The Clipper Ship THAMES CITY

Author - Bill Swift Date – 27 December 2015

Introduction

This paper has been written as part of a study of the Glover family. Captain Thomas Glover¹, my wife’s Great Great Great Uncle, was sometime captain of the clipper ship Thames City. Thomas Glover was the son of Alderman Terrot Glover JP of South Shields and brother of Sir John Glover, Robert Reaveley Glover and Septimus Jonathan Glover, the founders of Glover Brothers, ship brokers and ship owners of London.

There are some interesting aspects to the history of this vessel which extend beyond family and maritime history and there is misunderstanding in some of the data already in the public domain. The author concluded, therefore, that a carefully researched and cross referenced paper may be of general value.

Basic Data

Built in Sunderland in 1856¹ by D A Douglass of Southwick²

Official Number 7357³

557 tons - 142ft x 29.5ft x 17.5ft⁴

The sole owner of the vessel was Henry Rounthwaite⁵, ship owner, of 18 Foyle Street, Sunderland⁶.

Lloyds Register shows Thames City’s captain as J Glover throughout her life (Figure 1). We can demonstrate that this is incorrect, the master being Thomas Glover for the first few years. There are multiple references to him by name, and it is well documented that his wife bore a son, Richard Muir Glover, on board the Thames City in British Columbia. It is probably that this was an initial transcription error, a T being read as a J, which was simply repeated year on year. We will also see that from June 1860 onwards her captain was actually James W Sedcole².

¹ Thomas Glover, born 31 Oct 1830 in South Shields. Retired from the sea in 1874 and appointed Dockmaster of the Northumberland Dock. Retired in 1899 and died 3 Dec 1903 in North Shields. See also Figure 2.
² James Willie Sedcole, 1820 - 1863. His name is much misspelt in contemporary documents. See also Appendix A.
Working Life

Research has revealed a reasonably coherent story of the life of the Thames City, though it is by no means complete. Given the high quality of reporting of shipping matters in north eastern newspapers, it is perhaps surprising that there are gaps in this narrative, but it should be recognised that local newspapers from Sunderland for the period we are interested in are yet to be digitised and made available on-line. The writer has not been able to examine hard copy archives, but will review the available data from time to time and update this paper if necessary.

We can divide this story into three parts.

1. India

Although no report has yet been found for Thames City’s launch, the first reference we have, in The Times shipping intelligence reports, shows her arriving at Deal, Kent on 11 April 1856, en-route from Sunderland to Bombay. Given that we know she was launched in 1856, it is probably that this was her maiden voyage. On 18th July 1856 she is recorded arriving in Bombay under the command of Captain Glover.

On 1 Nov 1856, as a result of the Shah of Persia invading Afghanistan, the British Governor General declared war and began to assemble a force at Bombay to land in Persia. Thames City was one of 23 transport ships chartered by the government to carry an army from India. See figure 3. She was one of three vessels allocated to transport the Poona Horse cavalry regiment under the command of Lt-Col T Tapp. The force left Bombay during early November and rendezvous at Bandar Abbas on 24th. The first action of the war took place between 5th and 10th December when Thames City was involved in the assault on Fort Rushire (Rishahr or Rashir) during the Battle of Bushire (Bushehr) on the Persian Gulf. The Poona Horse were landed on 7th. The captain and crew of the Thames City and the other transports were commended in despatches for their role in supporting the assault, landing troops, horses and stores under difficult circumstances.

It is assumed that Thames City remained in India for the next nine months or so, probably supporting the military efforts in Persia, as the force was doubled in January 1857.

The next clear reference found to Thames City is to her arrival in Colombo, Ceylon (Sri Lanka) from Bombay on 25 Nov 1857, still under Glover’s command. Here she loaded 8829 cwt of coffee, 8265 lb of cinnamon, 19154 gal of coconut oil, 211 cwt of plumbago and 616cwt of coir, and sailed for London on 8th Feb 1858. She arrived at Gravesend on 29th May, and entered London Dock two days later. The broker mentioned is “Bonus”, assumed to be Carter & Bonus of Leadenhall Street.
2. **British Columbia**

British Columbia became a Crown Colony on 2 August 1858 and the same month shipbrokers Shaw Savill & Co\(^3\) advertised two ships intended to sail there from London (See figure 4). Almost immediately it was announced that the *Thames City*, had been chartered by the government to carry a detachment of Royal Engineers to British Columbia\(^v\).

This expedition has been well documented and was significant in the early development of the new colony. 150 officers and men of the REs were selected, under the command of Lt Colonel Moody, and the majority travelled on the *Thames City*. Unusually, any of the married soldiers who wanted it, were given free passage for their family to travel with them. Additionally, subject to good conduct, at the end of 6 years they would have an option to stay and be granted 60 acre of land. When the detachment was disbanded five years later, 130 NCOs and men opted to settle in British Columbia\(^xvi\). There are several place names now that remember this small group of colonists, including Port Moody and Sapperton.

There is some confusion in contemporary written material about the *Thames City*. Shaw Savill advertised her as 1,000 tons, and the reports in The Times, which are repeated many times elsewhere, say she was of 1,500 tons burden. This conflicts with the 557 tons listed in Lloyds Register and raises a question about the identity of the vessel. However, a record of the voyage was kept by Lt Henry Spencer Palmer\(^xvi\) and others in a weekly journal, the *Emigrant Soldier’s Gazette and Cape Horn Chronicle*\(^xviii\), which was handwritten on board and read aloud to the passengers each Sunday; it was subsequently printed as a souvenir after the voyage. Number 1 of this record states that the *Thames City*, commanded by Captain Glover, was of 557 tons (see figure 4).

