



**Welsh Wreck Web Research Project
(North Cardigan Wales Bay)
On-line research into the Grounding of:
Rare Plant (Schooner)**



2 Masted Schooner

**Report compiled by:
Gareth J.S. Davies**

Report Title:

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Compiled by:

Gareth J.S. Davies
Manila, Philippines
Email/Skype: davies_j_gareth@hotmail.com

On behalf of:

Nautical Archaeology Society
Fort Cumberland
Fort Cumberland Road
Portsmouth
PO4 9LD
Tel: +44 (0)23 9281 8419
E-mail: nas@nauticalarchaeologysociety.org
Web Site: www.nauticalarchaeologysociety.org

Managed by:

Malvern Archaeological Diving Unit
17 Hornyold Road
Malvern
Worcestershire
WR14 1QQ
Tel: +44 (0)1684 574774
E-mail: MADUdiving@gmail.com
Web Site: www.madu.org.uk

Date:

Dec 2021

Report Ref:

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1.0 Abstract

Since 2001 the Malvern Archaeological Diving Unit (MADU) has developed a database of vessels known to have wrecked around the coast of Wales.

This project is to discover information relating to the history of the schooner Rare Plant, (MADU Ref#317), built and launched at Dartmouth Devon in 1866.

The Rare Plant initially sailed Trans Atlantic routes between the UK via the Azores/Portugal to Newfoundland, Brazil and the West Indies and vice versa. On some trips the Rare Plant would voyage to Mediterranean Ports in Spain, Italy and Greece from Newfoundland. After a change in ownership the Rare Plant stopped sailing Trans Atlantic and sailed between U.K, Ireland and North Sea European ports. Cargoes carried included raw materials, processed materials, fruits, fish and timber.

On Oct 08th 1896, the Rare Plant ran aground during a severe storm at Abersoch Bay Wales. The crew were rescued by the Penrhyndu Abersoch Lifeboat. Reports state that the Rare Plant was wrecked. However research shows that the Rare Plant was not wrecked but was refloated and kept sailing until May 17th 1908 when she collided with a steamer near Land's End and sank. The crew were rescued.

The research has been conducted from information gathered from MADU and on-line sites as I do not reside in the U.K.

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MADU Malvern Archaeological Diving Unit	
MNL Mercantile Navy List	
LR Lloyds' Registry	

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3.0 Introduction

The schooner Rare Plant was chosen as:

- it covered a period of sea history from the mid 19th century to early 20th century.
- it was a similar ship and time to other ships I had researched from the MADU Wreck list.
- I live overseas online information would be my priority research tool and similar to my previous research a ship from this period should be reasonably well documented online.

The following topics form the basis of the research:

- What were the vessel's specifications?
- What historical information is available relating to the vessel?
- Has any salvage, etc. been carried out?
- Have there been any previous reports produced relating to the vessel?

4.0 Background

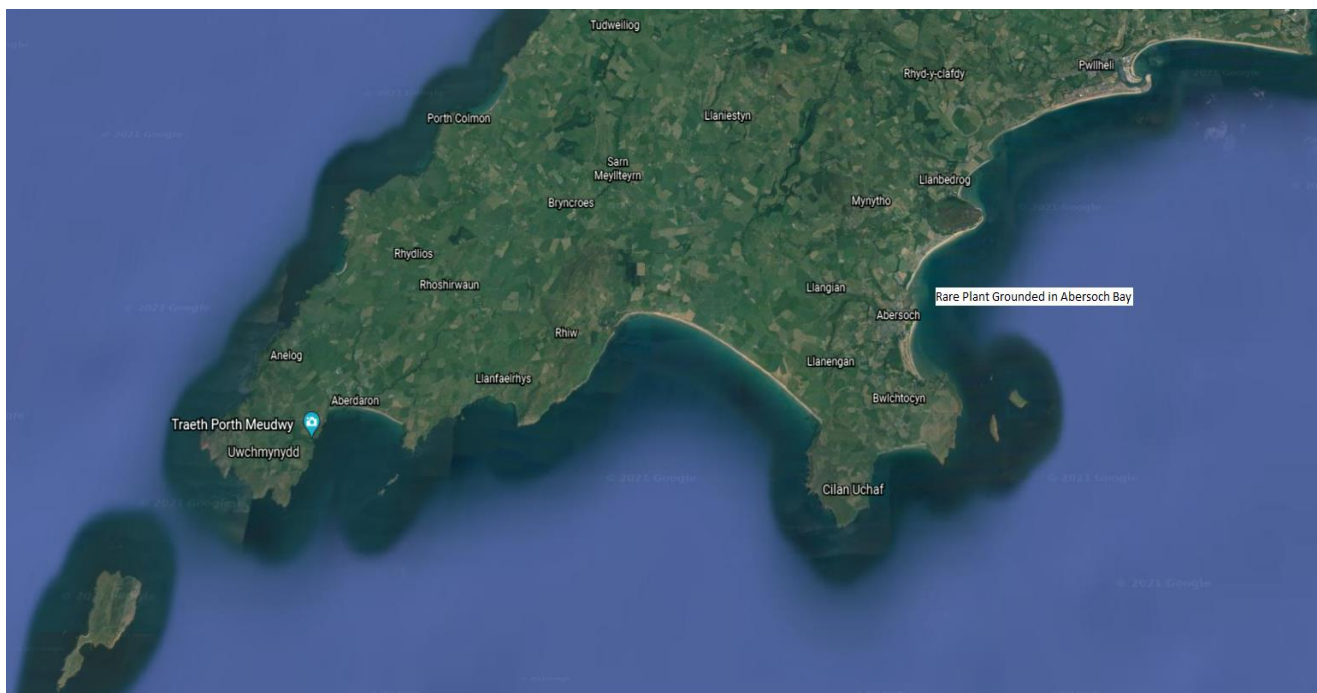
Prior to starting this research the only known data available to me was from the MADU Master Wrecksite Database Listing (Table 1) supplied by Mr Ian Cundy.

Table 1: Extract from MADU Master Wrecksite Database

MADU Ref. No.	Date Wrecked	Name	Location 1	Location 2	Details	Vessel Type	Matls	Ref.
317	08/10/1896	Rare Plant	Caernarfonshire	Abersoch	grounded	Schooner	wood	rc, rh, ch, iwj

On Oct 08th 1896, the Rare Plant ran aground during a storm at Abersoch Bay Wales. The crew and two passengers were safely rescued from the Rare Plant by the Penrhyndu Abersoch lifeboat. The Rare Plant was refloated and continued to sail until 1908 when after a collision with a steamer off Land’s End she sank. The crew was picked up safely.

Fig 2: Location of Rare Plant Grounding, Oct 08 1896



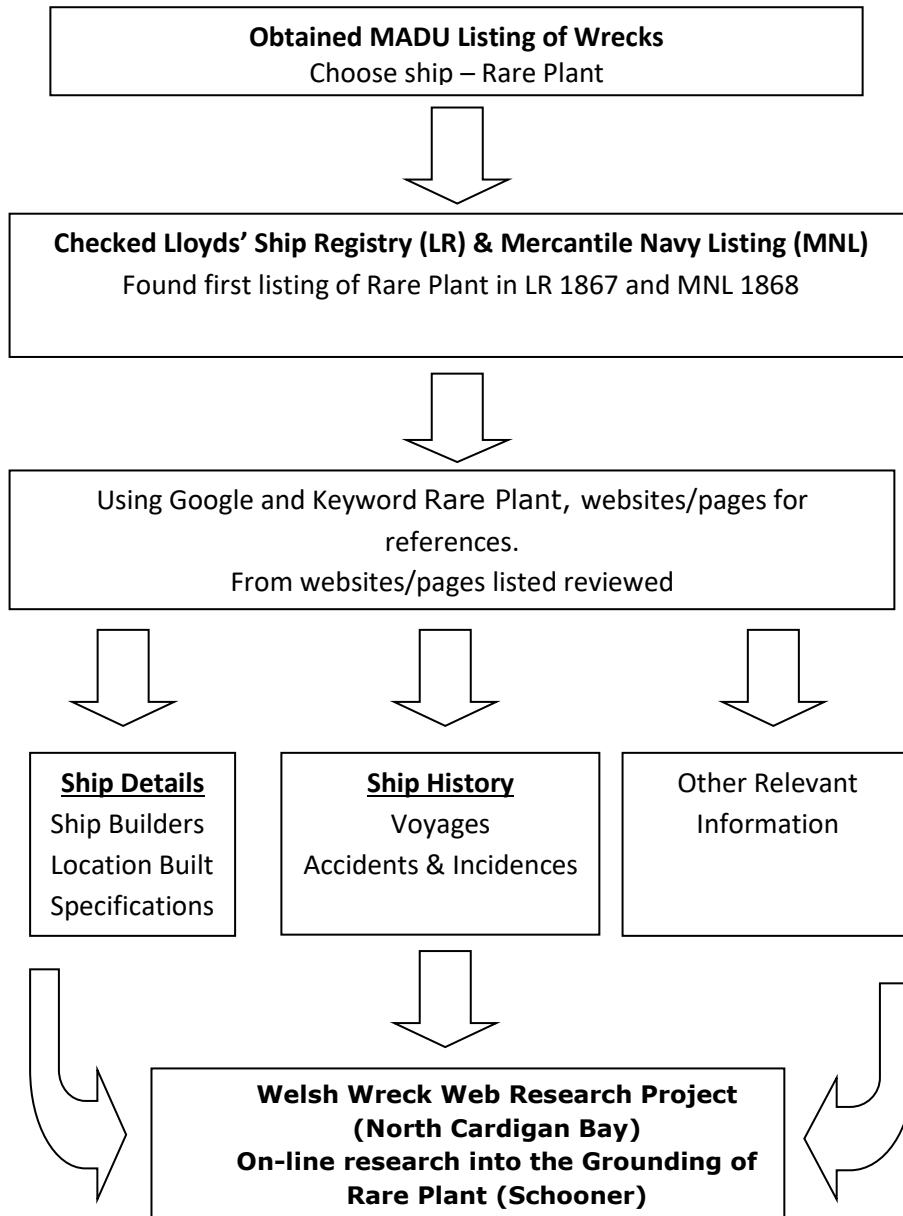
5.0 Research Methodology

Computer System

Acer Desktop 64 bit OS; 8 GB Memory, wireless connection.
Windows 10Pro
Microsoft Office 2007

