth . . . . .	Bn.	Plymouth .	1889	M.G.K.D	99	× Wm. Geo. Crinks, Sutton Wharf, Plymouth.
44321	Plym, Newport . . . . .	Sr.	Plymouth .	1861	T.S.N.P	99	Thomas J. Reeves, 15, Great George St., Westminster.
47910	Plym, Plymouth . . . . .	Bge.	Plymouth .	1864	V.Q.M.W	36	Robert Bayly, Plymouth. (Cornwall.
53059	Plym, Plymouth . . . . .	Sk.	Plymouth .	1864	..	18	× Albert J. Ellis, Tideford, St. German's,
47901	Plymouth, Padstow . . . . .	Sr.	Plymouth .	1863	V.Q.M.H	98	× John Bunt, Newquay, Cornwall.
77681	Plymouth, St. John's, N.F.L. . . . .	Bn.	Pr. Ed. Is. .	1878	S.K.H.L	199	Arthur S. Rendell, St. John's, N.F.L.
80801	Plymouth, Windsor, N.S. . . . .	Bk.	Hantsport, N.S.	1879	T.D.C.F	1312	George W. Churchill, Hantsport, N.S.
27913	Plymouth Belle, St. George's, Grenada . . . . .	Sr.	Rotherhithe .	1859	..	49	William Paul, St. George's, Grenada.
81031	Plympia, Plymouth . . . . .	Cr.	Plymouth .	1879	..	42	William S. Kelly, Plymouth.
91177	Podesta Bazzoni, Liverpool . . . . .	S.	Maine, U.S.A.	1855	..	1420	× Charles S. Rugeroni, Gibraltar.
71583	Poh Seng, Singapore . . . . .	Sr.	Singapore .	1877	..	75	Tan Tye, Singapore.
78050	Pohona, London . . . . .	Bk.	Kingston, N.B.	1880	T.M.S.Q	798	The "Pohona" Ship Co., Lim., B 21, Liverpool and London Chambers, Liverpool.

In 1893 the owner changes to Thomas Davies, Borth, Cardigan

- *Griffith Pritchard, Portmadoc, Carnarvon*

The italics signify that Griffith Pritchard is the manager

No change until

In 1902 only Griffith Pritchard, 76 High Street, Portmadoc, Carnarvon, the managing owner is shown

No change until

In 1907 no entry in list

Appendix F

Appropriation Book Entry

← → ↻ crewlist.org.uk

**clip** Home CLIP databases Contact CLIP

📄 Appropriation Books, Official Numbers 97451 - 97500 (97474)

Image source [clip](#) CLIP i

Notes

0	<i>Nosena</i>	01	"	"	90
9	<i>Nikita</i>	97	"	"	7/90
0	<i>Romp</i>	4	"	"	8/90
1	<i>Odd Trick</i>	13	Steam	"	9/90
2	<i>Olive</i>	18	Sailing	"	10/90
3	<i>Friendship Tekoa</i>	2646	Steam	"	13/90
4	<i>Pluvier</i>	99	Sailing	"	4/91
5	<i>Sir Richard Grenville</i>	103	Steam	"	5/91
6	<i>Endleigh</i>	1530	"	"	6/91
7	<i>Angelus</i>	8	"	"	7/91
8	<i>E. Sea</i>	114	Sailing	"	8/91
9	<i>Hohe</i>	28	-	"	12/91

## Appendix G

## Vessels owned by W. G. CRINKS on Crewlist



## Owners whose name is CRINKS and forename/initial is W

Notes

Page 1 of 1. Records 1 to 16 of 16.

Surname	Forename	Address	Ship and ON	Port	From	To	Archive	Reference
CRINKS	W G	PLYMOUTH	CLARA, 72460	PLYMOUTH	16/10/1888	1888	Devon RO	1976/CLARA/72460
		QUEENS SQUARE, BRISTOL	CLARA, 72460	PLYMOUTH, 5/1886	19/11/1887	6/1/1888	Devon RO	1976/CLARA/72460
		61 QUEEN SQ, BRISTOL	WESTWARD, 55445	PLYMOUTH, 1/1883	20/12/1886	10/3/1888	Devon RO	1976/WESTWARD/5
		61 QUEENS SQUARE, BRISTOL	CLARA, 72460	PLYMOUTH, 5/1886	1/1/1888	30/6/1888	Devon RO	1976/CLARA/72460
		BRISTOL	WESTWARD, 55445	PLYMOUTH, 1/1883	1/1/1888	30/6/1888	Devon RO	1976/WESTWARD/5
		QUEENS SQUARE, BRISTOL	HEROINE, 1650	EXETER, 1/1886	1/1/1888	30/6/1888	Devon RO	1976/HEROINE/165
		61 QUEENS SQ, BRISTOL	CLARA, 72460	PLYMO', 5/1886	6/3/1888	4/10/1888	Devon RO	1976/CLARA/72460
		SUTTON WHARF, PLYMOUTH	WESTWARD, 55445	PLYMOUTH, 1/1883	13/4/1888	19/11/1888	Devon RO	1976/WESTWARD/5