The sappers left Brompton Barracks, Chatham on 22 Sep 1858 and boarded the *Thames City* at Gravesend. They sailed to London Dock, where they supervised the loading of stores and supplies\(^xix\). *The Engineer* magazine recorded that they took with them “… telegraphic apparatus, portable railroads, portable boats, printing presses, steam-engines for the erection of saw mills, photographic apparatus and an immense assortment of sapping, mining and other tools\(^xx\).

The ship left London Docks on 7th October 1858\(^xxi\), and left Gravesend on 10th Oct. She was held at The Downs by adverse wind, but finally left on 17th October\(^xxii\). Exact numbers on board vary between reports, but the most reliable source is likely to be the Emigrant Soldier’s Gazette which records (Figure 4) that 2 officers, 1 surgeon, 118 NCOs and men, 31 sappers’ wives and 34 children were carried on board. Despatches record that Wymond Ogilvy Hamley, customs collector\(^xxiii\), and Reverend James Gammage and his wife were also aboard\(^xxiv\) (Fig 4). As we will see later, Captain Glover’s wife Jane also made the trip.

They crossed the equator on Monday 22 November and anchored in Port Stanley, East Falkland on 28 December. They sailed again on 12th January 1859 and, after rounding Cape Horn, put into Valparaiso, Chile on 10th Feb, leaving on 14th\(^xxv\). Whilst they resupplied the ship here, the soldiers were not allowed ashore because of the revolutionary conditions there.

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\(^3\) Shaw Savill & Co was formed in 1858 when Robert Ewart Shaw and Walter Savill, and several others left the employ of Willis, Gann and founded the firm of Shaw, Savill, and Co. The earliest reference found in March 1858. Their business began by offering emigrant passages to New Zealand under the “Passenger Line of Packets” but soon expanded to other colonies.
Thames City finally anchored in Esquimalt Harbour, Vancouver Island, on 12 April 1859 after some 187 days voyage\textsuperscript{xxvi}. See figure 6 for map of voyage.

A short wrangle ensued, as attempts were made to get permission for Thames City to carry the company and stores up the Fraser River, but permission was declined by Shaw Savill & Co because of insurance difficulties and the risk of the crew deserting. The detachments eventually sailed on the steamer Eliza Anderson to the Frazer River and created a settlement at Queensborough, later renamed New Westminster.

9 births took place during the voyage, and at least 1 death, a woman who died in childbirth.

About a month after Thames City, another ship, the barque Briseis, left London with some 300 tons of stores for the sappers. It, however, never arrived, having been destroyed by fire off Brazil on 7th December, fortunately without loss of life\textsuperscript{xxvii}.

The cost of this trip was expected to be £1270-10-1 (Figure 7), but some inevitable haggling took place. For example it was said that the ships provisions had been insufficient for the journey, and that some of the cargo had to be consumed. A later despatch says that the broker was claiming £1,520-1-3, so it is not clear how much was actually paid over in the end.

Although we have no detail, Thames City clearly remained in British Columbia for some time, as on 28 Sep 1859, Captain Thomas Glover recorded the birth of his own son, Richard Muir Glover, aboard the Thames City, as reported below.

\begin{figure}[h]
\centering
\includegraphics[width=\textwidth]{image.png}
\caption{Birth of Richard Muir Glover aboard Thames City}
\end{figure}

Glover must have sailed for home soon afterwards, as Thames City was reported off Falmouth from Vancouver’s Island on 21 March 1860\textsuperscript{xxviii} and arrived into London on 26th of that month\textsuperscript{xxix}.

There is a great deal of information about the Royal Engineer’s expedition to British Columbia in the public domain for researchers, and a lot of interest from descendants of the soldiers who settled there. This paper has only touched on the subject in-so-far as it is relevant to the Thames City.
3. **New Zealand**

Through April and May 1860, *Thames City* was listed as loading at St Katherine’s Dock, London, under Glover’s command, and scheduled to sail for Wellington, New Zealand\(^{xxx}\). Ship Brokers Shaw Savill & Co advertised her under their “New Zealand – The Passengers’ Line of Packets” banner (see figure 8).

In the event, after much delay, *Thames City* was cleared out of London with cargo and passengers on 25\(^{th}\) July under the command of Captain J W Sedcole. She collected further passengers at Gravesend, from whence she sailed on 27\(^{th}\)\(^{xxx\text{i}}\).

Reference to figure 9 will show that she was carrying a significant quantity of livestock, and also lists her cabin passengers as follows:-

- Mr G.W. Jordan and Mrs Jordan
- Mr Henry Burr
- Rev. Mr John Wycliffe Gedge and lady
- Mr G.Mace and Master Mace
- Mr Henry Graham
- Miss Barbara Horne
- Captain Chaytor and his brother (Capt. John Clervaux Chaytor and Edward Chaytor)
- Mr Charles Hudson
- Mr Norris and his brother (Messrs G H Norris and A Norris)

It is apparent that there were other passengers in lower classes of accommodation who were not listed in the newspapers, but from other sources\(^{4}\) we learn that they included:-

- Mr & Mrs Charles Gibson, with 8 children.
- Their daughter and son-in-law, Mr and Mrs Thomas Delamore - of Liverpool (who may or may not be included in the 8 above.
- Mr & Mrs Abraham Abrahams and their daughter – of Holland
- Mr Adams and his son
- Mr Cameron
- Mary Ann DeGrutchey
- Mr Ferguson
- Master Horne

One of the passengers booked travel, Jane Wood, joined the vessel in London, then disembarked at Gravesend, unhappy with her berth, and then attempted to recover her fare. The reports of this event are included in Figure 10.