Search engines used: Google Chrome

Methodology



See Section 9 for list of websites viewed

6.0 Results

Table 2: Rare Plant (Schooner) Specification and History

Vessel	Name/s	Rare Plant
	Type	Sailing Ship – Schooner General cargo
Built	Date	Launched: Aug 1866 Delivered: Sep 1866
	Builder	Moore Dartmouth
Construction	Materials	Wood
	Decks	1
	Bulkheads	N/A
Propulsion	Type	Sail
	Details	2 masts
Dimensions	Length	90 ft 2 in
	Beam	21 ft 5 in
	Draught	11 ft 7 in
Tonnage	Gross	128 grt
	Net	98 nrt
Owners	1866	F. Baddeley, Brixham
	1884	E. Tabb, Padstow
	1885	C. Allport, Padstow
Registry	Port	1866 Brixham; 1879 Guernsey; 1884 Padstow
	Flag	GBR
	Number	51346
	Code	H.L.N.C
History	Routes	Trans Atlantic to Newfoundland, West Indies, Brazil, Azores, U.K Coastal, Ireland, North Sea European Ports, Mediterranean
	Cargo	Raw materials, refined materials, fruits, fish
Grounded	Date	08/10/1896
	From	Manchester
	To	Tynemouth
	Captain	W.H. Tabb
	Crew	5 and 2 passengers
	Cargo	N/A
	Location	Abersoch Bay, Wales
	Cause	Weather
	Loss of life	0
	Outcome	Grounded/refloated. Crew saved by Penrhyndu Abersoch lifeboat.
Sunk	Date	17/05/1908
	From	N/A
	To	N/A
	Captain	W.H. Tabb
	Crew	4
	Cargo	N/A
	Location	Off Pendeen, Land's End Cornwall
	Cause	Collided with the steamship Hartland in thick fog
	Loss of life	0
	Outcome	Sank

7.0 Analysis

- The Rare Plant was built and launched at Dartmouth Devon in Sep 1866. The Rare Plant was registered at Brixham Devon (Appendix A, B, D).
- The Rare Plant-Brixham initially sailed Trans Atlantic routes between the UK via the Azores/Portugal to Newfoundland, Brazil and the West Indies and vice versa. On some trips the Rare Plant would voyage to Mediterranean Ports in Spain, Italy and Greece from Newfoundland. After a change in ownership the Rare Plant stopped sailing Trans Atlantic and sailed between U.K, Ireland and North Sea European ports. Cargoes carried included raw materials, processed materials, fruits, fish and timber.
- In 1879, the Rare Plant was registered at Guernsey, Rare Plant-Guernsey (Appendix H).
- In 1884, registered at Padstow, Rare Plant-Padstow to new owner (Appendix N).
- On Oct 08th 1898, the Rare Plant-Padstow ran aground at Abersoch Bay Wales during a storm. The crew were taken off and the Rare Plant-Padstow refloated (Appendix S).
- On May 17th 1908, the Rare Plant-Padstow collided with the steamer Hartland off Pendeen Lands End Cornwall in dense fog and sank within minutes. The captain and crew of 4 were picked up safely by the Hartland (Appendix X).

From newspaper articles the Rare Plant was recorded:

1866

Oct 09: Sailed Swansea Wales for Las Palmas Azores, cargo 227 tons coal.
Nov 28: Arrived St Michael's Azores from Tenerife Azores (Cowell).

1867

Jan 03: Arrived Hull Humberside from St Michael's Azores (Cowell).
Jan 26: Arrived Brixham Devon from Hull Humberside.
Feb 15: Arrived St Michael's Azores from Brixham Devon.
Mar 24: Arrived Hull Humberside from St Michael's Azores (Cowell).
Mar 08/10: arr/dep St Mawes Cornwall. 13 days from St Michael's Azores.
Apr 20: Arrived Dartmouth Devon from Hull Humberside (Cowell).
May 07-11: Sailed Torbay Devon for Cardiff, cargo 155 tons iron ore (Johnson).
May 21-Jun 18: Sailed Cardiff for Palermo Sicily Italy, cargo 209 iron plates, 11 tin plates.
Jun 26: Sailed Palermo Sicily Italy for Lisbon Portugal (Johnson).
Jul 27: Sailed Lisbon Portugal for Oporto Portugal (Johnson).
Aug 16-17: Sailed Oporto Portugal for Figueira Portugal (Johnson).
Aug 22-Sep 10: Sailed Figueira Portugal for St John's Newfoundland (Johnson).
Oct 20: Arrived Teignmouth Devon from St John's Newfoundland, cargo dry fish (Appendix C).
Nov 09: Sailed Teignmouth Devon for St Michael's Azores (Johnson).
Dec 10: Arrived Bristol from St Michael's Azores, cargo oranges (Johnson).
Dec 17: Sailed Bristol for St Michael's Azores.

1868

Jan 15: Arrived London from St Michael's Azores, cargo 1290 bxs oranges.
Jan 12: arr/dep Torbay Devon.
Feb 26: Arrived Bristol from London (Johnson).
Mar 07-27: Sailed Bristol for St Michael's Azores (Johnson).
Mar 13/19: arr/dep Milford.
Apr 18: Arrived Gravesend Kent from St Michael's Azores (Johnson).
Apr 14: put in at Dartmouth Devon.
Jun 08-24: Sailed Newport Wales for Cadiz Spain (Johnson).
Jul 09-Aug 06: Sailed Cadiz Spain for St John's Newfoundland (Johnson).
Oct 03-21: Sailed Lisbon Portugal for Leghorn Italy (Johnson).
Nov 26: Sailed Lisbon Portugal for St Michael's Azores.

1869

Jan 01-21: Sailed Bristol for St Michael's Azores (Johnson).
Jan 09: Lat 49; Long 03.
Feb 15: Arrived Liverpool from St Michael's Azores, cargo oranges (Johnson).
Feb 23: Sailed Liverpool for St Michael's Azores (Pemberthy).
Mar 04/Mar 12: arr/dep Holyhead Anglesey.
Apr 05: Sailed Fayal Portugal from St Michael's Azores for West Indies.
Jun 15: Arrived Gravesend Kent from Nevis West Indies, cargo hogheads, 23 tierces, 375 barrels sugar.
Jun 22-27: Sailed London for Brixham Devon.
Jun 29-Jul 07: Sailed Brixham Devon for Figueira Portugal (Pemberthy).
Jul 14: Sailed Figueira Portugal for St John's Newfoundland.
Nov 25: Arrived St Michael's Azores from Leghorn Italy (Williams).
Nov 19: arr Gibraltar from east.
Dec 17: Arrived Gravesend Kent from St Michael's Azores (Pemberthy).
Dec 21: Sailed London for Brixham Devon (Pemberthy).
Dec 25: Sailed Brixham Devon for St Michael's Azores (Pemberthy).

1870

Jan 08: Arrived St Michael's Azores from Brixham Devon (William).
Jan 31: Arrived London from St Michael's Azores, cargo oranges (William).
Feb 22-Mar 09: Sailed Dartmouth Devon for St Michael's Azores (William).
Apr 14: Arrived London from St Michael's Azores (Pemberthy).
Apr 25: Arrived Middlesbrough Teesside from London, ballast (Pemberthy).
May 07: Passed Deal Kent from Middlesbrough Teesside for Newport Wales.
Jun 06-17: Sailed Newport Wales for Cadiz Spain.
Jul 07-Aug 04: Sailed Cadiz Spain for St John's Newfoundland (Pemberthy).
Sep 01-24: Sailed St John's Newfoundland for Lisbon Portugal (Pemberthy).
Sep 25-27: Sailed Lisbon Portugal for Figueira Portugal (Pemberthy).
Oct 30: Sailed Figueira Portugal for St Michael's Azores.
Nov 28: Arrived Gravesend Kent from St Michael's.
Dec 03-18: Sailed London for Brixham Devon and St Michael's Azores.
Dec 05: off Start Point Devon.

1871

Jan 08: Arrived Gravesend Kent from St Michael's Azores (Pemberthy).
Jan 17-Feb 08: Sailed Gravesend Kent for Brixham Devon and St Michael's Azores.
Feb 16: Sailed St Michael's Azores for Hull Humberside (Pemberthy).
Apr 18: Arrived Figueira Portugal from Newcastle, cargo coals (Pemberthy).
Mar 30: arr Dartmouth Devon.
May 04-May 27: Sailed Figueira Portugal for St John's Newfoundland (Pemberthy).
Jul 02-10: Sailed St John's Newfoundland for Queenstown Ireland.
Jul 10: Sailed Queenstown Ireland for Greenock Scotland, cargo 356 casks fish oil or train oil.
Jul 27-Aug 16: Sailed Greenock Scotland for St John's Newfoundland, cargo coal.
Sep 27: Arrived Lisbon Portugal from St John's Newfoundland (Pemberthy).
Oct 13-Nov 17: Sailed Lisbon Portugal for St John's Newfoundland (Pemberthy).
Dec 14: Sailed St John's Newfoundland for Pernambuco Brazil (Pemberthy).

1872

Jan 28: Arrived Pernambuco Brazil from St John's Newfoundland.
Feb 06-Mar 29: Sailed Pernambuco Brazil for Falmouth Cornwall, cargo sugar.
Apr 10-13: Sailed Falmouth Cornwall for Greenock Scotland (Pemberthy).
May 11: Arrived Cardiff from Greenock Scotland (Pemberthy).
Jun 01-10: Sailed Cardiff for Cadiz Spain, cargo 217 tons coal.
Jun 23-Jul 11: Sailed Cadiz Spain for St John's Newfoundland (Pemberthy).
Nov 25: Arrived Leghorn Italy from Labrador Canada (Pemberthy).
Dec 14: Sailed Leghorn Italy for St Michael's Azores (Pemberthy).

1873

Jan 15: Arrived St Michael's Azores from Gibraltar (Pemberthy).
 Jan 18-Feb 14: Sailed St Michael's Azores for Liverpool in heavy storms (Appendix E).
 Mar 05-Mar 21: Sailed Liverpool for St Michael's Azores (Pemberthy).
 Mar 31: Arrived Fayal Portugal from St Michael's Azores (Pemberthy).
 Apr 02-07: Sailed Fayal Portugal for Terceira Azores (Pemberthy).
 May 07: Arrived London from Terceira Azores (Pemberthy).
 May 03: arr/dep Falmouth Cornwall.
 May 27: Put in at Brixham Devon from London.
 Jun 25-Jul 14: Sailed Swansea Wales for Fayal Portugal, cargo 216 tons coal (Johnston).
 Jul 22-29: Sailed Fayal Portugal for Figueria Portugal via Oporto Portugal (Johnston).
 Aug 08-Sep 01: Sailed Figueira Portugal for St John's Newfoundland (Johnston).
 Nov 01: Arrived Gibraltar from Newfoundland (Johnston).
 Nov 04-11: Sailed Gibraltar for Genoa Italy (Johnston).
 Nov 30-Dec 23: Sailed Genoa Italy for Cadiz Spain.