Continuation of List

PLYMOUTH	55445	1/1883			RU	
PLYMOUTH	CLARA, 72460	PLYMOUTH	16/10/1888	15/12/1888	Devon RO	1976/CLARA/724
SUTTON HARBOUR, PLYMOUTH	HEROINE, 1650	EXETER	1/7/1888	31/12/1888	Devon RO	1976/HEROINE/1
SUTTON [...], PLYMOUTH	GERALDINE, 67274	PLYMO, 2/1888	11/9/1889	19/5/1890	Devon RO	1976/GERALDIN
SUTTON WHARF, PLYMOUTH	PLUVIER, 97474	PLYMOUTH, 4/1891	19/3/1891	22/7/1891	Devon RO	1976/PLUVIER/9
SUTTON WHARF, PLYMOUTH	PLUVIER, 97474	PLYMOUTH, 4/1891	27/7/1891	25/10/1891	Devon RO	1976/PLUVIER/9
SUTTON HARBOUR, PLYMOUTH	OCEAN RACER, 62126	PLYMOUTH, 5/1890	12/8/1891	4/2/1892	Devon RO	1976/OCEAN RACER/62126
PLYMOUTH	KATHERINE, 95136	PLYMOUTH, 15/1889	1/7/1891	31/12/1891	Devon RO	1976/KATHERINE
PLYMOUTH	PLUVIER, 97474	PLYMOUTH, 4/1891	30/10/1891	28/6/1892	Devon RO	1976/PLUVIER/9



## Appendix H

**ABERTHAW** seaport village in, Glamorgan; at the mouth of the Ddaw or Thaw river, 5½ miles SSE of Cowbridge. Large quantities of Hydraulic lime, got from its pebbles on the beach adjacent to it, are shipped. The coast about Aberthaw is composed of a peculiar kind of limestone, which furnished a most valuable cement. When burnt into lime and placed under water it immediately assumes the hardness of the original rock

**Aberdovey** – Aberdyfi was at its peak in 1800's as a port. Major exports were slate and oak bark.

**Appledore** – Appledore is a village at the mouth of the River Torridge, about 6 miles west of Barnstaple, exported sand and gravel

**Arklow** –town on the east coast of Ireland, exported macadam

**Altona** - Hamburg, on the right bank of the Elbe river.

**Amlwch** - is situated on the north coast of the Isle of Anglesey, exported copper ore

**Balbriggan** - a town 6 miles from Dublin in the northern part of Fingal, Ireland.

**Bandon** - town in County Cork, Ireland on the River Bandon. Exported whisky until prohibition in USA and Anglo-Irish trade wars in 1920's.

**Bangor N. W.** – Gwynedd, northwest Wales once had largest slate mine in the world

**Barrow** in Furness – Lancashire, now Cumbria. In 1846 the building of the railway transformed village by enabling transport of iron ore and slate to town. Smelted iron to produce steel, used to build Naval vessels. Export plate bars

**Barnstable** –town of North Devon, England, it was a river port at the lowest crossing point of the River Taw, flowing into the Bristol Channel, the port declined as the River Taw silted up,exported sand and gravel

**Bray** - a coastal town in County Wicklow, Ireland. It is situated about 4 miles south of Dublin

**Bideford** –Devon is lower down the estuary and benefits from the scouring action of the fast flowing River Torridge, gradually took over the foreign trade from Barnstable, exported sand, gravel, earthenware

**Bordeaux** – France exported pitwood

**Bowling** - a village in West Dunbartonshire, Scotland, lies on the north bank of the Firth of Clyde near Glasgow

**Breman** -Bremen, Germany, largest city on river Weser

**Bremerhaven** -city at the seaport of Bremen, Germany at the mouth of the River Weser

**Briton Ferry** - town, Neath Port Talbot, Wales.

**Burry Port** - small town west of Llanelli in Carmarthenshire, Wales, on the Loughor estuary. Exports coal

**Cape Spartel** is a promontory in Morocco about 1,000 feet above sea level at the entrance to the Strait of Gibraltar, 2 miles West of Tangier

**Campbeltown** - a town in Argyll and Bute, Scotland

**Chatham** - London exported cement

**Chester** - On River Dee, exported bricks

**Coleraine** - a town near the mouth of the River Bann in County Londonderry  
Northern Ireland.

**Cork** - west coast of Ireland export pitch,oats

**Dalbeattie** genuinely was a 'port' in the modern sense of a place where ships could unload or load whilst afloat and secured to a quayside, about 15 miles from Dumfries. Famous for the granite it produced.