A full crew list has not been found, but a number have been identified\(^{xxx\text{ii}}\), including:-

- James Willie Sedcole – Master
- David Barkly – Chief Mate
- James Hunt – Boatswain and Acting 2\(^{nd}\) Mate
- Samuel Wright – Able Seaman
- Isaac Brittain – Able Seaman
- Edward Martin – Able Seaman

\(^{4}\) These come from a variety of sources, including other websites, and deduction from obituaries in New Zealand Newspaper. For the sake of brevity they have not been fully cross referenced.
Thames City arrived in Auckland on 4 Nov 1860 after a voyage of 100 days from The Downs. The New Zealander newspaper (7 Nov 1860) reported her arrival thus:

“She sailed thence [The Downs] on the 29th July; took her final departure from Ushant on the 2nd: sighted Madeira on the 8th; and crossed the Equator, in latitude 18° 7’ West, on 26th August. Experienced a good North-east Trade carrying it to 14° 41 North latitude and, in sixteen days afterwards, fall in with a South-east Trade, in latitude 13° 20’ South, longitude 23° 47’ West. From the 19th of September, in latitude 46° 41’ South, longitude 3° 4’ East, experienced a succession of severe weather, with rain, snow, and hail in heavy squalls all the way to Van Diemen’s Land. Passed the meridian of the Cape of Good Hope in latitude 46° 54’ South: ran down her Easting between that and the parallel of 51° South; passed to the Southward, but without sighting Van Diemen’s Land: made the Three Kings on the 1st instant, at 5 a.m., and the Poor Knights on the following morning at 6 o’clock, coming to anchor, off Hobson’s Bay, on Sunday night. The Thames City is a fine, slightly ship. She has brought valuable addition to our Colonial livestock in horses, cattle, sheep, deer, hares and other game, the particulars of which appear elsewhere. The principal part of her cargo and the bulk of her passengers are bound for Wellington, for which port she will sail this day.”

Thames City arrived in Wellington on 16th November, amidst much excitement about her cargo. The level of importance of such shipments to the settlers, and the range of goods, involved is demonstrated by the example advertisements shown in Figure 1.

It soon became apparent that some of the cargo was damaged, some through movement during the voyage, and some, particularly tea, from damp. Several merchants took legal action against the Master, and cases were heard in the Magistrates and the Supreme Court. In both cases, the court found for the Plaintiff. See also Figure 12. The processing of these claims resulted in Thames City being held in port at Wellington for several months, but on the 25th March she sailed in ballast from Wellington to Newcastle, New South Wales, collected a cargo of 790 tons of coal and arrived back in Wellington on 14th April.

On 19th July she arrived in Auckland after a 12 day run from Wellington, with 184 head of cattle and 3500lb of butter and having discharged this, left New Zealand in ballast on 25th July bound for Guam.

The next clear reference we have is to Thames City arriving in Cobija, Bolivia in October 1861, from Valparaiso, Chile. A later report says that she was carrying a heavy load of guano from Valparaiso bound for Pikeki and then went on to Mauritius, having suffered storm damage en-route. She was reported on berth in Port Louis on 4th March 1862 and to have sailed for London on 1st April with a cargo of 669,000lb of sugar. On 11th June she was spoken to by an American ship at lat 8 north, long 27 west, approximately due west of Freetown.

On her return voyage she began to take in water and eventually, on or about 22 July she was abandoned at 36N, 36W, about 800km south west of the Azores. The crew were rescued by a passing American whaling ship and landed safely at Fayal in the Azores. A fuller account of her loss

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5 Cobija was Bolivia’s major seaport. Annexed by Chile and later abandoned.
6 The author has been unable to establish where this is.
appears in Figure 13 and a map in Figure 14. The records suggest a crew of 20, including the master, and no passenger.

There is clear evidence that Captain Sedcole had his wife, Mary, with him on this voyage, and it is possible that their daughter Sarah was also with them. Another researcher[^8] says that Capt and Mrs Sedcole visited New Zealand in about 1859. She also believes that Mary died and was buried in Mauritius, though no date is given. The writer’s own research (see Appendix A) has found that James and Mary had a child, Christiana, born in New Zealand in 1861, which is fairly conclusive evidence that Mary travelled on the Thames City! James was a widow when he died in 1863. So it looks as though James lost his wife and his ship within a matter of months. Possibly infant Christiana was with him and was rescued from the sinking Thames City, but the record of her loss says there were no passenger.
<table>
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<th>Owners</th>
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<td>557 Sadrld 1856 R'nthwte SnrdInd Sld. India</td>
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<td>1</td>
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<td>[25]</td>
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<td>1</td>
<td></td>
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<td>1860-61</td>
<td>[9]</td>
<td>City S J. Glover</td>
<td>557 Sadrld 1856 R'nthwte SnrdInd Lon.</td>
<td>10 A 1</td>
<td></td>
<td>1</td>
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</tr>
<tr>
<td>1862-63</td>
<td>[5]</td>
<td>City S J. Glover</td>
<td>557 142·0·29·5·17·5 Sadrld 1856 R'nthwte SnrdInd Lon.</td>
<td>10 A 1</td>
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<td>1</td>
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<tr>
<td>1863-64</td>
<td>[5]</td>
<td>City S J. Glover</td>
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<td>10 A 1</td>
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<td>1864-65</td>
<td>[9]</td>
<td>City S J. Glover</td>
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<tr>
<td>1865-66</td>
<td>[5]</td>
<td>City S J. Glover</td>
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<td>10 A 1</td>
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</table>
Figure 2 – Captain Thomas Glover (1830-1904) - Photo dated about 1880

Figure 3 – East India Company's fleet of transports and war-steamers in Bombay Harbour, previous to their departure for the Persian Gulf" - Illustrated London News.
Figure 3 - Advertisement for Thames City departure for Victoria - 1858

GOLD REGIONS, BRITISH COLUMBIA.
THE PASSENGERS LINE OF PACKETS TO VICTORIA, VANCOUVER'S ISLAND.