1874

Jan 01-Feb 10: Sailed Cadiz Spain for Rio Grande Brazil (Johnson).
 Apr 12: Sailed Rio Grande Brazil for Falmouth Cornwall, cargo salted hides.
 Apr 18: spoken 28 23S; 44 24W.
 Jun 24: Put in at Brixham Devon for orders.
 Jun 26-Jul 02: Sailed Brixham Devon for Cuxhaven/Hamburg Germany (Johnson).
 Jul 10: Court case against apprentice seaman (Appendix F).
 Jul 18-Jul 26: Sailed Hamburg Germany for Shields Tyneside (Johnson).
 Aug 12-Sep 25: Sailed Shields Tyneside for Yarmouth I.O.W. and Figueira Portugal.
 Aug 22: put in at Brixham Devon.
 Aug 30: passed The Lizard Cornwall, westward.
 Oct 21: Arrived St Michael's Azores from Figueira Portugal (Johnson).
 Dec 09: Dragged anchor off Mumbles Wales and collided with Rivere (Appendix G).

1875

Jan 25-29: Sailed Cork Ireland for Glasgow, cargo 1432 sks flour (Johnson).
 Feb 23-Mar 15: Arrived St Thomas W. Indies from Glasgow.
 Jun 04: Arrived Falmouth Cornwall from Arroyo Puerto Rico, cargo sugar.
 Jun 10-17: Sailed Falmouth Cornwall for Copenhagen Denmark.
 Jun 26-Jul 03: Sailed Copenhagen Denmark for Shields Tyneside.
 Aug 04: Arrived Oporto Portugal from Shields Tyneside (Johnson).
 Jul 23: anchored at Deal Kent.
 Jul 27: put in at Brixham Devon.
 Aug 17: Arrived Figueira Portugal from Oporto Portugal.
 Aug 21-Sep 14: Sailed Figueira Portugal for St John's Newfoundland.
 Oct 14-Oct 24: Sailed St John's Newfoundland for St Michael's Azores (Johnson).
 Nov 19-Dec 10: Sailed St Michael's Azores for Bristol (Johnson).
 Dec 14: Sailed Bristol for Cardiff, ballast (Johnson).
 Dec 20: Sailed Cardiff for St Michael's Azores, cargo 210 tons coal.

1876

Jan 11: Arrived St Michael's Azores from Cardiff (Johnson).
 Feb 06: Arrived Liverpool from St Michael's Azores (Johnson).
 Feb 12-Mar 11: Sailed Liverpool for St Michael's Azores.
 Mar 22: Arrived Villarreal Spain from St Michael's Azores (Johnson).
 Apr 12: Arrived Plymouth Devon from Pomaron Portugal.
 Jun 28: Arrived Cardiff from Jersey (Johnson).
 Jul 06-23: Sailed Cardiff for Cadiz Spain.
 Aug 03-28: Sailed Cadiz Spain for St John's Newfoundland (Johnson).
 Nov 08: Arrived Gibraltar from Snug Harbour Labrador Canada.
 Nov 27: Arrived Patras Greece from Gibraltar (Johnson).
 Dec 22: Sailed Patras Greece for Catacolo Greece.

1877

Mar 05: Arrived Gravesend Kent from Patras Greece.
 Feb 15: put in at Brixham Devon for orders (Johnson).
 Mar 27: Sailed Newcastle for Santander Spain.
 May 07: Arrived Cardiff from Santander Spain, 210 tons iron ore.
 May 18-29: Sailed Cardiff for Cadiz Spain, cargo 213 tons coal.
 Jun 09-Jul 01: Sailed Cadiz Spain for St John's Newfoundland (Johnson).
 Jun 24: 40N; 33W.
 Nov 23: Arrived Cephalonia Greece from Genoa Italy.
 Nov 28-29: Sailed Cephalonia Greece for Zante Greece (Johnson).
 Dec 17: Sailed Zante Greece for Falmouth Cornwall (Johnson).

1878

Jan 29: Arrived Brixham Devon from Zante Greece for orders.
 Jan 11: arr Gibraltar
 Feb 06-11: Sailed Brixham Devon for Liverpool (Johnson).
 Mar 03-20: Arrived St Michael's Azores from Liverpool via Terceira Portugal.
 Mar 30-Apr 20: Sailed St Michael's Azores for London (Johnson).
 May 11-Jun 04: Sailed London for St Michael's Azores.
 Jun 18: Arrived Figueira Portugal from St Michael's Azores.
 Jun 30-Jul 24: Sailed Figueira Portugal for St John's Newfoundland (Johnson).
 Nov 18: Arrived Genoa Italy from Labrador Canada (Johnson).
 Dec 13: Sailed Genoa Italy for Azores.

1879

Jan Registered at Guernsey, Rare Plant-Guernsey to same owner (Appendix H)
 Jan 31: Arrived St Michael's Azores from Genoa Italy (Johnson).
 Jan 08: spoken back of Gibraltar.
 Jan 13: sighted off Tarifa Spain.
 Mar 01-27: Sailed St Michael's Azores for London (Johnson).
 Mar 31-Apr 21: Sailed London for Cardiff (Johnson).
 Apr 30-May 18: Sailed Cardiff for Palermo Sicily Italy, cargo 200 tons coal, 12 bar iron.
 May 26-Jun 01: Sailed Palermo Sicily Italy for Trapani Sicily.
 Jun 04-Jul 21: Sailed Trapani Sicily for St John's Newfoundland (Johnson).
 Nov 03: Arrived Genoa Italy from Red Bay Labrador (Johnson).
 Nov 22-Dec 08: Sailed Genoa Italy for Cadiz Spain (Johnson).
 Dec 15: Sailed Cadiz Spain for St John's Newfoundland (Johnson).

1880

Mar 22: Put in at St Michael's Azores from St John's Newfoundland for Lisbon Portugal heavily damaged and 2 men lost (Appendix I).
 Apr 19: undergoing repairs after discharging cargo.
 May 20-28: Sailed St Michael's Azores for Lisbon Portugal (Johnson).
 Jun 14: Arrived Cadiz Spain from Lisbon Portugal (Johnson).
 Jun 21-Jul 16: Sailed Cadiz Spain for St John's Newfoundland (Johnson).
 Nov 15: Arrived Leghorn Italy from Labrador Canada.
 Oct 27: spoken at 40N; 21W.
 Dec 18: Passed Gibraltar from east.

1881

Jan 03: Arrived St Michael's Azores from Leghorn Italy (Johnson).
 Feb 05: Arrived Bristol from St Michael's Azores.
 Feb 15: Sailed Bristol for Cardiff, ballast.
 Feb 25-Mar 16: Sailed Cardiff for Cadiz Spain, cargo 200 tons coal.
 Mar 28-Apr 29: Sailed Cadiz Spain for St John's Newfoundland (Dear).
 Jun 02-24: Sailed St John's Newfoundland for Hamburg Germany, cargo oil.
 Jun 18: put in at Falmouth Cornwall for chart.
 Jul 10-23: Sailed Hamburg Germany for Plymouth Devon, ballast (Dear).

Sep 13: Arrived Cardiff, ballast.
 Sep 19-Oct 04: Sailed Cardiff for Cadiz Spain, cargo 200 tons coal.
 Oct 15: Sailed Cadiz Spain for St John's Newfoundland, cargo salt (Blake).
 Put back and arrived Torbay Devon (Dec 10) due to heavy damage (Appendix J).

1882

Jan 10: Sailed Peterhead Scotland for Shields Tyneside (Blake).
 Jan 26: Sailed Shields Tyneside for Dartmouth Devon.
 Feb 21: Arrived Penarth Wales in ballast.
 Mar 04-Apr 17: Sailed Cardiff for St Lucia W. Indies, cargo 216 tons coal (Blake).
 May 03-Jun 27: Sailed St Lucia W. Indies for Greenock Scotland, cargo sugar, logwood.
 Jun 08: arr Torbay Devon for orders (sugar).
 Jul 07: Arrived Glasgow from Greenock Scotland, light.
 Jul 18: Sailed Glasgow for St John's Newfoundland, cargo 200 ton coal (Blake).
 Nov 18: Arrived St Michael's Azores from Lisbon Portugal (Blake).

1883

Jan 12-Feb 02: Sailed St John's Newfoundland for Liverpool, cargo seal oil (Appendix K).
 Feb 27-Apr 12: Sailed Liverpool for St Lucia W. Indies via Demerara Guyana (Blake).
 May 24-Jul 10: Sailed St Lucia W. Indies for Flushing Holland.
 Jul 05: arr Torbay Devon for orders.
 Jul 30: Sailed Flushing Holland for Brixham Devon (Blake).
 Aug 31: Sailed Fowey Cornwall for Runcorn Cheshire (Tabb).
 Sep 03: Collided with Waldemar in the Mersey resulting in the death of the Master (Appendix L).
 Oct 19: Arrived Looe Cornwall from Liverpool.
 Nov 01: Sailed Looe Cornwall for Newport Wales (Tabb).
 Dec 06-18: Sailed Fowey Cornwall for Runcorn Cheshire (Tabb).
 Dec 12: Fouled by the Julia in the River Mersey (Appendix M).

1884

Jan Registered at Padstow, Rare Plant-Padstow to new owner (Appendix N).
 Jan 01: Sailed Runcorn Cheshire for Westonpoint Cheshire.
 Jan 20: Arrived Tyneside from Westonpoint Cheshire.
 Feb 04: Sailed Tyneside for Dunkirk France (Tabb).
 Feb 12: Anchored at Yarmouth I.O.W. from Shields Tyneside for Dartmouth Devon.
 Mar 05: Arrived Burryport Wales from Llanelli Wales, light.
 Apr 26-27: Sailed Brightlingsea Essex for Newcastle.
 May 03: Sailed Shields Tyneside for Teignmouth Devon (Tabb).
 May 04: at anchor Great Yarmouth Norfolk.
 May 08: passed Deal Kent.
 May 30-Jun 09: Sailed Teignmouth Devon for Runcorn Cheshire (Tabb).
 Jun 21: Sailed Westonpoint Cheshire for Tyneside (Tabb).
 Jun 25: Passed east of Lizard Pt Cornwall (Padstow Cornwall).
 Jul 01: passed Dover Kent.
 Jul 12: Sailed Tyneside for Guernsey.
 Nov 05: Arrived Westonpoint Cheshire from Ellesmere Cheshire (Tabb).
 Dec 02: Arrived Tyneside from Liverpool, cargo salt.
 Dec 13: Sailed Tyneside for Padstow Cornwall.

1885

Feb 23: Arrived Shields Tyneside from Runcorn Cheshire.
 Mar 03-09: Sailed Shields Tyneside for Teignmouth Devon, cargo coals (Tabb).
 03/05: arr/dep Hartlepool Durham.
 Mar 31: Sailed Teignmouth Devon for Runcorn Cheshire.
 May 21: Arrived Shields Tyneside from Cork Ireland.
 Jun 03: Sailed Shields Tyneside for London.

