### **Inarime**

Туре	Composite Barque
Launched	Record not found, but believed to be January 1869
Built by	W Doxford & Sons of Deptford, Sunderland
Official Number	60913
Gross tonnage	684
Dimensions (LxWxD) ft	173.0 x 31.1 x 18.6
Ownership	Glover Brothers of London
End of Life	Wrecked 4 Oct 1869 in South China Sea

Launched in January 1869 from the yard of William Doxford & Sons, Inarime<sup>1</sup> loaded 988t of 1A coals in Sunderland during February, then sailed for Shanghai on 3 March under Captain Robert H lvey<sup>2</sup>.

She loaded 825,300lb of tea at Foo Chow and left there on 16<sup>th</sup> September.

On 4<sup>th</sup> October 1869 she struck a reef in the China Sea. The crew took to the boats, several of which were picked up and the crew landed safely. However, one boat, with six of the crew were reported missing and it has not yet been established whether they perished.

It was estimated that the loss amounted to some £100,000.

A Court of Inquiry was held in Singapore and Captain Ivey was held accountable for the loss. His license was suspended for 9 months. The 1<sup>st</sup> Mate, Mr D'Aubert<sup>3</sup> was also censured for poor record keeping. Reports on the loss, and the Court of Inquiry are included in figures 1 and 2 below.

#### **Acknowledgement of Sources**

English newspaper images below are reproduced with kind permission of The British Newspaper Archive. (www.britishnewspaperarchive.co.uk)

### **Author's Note**

This paper has been researched and written as part of a family history study of the Glovers and their businesses. The information gleaned could be of interest to others, either with an interest in maritime history, or family connections with seamen associated with this vessel. I therefore felt it worth making my work on Glovers' Sunderland built ships available on a non-commercial basis through Peter Searle's very comprehensive and rapidly growing website.

### Bill Swift – 13 November 2015

<sup>&</sup>lt;sup>1</sup> Inarime is an island in the Tyrrhene Sea

<sup>&</sup>lt;sup>2</sup> Robert Humphrey Ivey, b Fowey, Cornwall 1829, d Hackney 1922

<sup>&</sup>lt;sup>3</sup> Probably Francis D'Aubert of Jersey, but this is not confirmed.

Figure 1 – Reports on the loss of the Inarime

## LOSS OF A SUNDERLAND BUILT CLIPPER SHIP.

Another China clipper ship was yesterday reported lost—the Inarime, from Foochoofoo for London. The news, which comes by way of Galle, 17th Nov., is to the effect that she had been wrecked in the China Sea. The Inarime, which was on her first voyage, left Foochoofoo on the 16th September last, and had on board \$56,400lbs. of new teas. She was built in the spring of this year by Mr Doxford, of Sunderland, for Glover Brothers, of London. She was a "composite" ship, and 655 tons register. It is understood her carge is valued at £100,000. Insurances were effected on her at Lloyd's, but no greater than £20,000; the bulk will fall on the China insurance offices.

Shields Daily Gazette - Friday 03 December 1869 Image © THE BRITISH LIBRARY BOARD. ALL RIGHTS RESERVED

## THE LOSS OF THE SUNDERLAND-BUILT CLIPPER INARIME.

The clipper ship Inarime, Ivey, from Foochow for London (tea), struck on one of the London reefs, in the China Sea, Oct. 4th, and became a wreck (as previously reported.) The captain and some of the crew are at Labuan; four men have arrived at Singapore, and six are reported to have reached Saigon, but there is one boat missing with six of the crew in it.

Shields Daily Gazette - Tuesday 14 December 1869 Image © THE BRITISH LIBRARY BOARD. ALL RIGHTS RESERVED.

### Figure 2 - Court of Inquiry

# THE LOSS OF THE SUNDERLAND-BUILT CLIPPER INARIME.

SUSPENSION OF THE CAPTAIN'S CERTIFICATE.

A Court of Inquiry has been held at Singapore relative to the loss of this vessel, which occurred in the China Seas, as briefly announced in our columns recently. The Inarime was a vessel of 665 tons register, was built last year by Messrs Doxford and Sons, of Deptford, was commanded by Mr Robert Humphrey Ivey, and was on her first voyage from Foochow to London, with a cargo of tea. At the close of the evidence, the court gave the following decision:-That the Inarime left Foochow on the 17th of September, bound for London. On the 2nd October, 1869, the ship's position at noon was in lat. 11 7 N, and long. 111 47 E. From that point she stood on the starboard tack, heading about S by W, till noon on the 3rd October, making by the log 110 miles, course S 2 W, when her true position was determined by the master's observations to be lat. 9 11 N, long, 112 45 E, showing a true course made ESE 4 E, distance 128 miles. At 8 a.m. on the 3rd, the Fiery Cross Reef was distinctly seen from the ship's deck, bearing SSE, about four miles distant. The ship remained on the starboard tack till nearly 1 p.m., when she tacked to the northward and westward. She continued on this course till 1 p.m., then tacked to the southward, and remained on that tack till about 4 30 a.m. on the 4th October, when the vessel struck on one of the London Reefs and became a total From the evidence, the Court was of opinion that the Inarime was lost entirely through carelessness and imprudence on the part of her master, Mr Ivey, as shown in the following instances:—First. In not noticing that he had experienced a current of nearly 60 miles setting to the eastward from noon of the 2nd to 8 a.m. of the 3rd, when he sighted Fiery Cross Reef, which, by his reckoning, should have been 60 miles to the eastward of him. The set and strength of this

current were further confirmed by the master's observations at noon. Secondly. In approaching on a dark, cloudy night such a well-known dangerous locality as the London Reefs, particularly with light variable winds and strong currents. We must also remark on the disgraceful manner in which the Inarime's log-book was kept by the chief mate, Mr D'Aubert, as in no one instance after leaving Foochow till the ship was lost was her true position entered in it, and for this Mr D'Albert deserves the strongest censure. Taking into consideration the high testimonials handed in to the Court by Mr Ivey, late master of the Inarime, the Court only suspended his certificate of competency from the Board of Trade, No. 3,444, for nine months from this date, and severely censured him. In conclusion, they remarked on the great kindness shown by the captains of the French ship St. Ives, and North German barque Bonito, who landed the master's and chief mate's boats' crews respectivly at Labuan and Saigon. Also, on the conduct of the crew of the native prow who picked up the second mate and his boat's crew, provided them with food and sent them on to Labuan. name of the island to which these natives belong is not quite clear from the evidence of the second mate, but could doubtless be ascertained from the authorities at Labuan.

Shields Daily Gazette - Wednesday 23 February 1870 Image © THE BRITISH LIBRARY BOARD. ALL RIGHTS RESERVED.