

# SS CHARLES HOWARD

## Official Number 56748

Author – Bill Swift

Date 18 May 2017

### Build Data

Type – Schooner rigged iron screw steamer.

Built by - William Pile & Co. of North Sands, Monkwearmouth, Co Durham.

Launched - 24 November 1866

Dimensions as built - Length 205.9ft, breadth 30.1ft, depth 16.9ft

Registered Tonnage – 751 tons gross, 511 tons net

Engines as built not known, but rated at 120hp

### Working Life

The first owner of *Charles Howard* was Ryde & Co of 155 Fenchurch Street, London. She was put to work (initially with her sister ship, *SS Thetis*) on a fortnightly service between London and Marseilles, calling at Lisbon and, when required, other ports in the western Mediterranean, as the example advertisements below indicate. On some trips out she called at Cardiff to collect an export cargo of coal.

**STEAM TO LISBON AND MARSEILLES,**  
CALLING AT ALGIERS OR ORAN.—The undermentioned regular, new, powerful Screw-steamers sail fortnightly from London for above ports, taking goods for Cette, Nice, Cannes, and all adjacent places:—  
**CHARLES HOWARD**, 754 tons, 120-horse power, Capt. STOCKER, February 14.  
**THEETIS**, 548 tons register, 100-horse power, Captain JONES, February 28.  
For freight or passage (having splendid accommodation for passengers) apply to **GEORGE REYNOLDS**, 157, Fenchurch-street, London, E.C.

Manchester Courier and Lancashire General Advertiser - Monday 04 February 1867  
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**STEAM to MARSEILLES, calling at LISBON and GIBRALTAR.**—The undermentioned new, powerful Screw STEAMER will sail from the Millwall Docks, London, taking goods for Algeria, Cette, Nice, Cannes, Toulon, and all adjacent places:—  
**CHARLES HOWARD**, 760 tons, 120 h.p., Capt. Masters. Feb. 4.  
For freight or passage (having splendid accommodation for passengers) apply to  
**RYDE and Co., Owners**, 155, Fenchurch-street, London, E.C.; and 1, Rue Imperiale, Marseilles.

Shipping and Mercantile Gazette - Monday 01 February 1869  
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**STEAM TO MARSEILLES, calling at LISBON and GIBRALTAR.**—The undermentioned new powerful Screw STEAMER will sail from the Mill-wall Docks, London, taking goods for Algeria, Cette, Nice, Cannes, Toulon, and all adjacent places:—  
**CHARLES HOWARD**, 751 tons, S. TROTT, 25th August.  
For freight or passage (having splendid accommodation for passengers) apply to  
**RYDE and Co., Owners**, 155, Fenchurch-street, London, E.C., & 1, Rue Imperiale, Marseilles.

Shipping and Mercantile Gazette - Thursday 19 August 1869  
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**STEAM TO MARSEILLES, calling at LISBON and GIBRALTAR.**—The undermentioned new powerful Screw STEAMER will sail from the Mill-wall Docks, London, taking goods for Algeria, Cette, Nice, Cannes, Toulon, and all adjacent places:—  
**CHARLES HOWARD**, 796 tons, J. R. Pim, April 12.  
For freight or passage (having splendid accommodation for passengers) apply to  
**RYDE and Co., Owners**, 155, Fenchurch-street, London, E.C.; & 1, Rue Imperiale, Marseilles.

Shipping and Mercantile Gazette - Saturday 09 April 1870  
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Captain for her first round trip only was William Stocker but he was succeeded by Captain Jones (Mar '67 to Feb '68), Captain Masters (Feb '68 to May '69), S Trott (Jun to Oct '69), J Newton (Oct '69 to Jan '70), Joseph Robinson Pim (Jan to Apr '70), Withers (Apr to Jul '70)<sup>1</sup>.

<sup>1</sup> Throughout this period LRS shows her captain as W Stocker, which is demonstrably incorrect. Captains Hennan and Holbrook also each took one return trip in 1868.

Indication of the produce carried back to England can be seen in the examples below.

**MARSEILLES, &c. [Charles Howard]** 4 cs provisions, 4 cs matches, 3 brls cream tartar, 60 bls almonds, 1 cs cognac, 1 cs essence of thyme, 1 cs hellebore root, 3 bls silks, 2 cks 14 brls capers, 4 bls linen, 3621 hides, 36 bls hair, 100 t cota cakes, 6 brls 15 cks oil, 30 brls olives, 10 cs preserves, 7 cs gum, 65 t poppy cakes, 72 bls bird and 26 bgs linseed, 8 brls 6 cks 32  $\frac{1}{2}$ -cks 2 octvs 27 cs wine, 1cs liqueurs, 2 pkgs cigars, 1 cs books, 8 cks drugs, 1 pkg photos, 38 bls corks, 1 pkg 5 bxs specie, 2 crates 1 cs fruit, 243 altd hides, 1 ble fibre, 150 bxs onions, 3 bxs 21  $\frac{1}{2}$ -bxs tangerines, 39 bdls baskets, 106 ivory teeth, 57 bxs 204  $\frac{1}{2}$ -chts oranges, 3 bxs 1 pkg almonds, 34 bls salted hides, 1 bx sweets, 2 bxs books, 2 brls 1 pkg 596 elephants' teeth, 86 bls 590 bdls cork-wood, 309 bgs rice, 160 bxs snuff.

Shipping and Mercantile Gazette - Wednesday 19 February 1868  
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**MALAGA, &c [Charles Howard (s)]** 2162 pigs lead, 431 qrs wheat, 4140 bxs raisins, 646 bxs almonds, 100 chts oranges, 500 bxs lemons, 30 bdls baskets, 50 oxen, 48 ps wood, 1 ck 1 bx wine, 17 bxs preserves, 80 bls grass, 150 t linseed cake, 80 pkgs gum, 140 hf brls 4293 brls grapes.