Jun 30: Sailed Teignmouth Devon for Runcorn Cheshire (Tabb).
 Jul 31: Arrived Tyneside from Runcorn Cheshire.
 Oct 03: Arrived Sunderland Wearside from Antwerp Belgium, 180 tons silver sand.
 Oct 17-25: Sailed Sunderland Wearside for Exeter Devon, cargo 200 tons coal.
 Dec 21: Sailed Tyneside for London.

1886

Apr 03: Report of missing seaman (Appendix O).
 May 05: Arrived Tyneside from Runcorn Cheshire.
 May 08: Sailed Shields Tyneside for Teignmouth Devon.
 Jul 11: Arrived Shields Tyneside from Runcorn Cheshire.
 Jul 16: Sailed Tyneside for Teignmouth Devon.
 Sep 20: Sailed Shields Tyneside for Teignmouth Devon.
 Nov 02: Passed west of Lizard Pt Cornwall (Padstow Cornwall).

1887

Jan 18: Arrived Plymouth Devon from Runcorn Cheshire (Tabb).
 Mar 09: Arrived Shields Tyneside from Runcorn Cheshire.
 Mar 17: Sailed Shields Tyneside for Teignmouth Devon.
 Jun 19: Arrived Shields Tyneside from Stonehaven Scotland.
 Jun 24: Sailed Shields Tyneside for Teignmouth Devon.
 Aug 01-09: Sailed Exmouth Devon for Ellesmere Cheshire, cargo 207 tons of clay.
 Sep 03: Arrived Plymouth Devon from Runcorn Cheshire, cargo coal.
 Oct 06: Sailed Runcorn Cheshire for Plymouth Devon, cargo coal (Tabb).
 Nov 21: Arrived at Hull Humberside from Plymouth Devon (Tabb).
 Nov 15: passed east of Dungeness Kent.
 Nov 20: arr at Grimsby Lincolnshire.
 Dec 05-21: Sailed Hull Humberside for Teignmouth Devon, cargo 200 tons coal.

1888

Jan 28: Arrived Runcorn Cheshire from Fowey Cornwall. Struck Runcorn pierhead and was holed by anchor below the waterline on port bow, damage slight.
 Feb 02-25: Sailed Runcorn Cheshire for Portsmouth (Tabb).
 Feb 20: put in at Portland Dorset
 Mar 03: Sailed Portsmouth for Poole Dorset.
 Mar 23-Apr 11: Sailed Poole Dorset for Runcorn Cheshire (Tabb).
 Mar 31: dep Fowey Cornwall.
 Apr 14-27: Sailed Runcorn Cheshire for Exmouth Devon, cargo coal (Tabb).
 Apr 23/27: arr/dep Falmouth Cornwall.
 Jun 10: Arrived Helvoet Holland from Runcorn Cheshire.
 Jun 07: passed Prawle Point Devon.
 Jun 24-27: Sailed Nieuwewaterweg Holland for Gravesend Kent.
 Jul 01: Captain and crew member charged with smuggling (Appendix P).
 Jul 13-24: Sailed Gravesend Kent for Irvine Scotland (Tabb).
 Aug 21-02: Sailed Plymouth Devon for Helvoet Holland, cargo china clay.
 Aug 29: passed up Prawle Point Devon.
 Sep 15-18: Sailed Nieuwewaterweg Holland for Gravesend Kent.
 Oct 02-17: Sailed London for Newcastle (Tabb).
 Oct 13: arr off Spurn head Humberside.
 Oct 23: Sailed Tyneside for Queenstown Ireland.
 Dec 04: Arrived Falmouth Cornwall from Teignmouth Devon.
 Dec 08: Passed west of The Lizard Cornwall (Padstow Cornwall).
 Dec 11: Sailed Falmouth Cornwall for Liverpool.
 Dec 28: Sailed Liverpool for Plymouth Devon.
 Dec 31: stranded at Batten Bay Plymouth Devon from Liverpool, cargo coal. Towed off next day.

1889

Jan 12-17: Sailed Plymouth Devon for Cardiff, ballast (Tabb).
 Jan 22: Sailed Cardiff for Jersey, cargo 200 tons coal.
 Feb 19-Mar 06: Sailed Jersey for Sunderland Wearside.
 Mar 15: Sailed Sunderland Wearside for Shields Tyneside.
 Mar 22: Sailed Shields Tyneside for Lowestoft Norfolk.
 Mar 25: Passed Deal Kent from North.
 Apr 20-25: Sailed Charlestown Cornwall for Sunderland Wearside (Tabb).
 May 17-26: Sailed Sunderland Wearside for Dartmouth Devon, cargo 200 tons coal.
 Jun 15: Sailed Teignmouth Devon for Runcorn Cheshire.
 Aug 14: Arrived Shields Tyneside from Fraserburgh.
 Sep 03: Sailed Shields Tyneside for Teignmouth Devon.
 Oct 09: Arrived Shields Tyneside from Runcorn Cheshire.
 Oct 28: Sailed Shields Tyneside for Padstow Cornwall.
 Nov 18: Arrived Fowey Cornwall from Plymouth Devon (Tabb).
 Dec 02: Sailed Fowey Cornwall for Runcorn Cheshire.

1890

Jan 31: Arrived Plymouth Devon from Runcorn Cheshire (Tabb).
 Jan 03: put in at Holyhead Anglesey.
 Feb 26: Arrived Newport Wales from Plymouth Devon, cargo 200 tons manure.
 Mar 19-31: Sailed Newport Wales for Padstow Cornwall, cargo 200 tons coal.
 Mar 25/28: arr/dep Padstow Cornwall.
 Apr 12: Arrived Fowey Cornwall from Plymouth Devon (Tabb).
 May 29: Arrived Buckie Scotland from Runcorn Cheshire.
 Jun 9-12: Sailed Buckie Scotland for Shields Tyneside.
 Jun 17: Arrived Staiths N. Yorkshire from Shields Tyneside.
 Jun 24-Jul 05: Sailed Shields Tyneside for Par Cornwall (Tabb).
 Jun 29: passed Deal Kent.
 Aug 04: Sailed Antwerp Belgium for London.
 Aug 23-27: Sailed London for Newcastle, cargo 203 tons burnt ore.
 Aug 26: collision off Scarborough Yorkshire (Appendix Q).
 Sep 05-16: Sailed Shields Tyneside for Truro Cornwall via Folkestone Kent.
 Sep 26: Sailed Truro Cornwall for Falmouth Cornwall (Tabb).

1891

May 03: Sailed Shields Tyneside for Ipswich Suffolk.
 Jul 15: Arrived Shields Tyneside from Stonehaven Scotland.
 Jul 20: Sailed Shields Tyneside for Folkestone Kent.

1892

Apr 28-May 07: Sailed Antwerp Belgium for Berwick Northumberland, cargo phosphate.
 May 19: Arrived Tyneside from Berwick Northumberland.
 Jun 03: Sailed Tyneside for Fowey Cornwall.
 Jul 25: Arrived Gravesend Kent from Rotterdam Holland.
 Aug 20: Arrived Swansea Wales from London, cargo wheat.
 Sept 05: Sailed Swansea Wales for Plymouth Devon, cargo coal (Tabb).
 Sep 25: Arrived Exmouth Devon from Plymouth Devon (Tabb).
 Oct 07: Sailed Exmouth Devon for Teignmouth Devon, ballast.
 Nov 11: Sailed Teignmouth Devon for Runcorn Cheshire (Tabb).
 Nov 15: put in at Holyhead Anglesey.

1893

Feb 03: Sailed Fowey Cornwall for Runcorn Cheshire (Tabb).
 Mar 02: Sailed Runcorn Cheshire for St Ives Cornwall.
 Mar 17: Arrived Cardiff from Hayle Cornwall.
 Mar 23-28: Sailed Cardiff for Charlestown Cornwall (Tabb).
 Apr 15-28: Sailed Charlestown Cornwall for St Valery France.

May 14-17: Sailed St Valery France for London (Tabb).
 May 30-Jun 05: Sailed London for Newcastle, cargo ore.
 Jun 15-26: Sailed Shields Tyneside for Teignmouth Devon via Southampton (Tabb).
 Jul 31: Arrived Runcorn Cheshire from Teignmouth Devon.
 Aug 10-26: Sailed Runcorn Cheshire for Helvoet Holland (Tabb).
 Sep 10: Sailed Helvoet Holland for Newcastle.
 Oct 02-17: Sailed Shields Tyneside for Cowes I.O.W. via London.
 Nov 15: Sailed Teignmouth Devon for Runcorn Cheshire (Tabb).
 Nov 23: put in at Penzance Cornwall due to damage (Appendix R).
 Dec 29: Sailed Penzance Cornwall for Runcorn Cheshire (Tabb).

1894

Jan 18: Sailed Liverpool for Plymouth Devon.
 Apr 27: Sailed Methil Scotland for Plymouth Devon, cargo coal.
 Jul 24: Sailed Shields Tyneside for London.
 Aug 06: Sailed Shields Tyneside for London.
 Aug 30: Arrived Wadebridge Cornwall from Liverpool.
 Sep 04: Sailed Wadebridge Cornwall for Cardiff.
 Oct 08: Sailed Cardiff for Charlestown Cornwall (Tabb).
 Nov 16: Arrived Runcorn Cheshire from Fowey Cornwall.
 Nov 24: Sailed Runcorn Cheshire for Plymouth Devon.

1895

Jan 17: Sailed Pentewan Cornwall for Runcorn Cheshire, cargo clay (Tabb).
 Feb 04: Arrived Shields Tyneside from Padstow Cornwall.
 Feb 18-25: Sailed Shields Tyneside for Penryn Cornwall.
 Apr 02-09: Sailed Fowey Cornwall for Antwerp Belgium (Tabb).
 Apr 27: Arrived Gravesend Kent from Antwerp Belgium.
 May 27: Arrived Staiths N. Yorkshire.
 Jun 01: Sailed Shields Tyneside for Teignmouth Devon.
 Jun 30: Arrived Glasgow from Teignmouth Devon, cargo clay.
 Oct 02: Sailed Pentewan Cornwall for Liverpool, cargo clay.
 Nov 05: Sailed Runcorn Cheshire for Fowey Cornwall (Tabb).
 Nov 27: Arrived Fowey Cornwall from Runcorn Cheshire.