THE following splendid Ships will be despatched from LONDON on the given dates:

GUADALAJARA... 500 tons... 17th August.
THAMES CITY... 1000... 1st.

These Ships have accommodation of a very superior description for all classes of Passengers. They are the only Ships leaving from the United Kingdom direct for the new Colony of British Columbia.

Apply to Shaw, Savill & Co., 24 Blackfriars Street, London; or GRAY & BUCHANAN,
64 Buchanan Street, Glasgow, and 8 Bogle Street, Greenock.

Y. R.—The Branch House at Victoria of Messrs. Dickson, the Wolf & Co., of San Francisco, are prepared to receive consignments of suitable Goods.

Glasgow Herald - Monday 16 August 1858
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Figure 4 - Header and extract from The Emigrant Soldier’s Gazette Number 1 – 6 Nov 1858

Naval and Military Intelligence.

The last detachment of Naval Engineers for service in British Columbia sailed from the Downs at 10 a.m. on Sunday, the 17th inst., on board the clipper ship Falmouth, 550 tons, commanded by Captain Groves. The detachment consisted of 2 Officers, 1 Staff Assistant Surgeon, 118 Non-commissioned Officers and Men, 31 Women, and 31 Children, all under the command of Captain E. W. Learey, R. N. The vessel left the Downs on Sunday, the 16th inst., but was detained wind-bound in the Downs from the 12th to the 17th.

ABSTRACT OF PROGRESS.

During the past week:

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<th>Longitude</th>
<th>Mileage</th>
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<td>17° 10′</td>
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<td>Nov. 1</td>
<td>42° 26′</td>
<td>16° 38′</td>
<td>8.851°/00 71.14</td>
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<tr>
<td>Nov. 2</td>
<td>42° 30′</td>
<td>16° 36′</td>
<td>8.851°/00 71.14</td>
</tr>
<tr>
<td>Nov. 3</td>
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</tr>
<tr>
<td>Nov. 8</td>
<td>42° 34′</td>
<td>16° 20′</td>
<td>8.851°/00 71.14</td>
</tr>
</tbody>
</table>

Course and distance to Antonia, (Cape de Verde Island) S. 51° W., 507 m.

To-day at noon we have completed the distance of 1890 miles, counting from the Lizard light, in Cornwall, in a straight line for our destination.

V2 - 27 December 2015
Figure 5 – Newspaper reports relating to the loading and departure of the Thames City for Canada in 1858

**The Times - Tuesday 7 September 1858**

Colonel Moody, Royal Engineers, Captain J.M. Grant, Captain H.R. Luard, Lieutenant A.R. Lempiere, and Lieutenant H.S. Palmer, Mr Siddell, staff assistant-surgeon, 1 sergeant-major, 1 quartermaster-sergeant, 8 sergeants, 8 first-corporals, 8 second-corporals, 8 lance-corporals and about 100 sappers of the Royal Engineers, with their families, embark on the 15th inst. On board the clipper ship Thames City, 1,500 tons burden, for British Columbia, sailing round Cape Horn. The detachment is composed of picked volunteers, and embraces almost every trade and profession – surveyors, draughtsmen, engravers, artists, architects, photographers, carpenters, masons, blacksmiths, painters, miners, etc., such as only the Royal Engineers can produce. They are armed with the Lancaster rifle and Colt’s revolvers, and take out with them provisions sufficient to last for some months, and an immense quantity of clothing and materials of every description likely to be required by the expedition in the new colony. We understand that steam engines, railways, rails, and other mechanical appliances, either for steam or water power, will be sent after the party. The non-commissioned officers and men are to receive a very liberal rate of colonial pay, and, as a further inducement to them, after six years’ faithful service a grant of land is to be appropriated to such as are desirous to settle in the colony. From the known character of those engaged in the expedition, if supported by the home government, no doubt is entertained of a successful issue. Considering the practical abilities and experience of Colonel Moody, Captain Grant, and the other officers appointed, the expedition undoubtedly will be turned to good account.