**Danzic** - now Gdańsk is a city on the Baltic coast of northern Poland.

**Delfzyl**, on the little river Delf has greatly benefited by the construction of the Ems ship canal connecting it with Groningen, and has a good harbour. Exporting agricultural products

**Duddon** in the Lake District National Park in Cumbria, England.

**Dundrum** - originally a town , is an outer suburb of Dublin, Ireland

**Emden**- city and seaport in Lower Saxony in the northwest of Germany, on the river Ems. Paper and agricultural exports and shipbuilding

**Figueira** is a city in Portugal. Practically at the midpoint of the Iberian Peninsula's Atlantic coast, it is located at the mouth of the Mondego River

**Frederikshald**, is a town in Norway, since 1928 known as Halden

**Garston** – On Mersey river above Liverpool

**Gatehouse** of Fleet is a town within Dumfries and Galloway, Scotland

**Goodwick** - a coastal town in Pembrokeshire, Wales, immediately west of  
- its twin town of Fishguard.

**Groningen** - it is the largest city in the north of the Netherlands -  
exporting agriculture via Delfzyl

**Harburg** – Now a part of Hamburg, Germany

**Hedestrاند** - Belgium

**Horsens** - city on the east coast of Jutland region of Denmark

**Kolding** - Danish seaport located at the head of Kolding Fjord in the -  
Region of Southern Denmark. Exported grain

**Lochalsh** – is in a mainland Scotland at one end of Skye bridge

**Lynmouth** - village in Devon, England, on the northern edge of Exmoor. The  
village straddles the confluence of the West Lyn and East Lyn river

**Kingstown** - (Dun Laoghaire), County Dublin, Ireland

**Maryport New town** and port founded in mid-18th century, in Cumberland  
exported coal and iron and iron rails for railways and Zinc ore

**Mochras** - also known as, Shell Island is a peninsula lying west of Llanbedr in  
Gwynedd, Wales. It was formed after the River Artro was diverted by the Earl of  
Winchelsea in 1819

**Newport** – Isle of Wight on Medina river inland from Cowes

**Newport** –Wales, on the River Usk close to its confluence with the Severn  
Estuary exports Tin plate

**New Quay** - on the hills rising above the blue waters of Cardigan Bay once a  
busy shipbuilding port

**New Ross** –town in southwest County Wexford, Ireland. It is located on the  
River Barrow exports grains, oats

**Papenburg** - a city in Lower Saxony, Germany, situated at the river Ems.

**Penzance** – Cornwall exported copper ore

**Plymouth** – Devon exported copper ore

**Point of Ayr** - northernmost point of mainland Wales. It is situated at the mouth of the Dee estuary. -

**Portaferry** - a small town in County Down, Northern Ireland, at the southern end of the Ards Peninsula, near the Narrows at the entrance to Strangford Lough

**Port Dinorwic** as it was formerly known in English is Y Felinheli, a village, beside the Menai Strait between Bangor and Caernarfon- exported slate

**Portpatrick** - a village in Dumfries and Galloway, Scotland.

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

**Shoreham** - Harbour on South coast of Britain between Portsmouth and Brighton

**Silloth** - a port town and civil parish in Cumbria

**Solva** - a harbour village on St Brides bay, Pembrokeshire

**St Malo** - Brittany, France

**Stranraer** - also known as The Toon, in Dumfries and Galloway, it lies on the shores of Loch Ryan. The railway made it the Min port in the area.

**Stromstad** - Sweden close to Norway

**Tayport** - north east tip of Fife opposite Dundee on the Tay

Treport -

**Twillingate** - a town on the Twillingate Islands in Notre Dame Bay, off the north eastern shore of the island of Newfoundland -

**Ulverston** - Cumbria, England. Historically in Lancashire, it is in the Furness area 8 miles north-east of Barrow-in-Furness, exports pig iron

**Walmer** - a town located on the coast, six miles south-east of Sandwich, Kent.

**Warrenpoint** - a small port town in County Down, Northern Ireland. It sits at the head of Carlingford Lough, south of Newry.

**Watchet** – Somerset, 9 miles east of Minehead. The town lies at the mouth of the Washford River on Bridgwater Bay, part of the Bristol Channel. Railway brought the exports of gypsum, tin boxes, iron ore and paper

**Weston point** – Runcorn. Today, is in the middle of a major chemical works whereas in earlier days it was quiet countryside. In those days boats would wait here for the tide but from the 1860's it was gradually developed as docks and a trans-shipment point to sea going vessels. Exported salt

**Wicklow** – Ireland. Located south of Dublin on the east coast

## **Cargo's**

**Bog ore** - a form of impure iron deposit that develops in bogs or swamps by the chemical or biochemical oxidation of iron carried in solution. In general, bog ores consist primarily of iron oxyhydroxides, commonly goethite (FeO(OH)).

**Burnt ore** – partly refined ore

**Pig iron** – produced by smelting iron ore in a blast furnace. The pig iron is converted to steel.

**Limestone** – Used as a flux to remove accompanying rock from metal as slag and in production of cement.

**Oil cake**, the residue obtained after the expression of vegetable oil from various seeds, beans and nuts. When ground is known as meal. Shipped in bags or in bulk, danger of combustion.