1896

Jan 14: Arrived Runcorn Cheshire from Fowey Cornwall (Tabb).
 Jan 19: Sailed Runcorn Cheshire for Fowey Cornwall.
 Feb 29: Arrived Runcorn Cheshire from Fowey Cornwall.
 Mar 31: Sailed Holyhead Anglesey for Padstow Cornwall.
 Apr 29: Arrived Cardiff from Padstow Cornwall.
 May 05: Sailed Cardiff for Charlestown Cornwall.
 May 28: Sailed Charlestown Cornwall for Cardiff (Tabb).
 Jun 12: Arrived Runcorn Cheshire from Teignmouth Devon.
 Jun 19: Sailed Runcorn Cheshire for Spittle Northumberland.
 Jul 08: Arrived Berwick Northumberland from Runcorn Cheshire.
 Jul 17-18: Arrived Tyneside from Berwick Northumberland, cargo burnt ore.
 Jul 24: Sailed Tyneside for Teignmouth Devon.
 Aug 18: Sailed Teignmouth Devon for Runcorn Cheshire (Tabb).
 Sep 09: Sailed Manchester for Teignmouth Devon (Tabb).
 Oct 08: Grounded during storm at Hell's Mouth Wales sailing Manchester for Teignmouth Devon (Appendix S).
 Oct 18: Arrived Teignmouth Devon from Manchester (Tabb).
 Nov 09: Arrived Falmouth Cornwall from Teignmouth Devon.
 Nov 19: Sailed Falmouth Cornwall for Liverpool.
 Dec 05: Sailed Runcorn Cheshire for Plymouth Devon (Tabb).
 Dec 17: dep Holyhead Anglesey.

1897

Jan 20: Arrived Par Cornwall from Plymouth Devon (Tabb).
 Feb 19: Arrived Runcorn Cheshire from Par Cornwall.
 Mar 09: Arrived Holyhead Anglesey from Liverpool.
 Apr 04: Arrived Looe Cornwall from Runcorn Cheshire.
 Apr 13-14: Sailed Looe-Fowey-Looe Cornwall.
 May 01: Sailed Fowey Cornwall for Wearside.
 Jun 02: Sailed Wearside for Tyneside.
 Jun 03-10: Sailed Tyneside for Teignmouth Devon, cargo coal.
 Jul 01: Sailed Teignmouth Devon for Runcorn Cheshire (Tabb).
 Jul 17: Sailed Runcorn Cheshire for Padstow Cornwall.
 Aug 14: Arrived Cardiff from Padstow Cornwall.
 Aug 25-Sep 13: Sailed Cardiff for Fowey Cornwall.
 Oct 04-10: Sailed Fowey Cornwall for Runcorn Cheshire.
 Oct 25: Sailed Runcorn Cheshire for Plymouth Devon.
 Nov 19: Arrived Fowey Cornwall from Looe Cornwall.
 Dec 18: Sailed Fowey Cornwall for Runcorn Cheshire (Tabb).

1898

Jan 19: Sailed Runcorn Cheshire for Plymouth Devon (Tabb).
 Feb 12: Sailed Plymouth Devon for Runcorn Cheshire.
 Feb 25: Arrived Westonpoint Cheshire from Runcorn Cheshire.
 Mar 10: Passed east of Prawle Point Devon.
 Apr 28: Sailed Liverpool for Par Cornwall.
 Jun 04: Arrived Runcorn Cheshire from Charlestown Cornwall (Tabb).
 Jul 07: Arrived Shields Tyneside from Berwick Northumberland cargo burnt ore.
 Jul 09: Sailed Shields Tyneside for Blyth Northumberland.
 Jul 29: Arrived Teignmouth Devon from Tyneside, cargo coal.
 Sep 04: Sailed Runcorn Cheshire for Fowey Cornwall (Tabb).
 Nov 01: Sailed Fowey Cornwall for Runcorn Cheshire.
 Nov 19: Sailed Runcorn Cheshire for Padstow Cornwall.

1899

Jan 11: Arrived Swansea Wales from Padstow Cornwall, cargo 160 tons wheat.
 Jan 24-Feb 03: Sailed Swansea Wales for Teignmouth Devon, cargo 200 tons coal.
 Jan 27: arr Falmouth Cornwall.
 Feb 16: Sailed Falmouth Cornwall for Swansea Wales.
 Apr 02: Arrived Exeter Devon from Runcorn Cheshire, cargo manure, salt.
 Apr 04: Sailed Exeter Devon for Teignmouth Devon.
 Apr 20: Sailed Teignmouth Devon for Runcorn Cheshire.
 May 05: Sailed Runcorn Cheshire for Fowey Cornwall.
 May 26: Arrived Pentewan Cornwall from Fowey Cornwall.
 Jun 06-17: Sailed Fowey Cornwall for Runcorn Cheshire (Tabb).
 Jun 27-Jul 20: Sailed Runcorn Cheshire for Berwick Northumberland.
 Jul 31: Arrived Shields Tyneside from Berwick Northumberland.
 Aug 07-14: Sailed Shields Tyneside for Teignmouth Devon.
 Aug 26: Sailed Teignmouth Devon for Runcorn Cheshire.
 Sep 10: Sailed Fowey Cornwall for Runcorn Cheshire.
 Sep 25: Arrived Runcorn Cheshire from Teignmouth Devon (Tabb).
 Oct 05-19: Sailed Runcorn Cheshire for Looe Cornwall.
 Oct 13: arr Padstow Cornwall.
 Nov 20: Arrived Runcorn Cheshire from Fowey Cornwall.
 Dec 11: Sailed Runcorn Cheshire for Charlestown Cornwall.
 Dec 17: Fouled and severely damaged by steamer Daventry at Holyhead Anglesey.
 Assisted into refuge harbour (Appendix T).

1900

Apr 15-28: Sailed Fowey Cornwall for Runcorn Cheshire (Tabb).

May 11-18: Sailed Runcorn Cheshire for Teignmouth Devon.
 Jun 29: Arrived Westonpoint Cheshire from Teignmouth Devon.
 Jul 05-17: Sailed Runcorn Cheshire for Fowey Cornwall, cargo coal.
 Aug 24: Arrived Runcorn Cheshire from Fowey Cornwall (Tabb).
 Sep 26: Arrived Teignmouth Devon from Exmouth Devon.
 Oct 21: Arrived Runcorn Cheshire from Plymouth Devon, cargo clay.
 Oct 15: arr Holyhead Anglesey.
 Oct 28-Nov 19: Sailed Runcorn Cheshire for Looe Cornwall (Tabb).
 Nov 01: arr Holyhead Anglesey.
 Nov 30: Arrived Fowey Cornwall from Looe Cornwall.

1901

Jan 03: Sailed Fowey Cornwall for Runcorn Cheshire (Tabb).
 Jan 06: arr Holyhead Anglesey.
 Feb 01: Sailed Runcorn Cheshire for Plymouth Devon.
 Mar 01: Bumped heavily at Plymouth Devon by schooner Julia while anchored (Appendix U).
 Mar 09: Sailed Plymouth Devon for Runcorn Cheshire
 Mar 28-Apr 20: Sailed Westonpoint Cheshire for Exeter Devon, cargo manure salt.
 Apr 11: dep Holyhead Anglesey.
 Apr 25: Sailed Exmouth Devon for Teignmouth Devon.
 May 02: Sailed Teignmouth Devon for Runcorn Cheshire.
 May 24-Jun 10: Sailed Runcorn Cheshire for Berwick Northumberland (Tabb).
 Jun 15-17: Sailed Berwick Northumberland for Shields Tyneside, cargo burnt ore.
 Jul 05-19: Sailed Shields Tyneside for Par Cornwall (Tabb).
 Aug 11: Arrived Runcorn Cheshire from Par Cornwall, cargo clay.
 Aug 19-27: Sailed Runcorn Cheshire for Truro Cornwall.
 Oct 03-19: Sailed Fowey Cornwall for Runcorn Cheshire (Tabb).
 Oct 03/12: arr/dep Falmouth.
 Oct 29-Nov 03: Sailed Runcorn Cheshire for Fowey Cornwall.
 Nov 26: Sailed Fowey Cornwall for Runcorn Cheshire.
 Dec 17: Sailed Runcorn Cheshire for Fowey Cornwall.
 Dec 23: arr Holyhead Anglesey.

1902

Feb 14: Sailed Fowey Cornwall for Runcorn Cheshire.
 Feb 28: Sailed Runcorn Cheshire for Plymouth Devon.
 Jun 09-10: Sailed Berwick Northumberland for Tyneside, cargo burnt ore.
 Jun 21: Sailed Tyneside for London.
 Jul 15: Arrived Fowey Cornwall from Plymouth Devon.
 Nov 20: Arrived Runcorn Cheshire from Fowey Cornwall, cargo clay.
 Dec 01: Cook injured while at dock at Runcorn Cheshire (Appendix V).

1903

Mar 10: Sailed Holyhead Anglesey from Runcorn Cheshire for Plymouth Devon.
 Jun 06: Arrived Shields Tyneside from Lerwick Shetland.
 Jun 16-22: Sailed Shields Tyneside for Teignmouth Devon.
 Aug 26: Arrived Exeter Devon from Glasgow (Tabb).
 Sep 03: Sailed Exeter Devon for Padstow Cornwall via Teignmouth Devon.
 Sep 24-Oct 02: Sailed Teignmouth Devon for Runcorn Cheshire, cargo clay (Tabb).
 Nov 02-09: Sailed Holyhead Anglesey for Exeter Devon.
 Oct 23: arr Holyhead Anglesey from Runcorn Cheshire.
 Nov 19-20: Sailed Exeter Devon for Teignmouth Devon.
 Dec 01-08: Sailed Teignmouth Devon for Runcorn Cheshire, cargo clay (Tabb).

1904

Jan 22-27: Sailed Padstow Cornwall for Runcorn Cheshire (Tabb).
 Mar 05: Arrived Falmouth Cornwall from Runcorn Cheshire.

Feb 24: arr Holyhead Anglesey from Runcorn Cheshire.
 Mar 11: Sailed Falmouth Cornwall for Plymouth Devon.
 Mar 27-31: Sailed St Mounts Bay Cornwall for Runcorn Cheshire (Tabb).
 Apr 21: Arrived Exeter Devon from Runcorn Cheshire (Tabb).
 May 01: Arrived Teignmouth Devon from Exeter Devon.
 May 17-28: Sailed Teignmouth Devon for Runcorn Cheshire, cargo clay (Tabb).
 Jul 01: Arrived Shields Tyneside from Lerwick Shetland.
 Jul 01: Sailed Berwick Northumberland for Shields Tyneside (Tabb).
 Jul 07-16: Sailed Shields Tyneside for Teignmouth Devon.
 Aug 02-10: Sailed Teignmouth Devon for Runcorn Cheshire, cargo clay (Tabb).
 Aug 25: Arrived Salcombe Devon from Runcorn Cheshire.
 Sep 02: Sailed Salcombe Devon for Teignmouth Devon.
 Sep 27-Oct 04: Sailed Teignmouth Devon for Runcorn Cheshire, cargo clay (Tabb).
 Nov 06: Arrived Charlestown Cornwall from Runcorn Cheshire.
 Oct 17/22: arr/dep Holyhead Anglesey.
 Nov 23-Dec 05: Sailed Charlestown Cornwall for Runcorn Cheshire, cargo clay (Tabb).
 Dec 12: Sailed Runcorn Cheshire for Penryn Cornwall.