**The Times - Tuesday 13 September 1858**

MILITARY AND NAVAL INTELLIGENCE

The Commander-in-Chief reviewed the 100th Regiment at Shorncliffe on Wednesday last. At the close of the review, his Royal Highness expressed his satisfaction at the state of discipline in which he had found the regiment, and passed a high eulogium on the loyalty of the Canadian population in raising so fine a body of men at a moment of need. Nearly the whole of the volunteers to the Royal Engineers who have been selected to proceed with the force of Royal Sappers and Miners ordered to British Columbia have arrived at headquarters, Brompton Barracks, Chatham, from the various companies of Engineers scattered throughout the country, in order to embark with the expedition, on Wednesday next, on board, the clipper ship Thames City, 1,500 tons. The expedition, it is now decided shall consist of 10 sergeants, 16 corporals, and about 120 Sappers, the officers at present named to accompany them being Colonel Richard Clement Moody, who commands the whole force, Captain John Marshall Grant, Captain Henry Reynolds Luard, Lieutenant Arthur Reid Lempiere, and Lieutenant Henry Spencer Palmer; Assistant-Staff-Surgeon John V Seddall, M.D., proceeds in medical charge of the expedition. None but the most robust and skilful men among the Royal Engineers have been allowed to volunteer for this service, as the work they will be called upon to perform will be not only attended with some degree of hardships, but will also require a great amount of skill. With this view they have been chosen from the various trades and handicrafts of which the corps of Royal Engineers is made up. They include not only carpenters, masons, blacksmiths, printers, painters, and miners, but also surveyors, artists, engravers, photographers, architects, draughtsmen, etc., whose services will all be called into requisition. The pay given by the Government is on a very liberal scale, the daily pay of the Engineers in most cases having been fixed at 5s., in addition to which it is proposed that, as an inducement to faithful service and good conduct, each of the Royal Sappers and Miners who shall have served in British Columbia for six years, and shall have borne a good character during that period, shall be presented by the Government with 60 acres of land, in addition to the amount of pension to which he may be entitled. The married men proceeding with the expedition are to be allowed to take their wives and families with them. Each man will be equipped with the Enfield rifle, and it is also intended to furnish him with Colt’s revolver. The stores and clothing of every description required for the expedition will be despatched from Chatham to-morrow.

**Southern Reporter and Cork Commercial Courier**

Saturday 26 September 1858

**Essex Standard - Wednesday 22 September 1858**
Figure 6 – Map of the Route of the Thames City from London to Vancouver – 1858 - 1859
Figure 7 – Requisition for the payment of the cost of transport of the Engineers by Thames City
Figure 8 – Transcription of an advertisement from The Times 19 Apr 1860

<table>
<thead>
<tr>
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<th>Tons</th>
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<th>Dock</th>
<th>To sail</th>
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<tbody>
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<td>Persia</td>
<td>3,500</td>
<td>Auckland</td>
<td>London</td>
<td>April 25</td>
</tr>
<tr>
<td>Hound</td>
<td>600</td>
<td>Wellington</td>
<td>St Katherine’s</td>
<td>April 25</td>
</tr>
<tr>
<td>William Miles</td>
<td>2,500</td>
<td>Canterbury</td>
<td>Bristol</td>
<td>May 5</td>
</tr>
<tr>
<td>The Bride</td>
<td>1,000</td>
<td>Nelson and New</td>
<td>St Katherine’s</td>
<td>May 10</td>
</tr>
<tr>
<td>Evening Star</td>
<td>1,600</td>
<td>Otago</td>
<td>St Katherine’s</td>
<td>May 20</td>
</tr>
<tr>
<td>Thames City</td>
<td>1,000</td>
<td>Wellington</td>
<td>St Katherine’s</td>
<td>May 25</td>
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<td>Rob Roy</td>
<td>1,600</td>
<td>Auckland</td>
<td>St Katherine’s</td>
<td>May 30</td>
</tr>
</tbody>
</table>

All A 1 clipper ships, well founded, ably commanded, and provisioned in the most liberal manner. Apply to Shaw, Savill, and Co., 31 Leadenhall street, London, E.C.

Figure 9 – Passengers and cargo carried to New Zealand

Since our last publication three ships have sailed for New Zealand, which have been dispatched by Messrs. Shaw, Savill, and Co., under the flag of the Passengers’ Line of Packets, viz., Koh-i-noor, for Canterbury from Gravesend, on the 23rd ult., with a large and valuable cargo. The Thames City, for Wellington, on the 20th ult., with a full cargo and the following cabin passengers: Mr. G. W. Jordan and Mrs. Jordan, Mr. Henry Burt, Rev. Mr. Gedge andindy, Mr. G. Mace and Master Mace, Mr. Henry Graham, Miss Barbara Hone, Capt. Chaytor and brother, Mr. Charles Hudson, and Mr. Norris and brother. She has on board the following stock, game, &c.:—Two cart stallions, two thorough-bred mares, in foal; two short-horn bulls; eleven rams and ewes, West Country stallions and Leicester; four deer, one of which, a fine tame buck was presented to the shipper by Lord Evelyn for the purpose of sending to New Zealand; nine hares; one brace silver pheasants; one brace grasse; three brace common or English pheasants; fifteen brace partridges; twelve brace of quails, and a large quantity of other birds, comprising larks, starlings, &c. In addition to the above there are four very fine Merino sheep on board for Wellington. The next vessel of this line for Wellington is the favourite trader Wild Duck, to sail 10th September. The third ship despatched is the clipper Rob Roy, which vessel left Gravesend yesterday, with a complete cargo, and...
Figure 10 – A Breach of the Passengers’ Emigration Act? Jane Wood’s claim

**THE CASE UNDER THE PASSENGERS ACT.**

**TO THE EDITOR OF THE DAILY NEWS.**

Sirs,—In your impression of yesterday we observe a letter from Messrs. F. S. Gray and Co., of 34, King William-street, upon the subject of a case recently heard at the Mansion-house last Saturday, wherein Mr. Gray, of the said firm, was summoned for breaches of the Passengers Act, in the case of a young woman, Jane Woods, who secured a passage in our ship Thames City for Wellington. As Mr. Gray attempts to implant us, we beg to refer briefly to his omission. Mr. Gray states that on receipt of a deposit from the girl, he immediately applied to Messrs. Shaw, Savill, and Co., and secured an intermediate passage, paying us 19s., less 5 per cent., or 17s. 3d. net. On production of the girl’s contract ticket, given by Mr. Gray, it appears that she paid him 20s. for an intermediate passage. Thus Mr. Gray contracts with the girl for an intermediate passage at 20s., and we, on her behalf, for a storage passage at 18s. We of course knew nothing of this until Saturday.