1905

Jan 05: Arrived Fowey Cornwall from Falmouth Cornwall.
 Feb 01: Arrived Runcorn Cheshire from Par Cornwall, cargo clay (Tabb).
 Mar 06: Arrived Plymouth Devon from Runcorn Cheshire.
 Feb 17: arr Holyhead Anglesey.
 Apr 04: Arrived Runcorn Cheshire from Plymouth Devon, cargo clay (Tabb).
 Apr 17: Sailed Runcorn Cheshire for Kingsbridge Devon.
 May 16-26: Sailed Teignmouth Devon for Runcorn Cheshire, cargo clay (Tabb).
 May 31: Arrived Westonpoint Cheshire from Runcorn Cheshire.
 Jul 09: Sailed Berwick Northumberland for Tyneside, cargo burnt ore.
 Jul 16: Sailed Shields Tyneside for Teignmouth Devon.
 Aug 14-21: Sailed Teignmouth Devon for Runcorn Cheshire, cargo clay (Tabb).
 Sep 17: Arrived Looe Cornwall from Runcorn Cheshire.
 Dec 09: Arrived Runcorn Cheshire from Fowey Cornwall (Tabb).

1906

Jan 24: Arrived Charlestown Cornwall from Runcorn Cheshire (Tabb).
 Mar 08: Arrived Runcorn Cheshire from Charlestown Cornwall, cargo clay.
 Mar 30: Arrived Exeter Devon from Runcorn Cheshire.
 Apr 05: Sailed Exeter Devon for Teignmouth Devon (Tabb).
 Apr 21: Sailed Teignmouth Devon for Runcorn Cheshire, cargo clay.
 May 31: Arrived Holyhead Anglesey from Runcorn Cheshire for Fowey Cornwall.
 Jun 18: Sailed Fowey Cornwall for Par Cornwall.
 Jun 25-Jul 04: Sailed Par Cornwall for Runcorn Cheshire.
 Jul 10-19: Sailed Runcorn Cheshire for Exmouth Devon (Tabb).
 Jul 27: Arrived Teignmouth Devon from Exmouth Devon.
 Aug 10-23: Sailed Teignmouth Devon for Runcorn Cheshire, cargo clay (Tabb).
 Aug 15: arr Falmouth Cornwall.
 Sep 30: Sailed Runcorn Cheshire for Penryn Cornwall.
 Oct 13: Arrived Padstow Cornwall from Fowey Cornwall.
 Oct 17-29: Sailed Padstow Cornwall for Runcorn Cheshire cargo clay (Tabb).
 Nov 03-14: Sailed Runcorn Cheshire for Fowey Cornwall via St Ives Cornwall.
 Nov 16: Sailed Fowey Cornwall for Charlestown Cornwall.
 Dec 12: Arrived Falmouth Cornwall from Charlestown Cornwall.
 Dec 25: Arrived Westonpoint Cheshire from Charlestown Cornwall (Tabb).

1907

Jan 28: Arrived Falmouth Cornwall from Runcorn Cheshire (Tabb).
 Jan 19: arr Holyhead Anglesey.
 Feb 07: Arrived Par Cornwall from Falmouth Cornwall.

Feb 17-Mar 02: Sailed Par Cornwall for Runcorn Cheshire, cargo clay (Tabb).
Apr 02: Arrived Exmouth Devon from Runcorn Cheshire.
Apr 14: Sailed Exmouth Devon for Teignmouth Devon (Tabb).
May 03-11: Sailed Teignmouth Devon for Runcorn Cheshire, cargo clay.
May 25: Arrived Plymouth Devon from Runcorn Cheshire.
Jun 23: Arrived Runcorn Cheshire from Plymouth Devon, cargo clay.
Jul 13: Arrived Berwick Northumberland from Runcorn Cheshire (Tabb).
Jul 20: Sailed Berwick Northumberland for Tyneside.
Jul 27: Sailed Shields Tyneside for Teignmouth Devon.
Jul 30: passed Walmer Kent.
Aug 27: Collided in Mersey with unknown steamer sailing Teignmouth Devon for Runcorn Cheshire (Appendix W).
Sep 24: Arrived Charlestown Cornwall from Runcorn Cheshire (Tabb)
Oct 09-Nov 02: Sailed Charlestown Cornwall for Runcorn Cheshire.
Oct 23: dep Falmouth Cornwall.
Dec 03: Arrived Holyhead Anglesey from Runcorn Cheshire (Tabb).
Dec 22: Sailed Holyhead Anglesey for Plymouth Devon.

1908

Feb 13: Arrived Runcorn Cheshire from Plymouth Devon, cargo clay.
Mar 06: Arrived Holyhead Anglesey from Runcorn Cheshire (Tabb).
Apr 25: Arrived Runcorn Cheshire from Teignmouth Devon, cargo clay.
May 06: Sailed Runcorn Cheshire for Par Cornwall.
May 17: Sunk north of Pendeen, Land's End Cornwall after colliding with the steamship Hartland in thick fog (Appendix X).

8.0 Conclusions & Recommendations

The project took approximately 4 working days with half of that time spent on on-line research.

Having read the report sufficient information has been collated to compile a comprehensive history of the schooner Rare Plant. Although reported as wrecked in Abersoch Bay in Oct 1896, the Rare Plant was only grounded and the crew saved. The Rare Plant was refloated very quickly and continued to sail until May 1908 when it sank off Land's End after colliding with a steamship. Again the crew were saved.

The schooner Rare Plant was a very active vessel initially sailing trans Atlantic routes between the UK via the Azores/Portugal to Newfoundland, Brazil and the West Indies and vice versa. On some trips the Rare Plant would voyage to Mediterranean Ports in Spain, Italy and Greece from Newfoundland. After a change in ownership the Rare Plant stopped sailing Trans Atlantic and sailed between U.K, Ireland and North Sea European ports. Cargoes carried included raw materials, processed materials, fruits, fish and timber.

Many different WebPages were viewed ranging from large organisations to smaller WebPages such as local history or people with a given interest in a subject (See Section 9.1). The quantity and quality of the WebPages appeared depended on the targeted audiences and the amount of work undertaken. Some of the historical and interest in a subject WebPages were extremely useful. Newspaper archives were also very helpful in giving an overall picture of the operation of the ship and filling in information gaps.

Much of the data collated between websites checked out with some discrepancies observed.

A few WebPages viewed led to pay to view pages. However in most cases the information was obtained from other sources.

From the research conducted, setting a goal and how to reach that goal should be mapped out first. Careful use of specific words in search engines is very important. Due to the name a more specific search through archived newspapers was made using specific newspapers to view e.g. Lloyd's List. This vastly reduced the number of articles but keep the search focused.

9.0 References

9.1 Online WebPages

The following websites and pages have been used in the compilation of this report:

<https://www.britishnewspaperarchive.co.uk/>

<https://www.crewlist.org.uk/data/vesselsalpha?shipsearch=RARE+PLANT&SearchType=Exact&submit=search>

<https://www.crewlist.org.uk/data/viewimages?&name=Rare%20Plant&steamsail=Sail&submit=Enter&year=1868>

<https://hec.lrfoundation.org.uk/archive-library/lloyds-register-of-ships-online>

<https://newspapers.library.wales/>

http://www.rhiw.com/y_mor/shipwrecks/llyn_shipwrecks/llyn_e.htm

http://shippingandshipbuilding.uk/view.php?year_built=&builder=&ref=227731&vessel=RARE+PLANT

<https://www.wrecksite.eu/wreck.aspx?286826>

9.2 Personal Correspondences

I would like to thank Mr Ian Cundy for supplying the initial information and other information with regards to the research project.

9.3 Publications

Wreck and Recue on the Coast of Wales – The Lifeboats of Cardigan Bay and Anglesey – Henry Parry

Appendices:

Appendix A: Appropriation Book 1866, Rare Plant

Official Number.	Name of Ship.	Tonnage.	Whether Steam or Sailing Ship.	Port of Registry.	Date of Registry.	Occasion of Appropriation.	Date of Appropriation.
5134 0	Kayashke	146	"	"	5 Feb 1866	"	"
1	Carry On	150	"	"	20 " "	"	"
2	Amie	129	"	"	2 Mar "	"	"
3	Dawn	142	"	"	9 May "	"	"
4	Garowitz	120	"	"	31 " "	"	"
5	Vivandure	179	"	"	3 Sept "	"	"
6	Rare Plant	128	"	"	5 Sept "	"	"
7	Waff	130	"	"	6 " "	"	"

Appendix B: Lloyd's Register 1867, Rare Plant

1867-68.											RAN		
No	Ships.	Masters.	Tons.	DIMENSIONS.			BUILD.		Owners.	Port belonging to.	Port of Survey and Destined Voyage.	Classification.	
				Length.	Breadth	Depth.	Where.	When.				No. Years first assigned.	Character for Hull & Stores
7	Rapide Bk	Boek'lman	498	155.7	31.5	17.2	Jebstd	1863	Malin, jr.	Jacobstd	Hul.	5 A	1
	F.&C.63						Malin, jr	7mo.				12,63	
8	Rapido Bk	W. Judd	299	129.2	24.5	16.1	Hringt	1855	Robinson &	Liverp'l	Liv.	13 A	1
	F.&YM.65c.f.											3,65	
9	Rare Plant Sr	H. Cowel	128	90.2	21.5	11.7	Drtmh	1866	WB'ddly	Brixhm	Drt. St. Mich.	9 A	1
	F.&YM.66c.f.						Moore	8mo.			(A.&C.P.)	9,66	
70	Raritonga S	J. Craiger	927	169.3	35.3	22.7	N. Brns	1865	Milledge	Liverp'l	St. J. Liverp'l	7 A	1
	pt I.B.						Millidge	12mo.	Non-named	Hermit,	- See No. 2 in Supplement	11,85	
1	Ratcliff Bk	Shotton	649	124.0	29.0	22.0	Whitby	1842	Hall, Brs &	Nwestle	Shl. Medit.	11 A	1

Appendix C: Sail of Cargo from Newfoundland at Teignmouth, Oct 1867

NEWFOUNDLAND DRY FISH.
NOW Landing ex Rare Plant, at the Railway Wharf, Teignmouth, a cargo of prime DRY FISH. This being the cheapest Mart in the United Kingdom, buyers are invited to visit the Stores, when they can see the qualities and hear the prices. G. P. WARD, Teignmouth.

Appendix D: Mercantile Navy List 1868, Rare Plant Brixham

Official No.	Name of Ship and Port of Registry.	Commercial Code Signal (if any).	Registered Tonnage.	Horses Power.	Name and Address of <i>Sole</i> Registered Owner, or of <i>Managing</i> Owner when there are more Owners than One.
25613	Rapido, Liverpool	P.G.R.L	299	..	Robinson and Foster, Liverpool. [setshire.
19584	Rara Avis, Weymouth	M.S.N.L	15	..	Cpt. H. M. Freestun, R.N., Combe Grve., nr. Bath, Somer-
51346	Rare Plant, Brixham	H.L.N.O	128	..	F. W. Baddeley, Brixham, Devon.
43464	Rascal, Quebec	T.P.C.M	40	..	Hyppolite Brassard, Malbau, Charlevoix, Canada.
28392	Ratcliff, Colchester	P.W.G.R	200	..	Robert Chitham, jun., Greenwich, Kent.
15686	Ratcliff, London	I.T.H.O	650	..	Hall, Brothers 2 Broad Chain Newcastle

Appendix E: Arrived Liverpool from Azores, Feb 1873

vessel was erroneously reported
 The **Rare** Plant, Pemberthy, from St. Michael's, at this port, experienced strong gales from NE to NW. On Feb. 5, between Mount's Bay and Scilly, had terrific gales from NE. Saw a great number of vessels beating to windward; also passed a large quantity of wreckage, and the side of a vessel, apparently not long in the water.

Appendix F: Court Case against Apprentice Crew Member, July 1874

Mr Baddeley, a ship owner, who stated that on the 24th June, the schooner **Rare Plant**, came into Torbay, from a foreign voyage. The apprentice was allowed to go home the same day, and on the next morning he returned with his father, who drew all the money due to the lad, saying he wanted to supply him with clothes, instead of which the father took the lad home and kept him there, so that the vessel was obliged to proceed without him. The lad had been taken before two Justices, been convicted, and was now undergoing punishment.

P.C. Simpson proved the lad was at his father's house and P.C. Madden proved his having apprehended the lad near his father's house. The father told him he did not consider the lad was bound to go another voyage.

The bench inflicted a penalty of £1 19s 6d, to include costs.

Appendix G: Collided at Mumbles, Dec 1874

RARE PLANT.—Report of John Fluckart, Mate of the schooner **Rare Plant**, of Brixham, 128 tons, from St. Michael's on the 23d of Nov. for the Bristol Channel, in ballast:—All well when we brought up in the Mumbles Roads on the 6th, at 10 A.M., with the port anchor. On Tuesday the 8th, at 11 A.M., we let go the second anchor, and veered 65 fathoms on port anchor and 35 fathoms on starboard anchor. Between 1 30 and 2 A.M. on the 9th we cut down starboard hawse pipe. On the said 9th Dec., at 1 30 A.M., the tide at the time one hour's flood, the weather thick, and the wind in the W.S.W., a heavy gale, ship was riding to two anchors, with 65 fathoms to port anchor and 35 to the starboard anchor. At 2 A.M. the starboard chain parted; the ship then dragged her port anchor until we drove alongside of the Rivere, of Hayle, carrying away port main rails with seven stanchions, jibboom spritsailyard, and chafing the planks on one side. We then paid out port chain to 90 fathoms, shackled on starboard chain, paid out to a total of 110 fathoms, by this time clearing the Rivere and riding the gale out.—Britonferry, Dec. 10.

Appendix H: Mercantile Navy List 1879, Rare Plant Guernsey

Official No.	Name of Ship and Port of Registry.	Rig.	Where built.	When built.	International Code Signal (if any).	Registered Tonnage.	Name and Address of Sole Registered Owner, or of Managing Owner when there are more Owners than One.
30490	Rapide, Port Louis	Sr.	Mauritius	1855	Q.L.B.P	26	J. F. Georges, Port Louis, Mauritius.
25613	Rapido, London	Bk.	Harrington	1855	P.G.R.L	299	John Lambert Walker, 5, Laurence Pountney Lane, City, London.
51346	Rare Plant, Guernsey	Sr.	Dartmouth	1866	H.L.N.C	128	Frederick William Baddeley, sen., Brixham, [Devon].
43464	Rascal, Quebec	Sr.	Malbaie	1862	T.P.C.M	40	Wm. Evan Price, Quebec.
28392	Ratchiff, Ayr	Sw.	Sunderland	1860	P.W.G.R	186	John Boyd, Green St., Newton, Ayr.
16273	Rathcoursey, Cork	Sp.	Rathcoursey, Cork	1837	..	25	Samuel Allen, Middleton, co. Cork.

Appendix I: Arrived Azores Damaged and With Loss of Life, Mar 1880

Rare Plant, British schooner, of Guernsey, from Newfoundland to Lisbon, put into St. Michaels March 22, with decks swept, bulwarks stove, sails split, and jettison of a portion of the cargo. Two men were also lost.

Appendix J: Put Back for Dartmouth Damaged, Dec 1881

DARTMOUTH, Dec. 10, 11 16 A.M.—RARE PLANT schooner, Blake, 58 days from Cadiz for Newfoundland (salt), has put back to Torbay with much damage to bulwarks, stanchions, and jibboom gone.

Appendix K: Severe Weather in Atlantic, Feb 1883

The captain of the ship Rare Plant, which has arrived at Liverpool from St. John's, with a cargo of seal oil, reports having encountered severe weather. During a terrific gale on January 16, he filled a large canvass bag with seal oil and towed it astern of the vessel, which was running before the wind. It had the effect of rendering the waves almost powerless, and to this precaution the captain attributes the safety of his vessel.

OIL ON TROUBLED WATERS.—Mr Charles Blake, of Brixham, master of the schooner Rare Plant, has been requested by the Board of Trade to give them a report of the successful manner in which he used the bags of oil to prevent the sea from breaking over his vessel while crossing the Atlantic during the late heavy gale.

Appendix L: Collision in the Mersey, Loss of Master, Sep 1883

FATAL COLLISION ON THE MERSEY.

During the height of the storm on Monday the schooner *Rare Plant*, of Padstow, for Runcorn, entered the river late at night, and in trying to beat up the stream about eleven o'clock she came into collision with the brigantine *Waldemar*, from Iceland, which was lying at anchor between Liverpool and Birkenhead, carrying away the headgear, &c., of the latter. The *Rare Plant* had encountered very severe weather while coming up the channel, and two of her crew were disabled, so that only her captain and owner, Mr. Edwin Fab, residing at Church-street, Padstow, the mate, Henry Harvey, and a boy were left to work the ship. At the time of the collision the mate heard the captain calling out to the brigantine, and was under the impression that he had got on board of her to save his life, because he missed him soon after the vessels got clear of each other. Harvey got the *Rare Plant* to an anchor during the night, but as he had no one on board to help him except the boy, the other two being below, he was unable to communicate with the shore till yesterday afternoon, when he came ashore and caused inquiries to be made, resulting in the deplorable fact that the captain did not get on board the *Waldemar*, and that he was drowned at the moment of the collision. The *Waldemar* was docked during the day.

RARE PLANT.—*Liverpool*, Sept. 4, 3 12 p.m.—The *Rare Plant*, from Fowey, in coming up the river last night, fouled the *Waldemar*, from Bergen, at anchor in the river. The master of the *Rare Plant*, in attempting to get on to the other vessel was drowned. She also fouled the *Annie*, of Swansea, and the *Sofia*, from Bilbao, doing them slight damage. She had her own bulwarks, mainsail, and stem, &c., damaged.

A CORNWALL CAPTAIN DROWNED.—Thomas Dagnall, one of the hands of the ferryboat *Mollington*, found the body of a man floating near the Woodside landing stage on Sunday morning. The body was afterwards identified as that of Edward Tabb, master of the schooner *Rare Plant*, which had arrived in the Mersey from Fowey on the night of the 3rd inst. While off the King's Dock the *Rare Plant* collided with another vessel, and immediately afterwards Tabb cried out "I am over the bowline." It was at the time very dark, and a strong north-west gale was blowing. It was supposed that at the moment of the collision he got entangled and was thrown overboard. At an inquest held before Mr. Clarke Aspinall in Liverpool, on Tuesday, the verdict found by the jury was one of "Accidental drowning."

RARE PLANT.—*Liverpool*, Dec. 16, 3 53 p.m.—The *Rare Plant*, from *Fowey*, at *Runcorn*, on 12th inst. off North-west Ferry was fouled by the *Julia*, of *Padstow*, and lost bulwarks, stanchions, &c.

Appendix N: Mercantile Navy List 1884, Rare Plant Padstow

Official No.	Name of Ship and Port of Registry.	Rig.	Where built.	When built.	International Code Signal (if any).	Registered Tonnage.	Name and Address of Sole Registered Owner, or of Managing Owner when there are more Owners than One.
51346	Rare Plant, Padstow	Sr.	Dartmouth	1866	H.L.N.C	128	Edmund Tabb, Padstow.
81109	Raritan, St. George, Grenada	Sr.	United States	(a)	..	38	Robert Thompson, Carriacou, Grenada.
78397	Rata, Auckland, N.Z.	Sr.	Auckland, N.Z.	1880	..	46	The Auckland Timber Co., Lim., Auckld., N.Z.
28392	Ratcliff, Ayr	Sw.	Sunderland	1860	P.W.G.R	186	John Boyd, Green St., Newton, Ayr.
16273	Rathcoursey, Cork	Sp.	Rathcoursey, Cork	1837	..	25	Samuel Allen, Middleton, co. Cork.

Appendix O: Disappearance of Crew Member at Runcorn, Apr 1886

MYSTERIOUS DISAPPEARANCE OF A SEAMAN AT RUNCORN.—On the afternoon of Saturday, 3rd inst., a seaman named John Coram, of Teignmouth, about 25 years of age, unmarried, then serving on board the schooner "*Rare Plant*," of Padstow, left his vessel at Weston Point Docks for the purpose of transacting some business in Runcorn, and as he has not since turned up at his vessel it is conjectured he has been drowned somewhere on the route between Runcorn and Weston Point, as the canal between these two places is insufficiently lighted. He was last seen leaving Runcorn about 11 p.m. the same evening. His clothing, wages, &c., have been handed over to the Customs Authorities till claimed by his nearest relatives.

Appendix P: Court Case for Smuggling of Master and Mate, Jul 1888

GREENWICH.
EXTENSIVE SMUGGLING.—*William Henry Tabb*, 28, of Padstow, Cornwall, master of the sailing vessel, *Rare Plant*; and *Edmund Tabb*, 32, of Weybridge, mate of the vessel, were charged with smuggling 5lbs. of cigars, 4½ lbs. of tobacco, and some perfumed spirits, all of foreign manufacture, and liable to duty.—A Customs officer said he rummaged the vessel on Friday, and found the smuggled articles in a false bulkhead.—The prisoner *William* claimed the greater part of the property.—The prisoners now expressed regret, saying this was the first time they had offended in this way. The ship had come from Rotterdam.—Mr. Marsham fined *William* 8l. 10s., double value and duty, or one month's hard labour; and *Edmund* 1l. 6s., or 14 days'.