Again, Mr. Gray states that we refused to return and refund the passage money when applied to. The fact is, that Mr. Gray was himself present when the writer, although repudiating any blame, offered to refer the whole matter to Captain Lean, the government surveyor, and to be judged exactly by his decision. The gentleman who took up the case for the girl can prove this.

Again, Mr. Gray states that his clerk did not infringe the act of parliament. To this we can only say that both Mr. Gray and his solicitor said that he had, and that he would infallibly be fixed unless the case was settled by the return of the passage-money. Captain Lean was also positive on the same point. We consented to return half the passage-money simply in consideration of Mr. Gray’s position, who told us he dreaded exposure. Although to any agent of ours, we considered he had been acting partly on our behalf, although his illegal acts were equally without our knowledge and sanction. Had we known all the facts, we should probably not have assented even to this, but have left Mr. Gray to the tender mercies of the law. We are, &c.,

SHAW, SAVILL, and Co.

[Having afforded publicity to both sides, we must decline any further correspondence on this subject.—Ed. D. N.]

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**YESTERDAY’S LAW, POLICE, ETC.**

**MANSION HOUSE.**

**INFRINGEMENT OF THE PASSENGERS’ EMIGRATION ACT.**

Mr. Frederick Gray, an emigration agent, of King William-street, appeared before the Lord Mayor to answer a complaint preferred against him by Captain McLean, the Government emigration agent, for an infringement of the Passengers’ Emigration Act. Captain McLean appeared in support of the complaint, and a solicitor attended for the defendant. An endeavour was made to settle the matter, but the Lord Mayor decided upon hearing the nature of the case. The complainant, Jane Wood, a pretty, good-looking girl, then stated that in June last she engaged an intermediate passage in the Thames City, for New Zealand, and paid 20s. for her berth. She was shown a comfortable berth, well ventilated and light, but, on going on board the vessel, she found that a dark, ill-ventilated berth had been allotted for her instead of the one, and the only excuse made for this was, that there were more passengers than were expected, and that the fresh berth was more suitable for her than the other. She stated that she was leaving the ship at Gravesend, and was told that she would not get her money, and she expected to have lost her money, but fortunately came in communication with Captain McLean, and he directed the present proceeding to be instituted. The defendant’s solicitor offered to return the 20s., and to pay the complainant something additional for her subsistence. Captain McLean said he thought this offer was fair one. The Lord Mayor expressed his opinion that the complainant ought to be paid for the expense she had been put to in taking her luggages from the vessel. He thought the defendant ought to pay 20s. The defendant consented to pay this sum, and the summons was then dismissed.

Reynolds’s Newspaper - Sunday 26 August 1860

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**BREACH OF THE PASSENGERS ACT.**

**TO THE EDITOR OF THE DAILY NEWS.**

Sirs,—Referring to your police report, wherein I am summoned for an infringement of the Passengers Act of 1850, as there appears but a brief report, perhaps you would permit me to lay before the public the facts of the case—last June we received a post-office order from Jane Woods, then residing at Norfolk, for payment of a passage to New Zealand, on receipt of which the writer immediately applied to Messrs. Shaw, Savill, and Co., and secured an intermediate berth in the Thames City: Mr. Shaw authorising the ticket to be sold the 20th June.

Upon Jane Woods’s arrival in London, about the 19th June, one of our clerks, with her consent, gave her another ticket, dated the 30th June, as the ship was then detained through various causes. She afterwards went on board in the docks, and proceeded to Gravesend, and even gave up a portion of the contract ticket there to the government emigration officer, but did not make the least complaint to him about her cabin. I hear nothing further of the case until a person she is residing with called at our office about a fortnight since for the return of the passage money with interest.

Having handed over the passage money to Messrs. Shaw, Savill, and Co., for which we hold their receipt, I referred the gentleman to them. He however did not feel inclined to call, but proceeded to Captain Lean, and hence I was summoned consequent upon Jane Woods holding one of our contract tickets; upon receiving the same I immediately applied to Messrs. Shaw, Savill, and Co. to settle the matter, but they refused to return one for bearing of the passage money until Mr. Shaw was at the Mansion House on Saturday, and then they agreed to return half.

Our clerk did not in any way infringe the act of parliament, Messrs. Shaw, Savill, and Co. ought to have been summoned as well as myself, for they omitted to pay Jane Woods full amount of detention, but she possessing our ticket the sums and proceedings must necessarily be against us.

It is very hard upon us, who are only sub-agents in the matter, to have to bear the loss of several pounds through non-fulfillment of the contract entered into by us with Mr. Shaw.

Apologising for the space this letter occupies, we are, &c., of the firm of

F. S. GRAY and Co.,

Sworn Ship and Passage Brokers,

M. King William-street, City, E.C.

London Daily News - Tuesday 28 August 1860

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FOR SALE, EX "THAMES CITY."
SOUTHDOWN Ewes
2 Berkshire Soys.
For particulars apply to WM. BOWLER, SON & CO.
Nov. 28, 1860.

EDUCATIONAL WORKS.

JUST RECEIVED, ex "Thames City," at the Napiers
Books and Stationery Warehouse, complete sets of
BOOKS published for the use of the Irish National
Schools, viz.:—

1st Book of Lessons
2nd Book
3rd Book of Lessons
4th Book.
5th Book for Boys
Reading Book for Girls
Biographical Sketches
Selection from British Poets, No. 1
Selection from British Poets, No. 2
Introductions to Reading
Ethos to English Knowledge
Compendium to English Grammar
Key to 1st Arithmetic
Key to 2nd Arithmetic
Bookkeeping
Key to Arithmetic
Geometry
Repetition
Appendix to do.
Scripture Lessons, Old Testament No. 1
No. 2
Scripture Lessons, New Testament No. 1
No. 2
Sacred Poetry
Agricultural Class Book
Farm Account Books
Tracts on Needlework

FOR THE BENEFIT OF WHOM IT
MAY CONCERN.

MESSRS.
SMITH & CO.

Have received instructions
FROM MR. GEORGE CRAWFORD,
TO SELL
BY PUBLIC AUCTION,
ON MONDAY NEXT, 17th INSTANT,
At Twelve o'clock precisely,
For the benefit of whom it may concern,
THE following Goods, being all new or less
damaged by sea water, landed ex "Thames
City," Sandycroft, master, from London.

1st. No. 1228—83 butts of Congee Tea.
2nd. No. 1223—85 chests.
3rd. No. 121—290—100 boxes Sperm Candles.

TERMS CASH.
Wellington. 14th December, 1860.

TO ARRIVE PER "THAMES CITY."

36 QUARTS OF PORT WINE

9 Octaves

Of the celebrated brand of Bruno Silva & Son.
W. B. RHODES & CO.
Rhodes' Wharf, Oct. 1, 1860.

ARRIVED PER "THAMES CITY."

EARTHENWARE and Glassware of a very
superior quality, and very choice China
Ornaments, have been consigned to T. V. ASTON,
direct from the manufacturers in the Staffordshire
potteries, which enables him to sell cheap. Quick
Sale and low profits will be the order of the day.
N.B.—A Good supply will be always kept on
hand.

T. V. ASTON,
Importer of English Merchandise,
Lambton Quay,
(Nearly opposite the Old Fellows Hall.)
November 27, 1860.

NOW LANDING, EX "THAMES CITY."

20 CASES OF LEEM RAIASINS

4 " Figs
4 boxes Almonds
2 barrels Barcelona Nuts
10 bales 7½ lbs. Woolpacks
W. B. RHODES & CO.
Rhodes' Wharf,
Nov. 28, 1860.
VICTORIA, by the Grace of GOD of the United Kingdom of Great Britain and Ireland, Queen:—

To JAMES WILLIE SEDCOLE, of Wellington, in the Province of Wellington, and Colony of New Zealand, Master Mariner, Master of the Ship or Vessel called the “THAMES CITY,” now lying at anchor in the Port of Wellington aforesaid, Greeting:

Whereas an action has been commenced in the Supreme Court of New Zealand, for the Middle District at Wellington, aforesaid, wherein George Crawford is Plaintiff and Henry Rounthwaite is Defendant: And whereas it hath been made known to us that there is personal property belonging to the said Henry Rounthwaite, now in the hands or in the Custody or under the control of you the said James Willie Sedcole: We command you that you do not sell or otherwise dispose of or part with the said personal property of the said Henry Rounthwaite, or any part thereof until the further order of our said Court shall be made known to you.

Witness ALEXANDER JAMES JOHNSTON, Esquire, a Judge of our Supreme Court of New Zealand, at Wellington, the eighth day of January, 1861.

This Writ was issued by John King, of Manners street, in Wellington, Solicitor, for the within named George Crawford.
L O S S  O F  T H E  T H A M E S  C I T Y. -- We heard a rumour some time ago that this vessel had been lost, but were not satisfied of its authenticity. Now, however, we regret to have further confirmation of the fact from one of the crew of the Wild Duck, who was taken off the ill-fated vessel by an American whaler when she foundered at sea, 500 miles West of Fyall, one of the Azores or Western Islands. It will be remembered that this vessel left here for Auckland about 18 months ago and thence to Valparaiso. She proceeded to Pikeki very deeply laden with guano, and afterwards to the Mauritius. On her passage to the Mauritius, in a heavy gale of wind, a sea dashed in a part of her stern, but the crew contrived to avert further danger, by filling the gap with old sails and other things. It was while homeward bound from the Mauritius to London, with a cargo of rum and sugar, that she was discovered to be making water at the rate of two feet per hour. The crew worked hours at the pumps, but could do nothing to keep down the leakage, and just as they had abandoned the hopeless task, another vessel, the American whaler alluded to, hove in sight and boarded her. The crew were all taken off in safety. We understand that the crew of Thames City, were taken to Fyall by the whaler in July last, 1862.
Figure 14 – Map showing location where Thames City was abandoned
Acknowledgements

- Extracts from The Times newspaper have been transcribed from The Times Digital Archive.
- Images from other British newspapers are reproduced with kind permission of The British Newspaper Archive. (www.britishnewspaperarchive.co.uk)
- Images from New Zealand newspapers are from Papers Past
- Images from Colonial despatches are from The University of Victoria
Appendix A - James Willie Sedcole

This brief review is not intended to be a family history, rather sufficient information to confirm that James and Mary were not in England at the time of the 1861 census, and were, indeed, in New Zealand. It may also give some reference points for others researching the Sedcole family.