Appendix Q: Collision off Scarborough, Aug 1890

VICTOR (tug).—*Scarborough, Aug. 26, 2 22 p.m.*—Paddle steamer **Victor**, of Grimsby, Robinson, from Middlesbrough, seeking employment, collided with a Welsh schooner bound for Tyne, about 11 a.m., some eight miles off Scarborough; **Victor** towed into Scarborough by tugs **Tuskar** and **Admiral**, and now lies sunk in harbour; crew saved.

VICTOR (tug).—*Scarborough, Aug. 26.*—Later: The engineer of the **Victor** states that he read the name **Rare Plant** in the bow of the schooner, but he is not quite sure of the second word.

RARE PLANT.—Report of William Henry Tabb, master of the schooner **Rare Plant**, of Padstow, 98 tons, from London, Aug. 23, at 6 a.m., for River Tyne, with 203 tons burnt ore and two passengers:—On the 26th, at 10 15 a.m., weather clear, wind W. by S., blowing a strong breeze, with a smooth sea from the W., the vessel was proceeding towards the Tyne under two reefed mainsails, other small sails stowed, going at the rate of between six and seven miles an hour. The position of the vessel would be about four miles W. of Scarborough, and our course would be N.W. by N. I observed a tug coming towards us from the W. When within hailing distance he asked where we were bound to. I replied Newcastle. The tug steamed on further and hailed us again, when he received the same reply. At the same time he was coming straight for our midships. The speed of the tug then appeared to be reduced. Immediately afterwards the tug struck us on our midships, carrying away mainsail and stanchions; no damage to hull of vessel, to all appearance. I could not state damage to tug. I called upon master of tug to inspect damage he had done, but he did not do so, and proceeded. I stopped my vessel and hoisted colour for other vessel to come near. The tug went off towards Scarborough. I then proceeded for the Tyne, where we arrived without further casualty to-day, about 8 a.m.—**Newcastle, Aug. 27.**

The schooner **Rare Plant**, of Padstow, arrived at Penzance yesterday afternoon in a damaged condition. She had been out in the whole of the gale and had a trying experience, losing her jibboom, sails, and galley, and sustaining other damage.

Appendix S: Ran Aground at Abersoch Bay in Storm, Oct 1896

LLANENGAN, GER ABERSOCH.
 YR YSTORM.—Diwedd yr wythnos ddiweddar, ymwelwyd â'r gororau hyn gan yr ystorm fwyaf nerthol o wynt ag sydd mewn cof er's amser maith. Gelwir y culfor sydd rhwng Llanengan yn Borth Neigwl, ond yr hen enw yw 'Safn Uffern'; ac wrth yr enw diweddar yr adwaenir ef gan lawer hyd heddyw, a dywedir y gelwir ef felly am ei fod yn un o'r lleoedd mwyaf peryglus i longau dd'od iddo. Nos Iau, yn y lle peryglus hwn, gwelid arwyddion o gyfyngder yn dyfod oddiwrth lestr neillduol. Cymaint ydoedd ffyrnigrwydd yr ystorm a'i heffeithiau ar y rhan beryglus hon o'r môr, hysbyswyd ni pe buasai cymorth y bywyddad yn ymyl mai anhosibl fuasai ceisio cyraedd y long. Ysgubwyd y llestr i'r lan, a gwelwyd mai yr agerlong 'Emily,' o Gaerdydd, yn rhwym gyda llwyth o lo i Larne, Iwerddon, ydoedd. Dywedir i'r cwmpawd fyned o drefn, a chymaint ydoedd uchder yr ystorm fel na chafodd y dwylaw olwg ar oleuni Enlli na St Tudwall. Agerlong newydd a hardd ydyw yr 'Emily,' wedi ei gwneuthur yn 1893, a rhif ei dwylaw yn naw. Er mai anffodus fu i'r ddamwain gymeryd lle, gallasai pethau fod yn waeth, canys pe buasai y llestr wedi taro ar rai o'r creigiau cyfagos, buasai y canlyniadau mae'n debygol, yn angeuol i fywydau. Yr ydym droion wedi crybwyll am eofndra a dewrder dwylaw y bywyddad 'Oldham,' Abersoch. Dywedir fod y cwch hwn yn un o'r rhai goreu ar arfordir Prydain Fawr, ac ni fu y criw trwy yr ystorm hon yn llai nodedig am eu parodrwydd a'u hymroddiad i geisio achub eu cyd-ddynion nag yn y gorphenol. Yn St Tudwall's Road teffid allan arwyddion o gyfyngder ymhob cyfeiriad. Achubwyd a dygwyd i'r lan gan y criw 22 o bersonau, fel y canlyn:—Y llestr 'House of Cardigan,' 3 o fywydau; 'John Gibson,' ysgwner, Fleetwood, 4; 'Rare Plant,' ysgwner o Padstow, 8, ymysg y rhai yr oedd gwraig y cadben a dau bleutyn; 'Topaz,' 3; yr agerlong 'Scott,' o Newport, Myuwy, 4. Yn ychwanegol, deallwyd i'r rhai canlynol gael eu tori oddiwrth eu hangorion, a'u chwythu a'u traethellu yn Llaubedrog:—'Jane Gray,' a'r 'Cambrian,' dwy ysgwner, y dwylaw yn ddiogel. Eto yn Mhwlheli, 'Gowerian,' a'r 'Alpha,' dwy ysgwner; a 'Glyndwr,' y dwylaw eto oll yn ddiogel.—*T. L. E.*

During the terrible storm of October 1896 many ships had dropped anchor in Abersoch Bay, on the 'roads', but a lot of them broke free and drifted at the mercy of the sea. One of them had her pumps broken and three of them drifted across Cardigan Bay ending up on Abererch beach. They were there for months until there was enough water to re-float them and get them back out to open sea. I heard many old folk who remembered that storm, say that the sea actually went over the St Tudwal's and that the families of those on board the various ships could only watch helplessly as the ships battled relentlessly against the elements. The names of the ships that were lost were the 'Gibson' (Fleetwood), 'Rare Plant', 'Mouse' (Cardigan), John (Padstow), Tapaz (Milford S. Scott (Newport)

http://www.rhiw.com/y_mor/shipwrecks/llyn_shipwrecks/llyn_e.htm

Appendix T: Collision at Holyhead, Dec 1899

THE DAVENTRY RARE PLANT, AND EMILY MILLINGTON.—
 Holyhead telegraphs: Steamer Daventry, whilst anchored in roadstead, dragged anchors and fouled schooners Rare Plant and Emily Millington, of Runcorn, severely damaging both; schooners assisted into refuge harbour.

Appendix U: Collision at Cattlewater Cornwall, Mar 1901

A SOUTH-WEST GALE.

About two o'clock yesterday afternoon in the height of a very heavy westerly squall, the schooner Julia anchored in the mouth of Cattlewater, where she arrived yesterday from St. Ubes, via Polperro, with salt, dragged her anchors and was bumping heavily against the schooner **Rare Plant**. The tugs Lorna and Stag went out and towed the Julia into Sutton Pool Creek, where she was bound to discharge her salt. The damage to the Julia is slight, but she smashed in some bulwarks and rail of the Rare Plant, and but for the prompt assistance of the tugs the damage would have been very serious.

The master of the **Rare Plant**, of Padstow (Mr. W. H. Tabb), wishes to contradict the statement that his vessel's bulwarks and rail were smashed in on Friday by the schooner Julia, which dragged her anchor in Cattlewater.

Appendix V: Crew Member Injured at Runcorn, Dec 1902

WIDNES MAN INJURED AT RUNCORN.—Last evening Joseph Coburn, cook on the schooner **Rare Plant**, of Padstow, now at Runcorn Dock, fell down the fore-castle of that vessel and injured his back. Mr. W. Bankes and Mr. W. Shaw, seamen's missionary, rendered first aid, and conveyed him on the ambulance to his home at Viaduct-street, Widnes, where he was attended by Dr. Hutchinson, who was unable to state the extent of the injuries until he could make an examination.

Appendix W: Collision in the Mersey, Sep 1907

PADSTOW.

—:O:—

It is reported that the vessel The **Rare Plant**, of Padstow, from Teignmouth to Runcorn, with clay, had her main boom broken by a collision on August 27th with an unknown steamer in the River Mersey.

Appendix X: Collided and Sank off Land's End, May 1908

SUNK NEAR LAND'S END. Shipwrecked Crew at Newport.

The crew of the shipwrecked schooner Rare Plant, of Padstow, were landed at Newport on Sunday evening by the steamer Hartland, of Sunderland. They report that when off Pendeen, near Land's End, the Rare Plant collided with the Hartland, and the crew only had time to save themselves in their own boats. The whole of their effects were lost. Some of them, who were only half-dressed at the time of the collision, were given clothes by the crew of the Hartland. On Sunday night they were lodged at the Seamen's Home, and on Monday were sent home by the Shipwrecked Mariners' Society. The names of the shipwrecked men are Captain W. H. Tabl, P. J. Morquand, Richard Othis, and James Devine, of Padstow, and a lad named Daniel Munroe, of Runcorn.

RARE PLANT.—*London, May 19.*—Hartland (s), of London, has landed at Newport the master and crew, five in all, of the schooner **Rare Plant**, of Padstow. The vessels were in collision off Land's End in a thick fog and the schooner's crew had just time to save themselves in their boat before their vessel sank. They lost all their effects.

————— *Newport, May 19, 11 20 a.m.*—
Hartlands (s), of London, from Hull, in water ballast, collided with **Rare Plant**, of Padstow, 7 miles north of Padstow, on 17th inst. The latter vessel was sunk, but crew were saved by taking to the boat and getting

Padstow Vessel goes Down.

During the week-end and for several days, a dense sea mist has prevailed. The warm damp air has been splendid for agriculture, but at sea the mist is not at all welcome. It has caused the loss of another Padstow vessel, the schooner, "**Rare Plant**." This fine schooner, owned by Mr Charles Allport, and captained by Mr Willie Tabb, of Padstow, was run into on Sunday morning near Pindeer, Lands End, by the London steamer Hartland. Captain Tabb and the crew of five had just time to get off in their own boat, when the **Rare Plant** went down. They lost all their personal effects. The Hartland landed the crew at Newport where they were looked after by the Shipwrecked Mariners' Society, and sent to Padstow on Monday. The **Rare Plant** was a schooner of 98 tons register, and was built at Dartmouth in 1866.