Born  
– 3 Sep 1820 at Aldenham, Hampshire  [Baptism Register]

Married  
– 25 Dec 1846 to Mary Wilson at Sunderland  [Newcastle Guardian 2 Jan 1847]

Master Mariner  
– Certificate issued 1851 in Sunderland

Known Commands  
– Ann & Sarah* (1851-52); Jabez (1852-53); Emigrant* (1853-56);

Died  
– 3 Jan 1863 at Sunderland – Master Mariner and Widower  [Probate Register below]

<table>
<thead>
<tr>
<th>SEDCOLE: James Willie.</th>
</tr>
</thead>
<tbody>
<tr>
<td>3 March.</td>
</tr>
<tr>
<td>Letters of Administration</td>
</tr>
<tr>
<td>of the Personal estate and effects of James Willie Sedcole late of the Borough of Sunderland in the County of Durham. Master Mariner a Widower deceased who died 3 January 1863 at Sunderland aforesaid Widow the Grandmother and John Demonts of the said Borough Shipbuilder the Guardians of Sarah Sedcole Spinster Elisabeth Sedcole Spinster James Sedcole and Frederick Sedcole Minors and of Christiana Sedcole Spinster an Infant the only Children of the said Deceased they having been first weds.</td>
</tr>
</tbody>
</table>

1863

Children  
[Listed in Probate Register above]

Sarah  
Born about 1847 in Sunderland  [1851 census and Register of births – note spelling error as Setcole]
1851 Census – Living with mother in Sunderland
1861 Census – Not found... could she have gone to New Zealand with her parents??
Married in 1868.

Elizabeth  
Born 1850 in Sunderland  [1871 census and Register of Births]
1861 Census – Boarder in Monkseawmouth
1871 Census – Living at the home of an Aunt and Uncle in Elswick. (Below)

James  
Born 1852 in Sunderland  [1871 census and Register of Births]
1861 Census – Boarder in Monkseawmouth, with sister Elizabeth
1871 Census - Living at the home of an Aunt and Uncle in Elswick.

Frederick  
Born 1854 in Sunderland  [1871 census and Register of Births]
1861 Census – Living with maternal Grandmother in South Hylton
1871 Census – Living at the home of an Aunt and Uncle in Elswick.

Wilson  
Born 1858, died 1860, both in Sunderland  [Register of births, marriages and deaths]

Christiana  
Born 1861 in New Zealand  [NZ Births Register and 1871 Census]
1871 Census - living with siblings above, at the home of an Aunt and Uncle in Elswick.

*Built Sunderland 1850

*Built Sunderland 1852
<table>
<thead>
<tr>
<th>Name</th>
<th>Age</th>
<th>Occupation</th>
<th>Relationship</th>
<th>Place of Birth</th>
</tr>
</thead>
<tbody>
<tr>
<td>John Smith</td>
<td>35</td>
<td>Tailor</td>
<td>Head</td>
<td>Newcastle</td>
</tr>
<tr>
<td>Jane Doe</td>
<td>24</td>
<td>Teacher</td>
<td>Wife</td>
<td>Sunderland</td>
</tr>
<tr>
<td>Mary Johnson</td>
<td>12</td>
<td>Student</td>
<td>Daughter</td>
<td>Ireland</td>
</tr>
<tr>
<td>Sam Brown</td>
<td>53</td>
<td>Clerk</td>
<td>Father</td>
<td>London</td>
</tr>
<tr>
<td>Emily Miller</td>
<td>18</td>
<td>Student</td>
<td>Daughter</td>
<td>New Zealand</td>
</tr>
</tbody>
</table>
i Lloyds Register of Shipping.
ii A list of vessels built in the Port of Sunderland during 1856 - The Newcastle Journal, 31 January 1857. The exact date of launch has not yet been established.
iii Mercantile Navy List 1860.
iv Lloyds Register of Shipping 1862-63.
v As stated in evidence to the Supreme Court in Wellington 8 March 1861 (The Wellington Independent – 12 March 1861).
vi 1858 Post Office Directory for County Durham.
ven The Times newspaper 12 Apr 1856.
vii North and South Shields Gazette 1 Sep 1856.
xi London Daily News 1 Jan 1858.
 xii The Public Ledger and Daily Advertiser 25 May 1858.
 xiii The Public Ledger and Daily Advertiser 24 March 1858.
 xiv The Public Ledger and Daily Advertiser 1 June 1858.
 xlvii 'Henry Spencer Palmer, 1838-93', by Jiro Higuchi.
 xlviii The Emigrant Soldiers Gazette and Cape Horn Chronicle is available to read on-line at this link.
 xlix Southern Reporter 25 Sep 1858.
l.x The Engineer 22 Oct 1858.
l.xi The Times 8 Oct 1858.
l.xii The Times 19 Oct 1858
 xiii Richards to Merivale (Permanent Under-Secretary) - 9929, CO 60/2, p. 15; received 30 September 1858.
 xiv Despatch to London, James Douglas (Governor) to Lytton, 1061, CO 60/1, p. 502; received 29 January 1859
 xlv Despatch from Richards to Under-Secretary of State, 3695, CO 60/5, p. 326; received 7 April
 xlvii Despatch to London, Douglas to Lytton, 5891, CO 60/4, p. 322; received 10 June
 xlviii Morning Chronicle 19 Feb 1859.
 xlix The Public Ledger 23 Mar 1860.
l.x The Public Ledger 26 Mar 1860.
 xxx E.g. the Public Ledger 24 May 1860.
 xlx The Public Ledger 26 Jul 1860 and 28 Jul 1860
 xxxi Wellington Independent 8 Mar 1861
 xxxii Wellington Independent 19 Feb 1861
 xxxiii Wellington Independent 8 Mar 1861
 xxxiv Wellington Independent 26 Mar 1861, Newcastle Journal 17 Jun 1861 and Hawkes Bay Herald 17 Jun 1861
 xxxv Daily Southern Cross 19 Jul 1861, 23 Jul 1861 and 26 Jul 1861
 xxxvi Liverpool Mercury 2 Nov 1861
 xxxvii The Public Ledger 6 May 1862
 xxxviii Appendix to The Report of the Royal Commission on Unseaworthy Ships dated 1874.
 li Lucy C Marshall