Shipping and Mercantile Gazette - Friday 08 October 1869  
Image © THE BRITISH LIBRARY BOARD. ALL RIGHTS RESERVED.

**MARSEILLES, &c. [Charles Howard (s)]** 130 cs vermouth, 60 cs vermouth and absinthe, 40 cks 3 pkgs 2 pps oil, 2 bls straw, 1 ble esparto grass, 7 hds capers, 10 bls nut shells, 5 bls almonds, 60 bgs gum, 1 cs leaf tin, 1 ble elephants' teeth, 34 pkgs 2 hds sticks, 177 bls clover seed, 1 cs caoutchouc, 1 cs 6 octvs 3 brls 174 pps 93 hds 216 qr cks wine, 4620 pigs lead, 1724 pigs copper, 63 brls anchovies, 1 cs olives, 1 pot preserves, 900 bxs 865 qr chts 6 trnks oranges, 200 bxs onions, 265 bdls cork wood, 7 sks cork squares, 8 bkts pease, 3 bxs tangerines, 3 hf bkts potatoes, 428 bdls corks.

Shipping and Mercantile Gazette - Friday 08 April 1870  
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In July 1869 *Charles Howard* ran aground near Alicante under Master's command and needed dry dock repairs to plating in Marseilles.

At the beginning of July 1870 *Charles Howard* was taken to William Clelland's shipyard at Willington Quay, Tyneside, where she was lengthened by some 44 ft. At the same time the engines were modified or replaced by R & W Hawthorn & Co, and the boilers replaced.

The extent of mechanical work is a little unclear. The report right suggests that the engines were modified, changed from simple to compound. Lloyds 1874 says she was re-boilered in 1870 whilst LRS 1876 says she was both re-boilered and re-engined in 1870.

Key measures after the refit were:-

Length 249.0ft, breadth 30.1ft, depth 16.9ft  
Engines – 2 cylinder compound 200hp

On returning to service *Charles Howard* resumed her regular runs between London and the Mediterranean, the first trip under Captain Scarlett, then Captain R Way (Dec '70 to May '72), Captain Stewart (Jun '72 to Nov '72) and Captain William Ayles (Nov '72 to Jun '73).

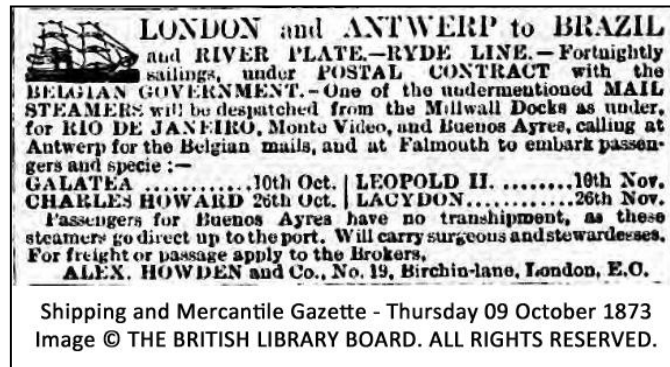
The establishment of Mr W. Clelland is at the extreme west end of Willington Quay. Mr Clelland devotes himself in the main to the lengthening and repairing of iron vessels. He has already done a great amount of business in this direction, and that most satisfactorily. Recently he lengthened two iron screw steamers, one the Busy Bee, 30 feet, and the other the Lord Raglan, the Newcastle and Rotterdam trader, 25 feet. He has at present on the stocks the Charles Howard, of London, which he is about to lengthen 44 feet, and also to heighten it, and to build new deck-houses for it. This steamer will have her present engines altered to the improved compound principle by Messrs Hawthorn & Co., Newcastle, and it will likewise have new boilers fitted in. In connection

Shields Daily News - Tuesday 19 July 1870  
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On 15<sup>th</sup> April 1872 she grounded on the breakwater entering Carthage harbour but got off with assistance and without apparent damage.

On 11 Feb 1873 she put into Weymouth (Mediterranean for London) short of coal and with part of the crew of the sunk steamer *Talisman* aboard from Lisbon.

Between June and September 1873 *Charles Howard* seems to have been out of service in London. She then made one more trip to Malaga under Captain Lunham before being chartered to the Belgian Post Office for their mail service to Brazil and the River Plate, from which she returned in June 1874.



**LONDON and ANTWERP to BRAZIL**  
and RIVER PLATE.—RYDE LINE.—Fortnightly sailings, under POSTAL CONTRACT with the BELGIAN GOVERNMENT.—One of the undermentioned MAIL STEAMERS will be despatched from the Millwall Docks as under, for RIO DE JANEIRO, Monto Video, and Buenos Ayres, calling at Antwerp for the Belgian mails, and at Falmouth to embark passengers and specie :—

GALATEA .....	10th Oct.	LEOPOLD II. ....	10th Nov.
CHARLES HOWARD	26th Oct.	LACYDON .....	26th Nov.

Passengers for Buenos Ayres have no transhipment, as these steamers go direct up to the port. Will carry surgeons and stewardesses. For freight or passage apply to the Brokers.  
**ALEX. HOWDEN and Co., No. 19, Birchin-lane, London, E.O.**

Shipping and Mercantile Gazette - Thursday 09 October 1873  
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*Charles Howard* was then again out of use for several months before reverting to the Mediterranean service. In December she made a trip to the Tyne for a cargo of coal and two crew members were drowned as described below.

**FATAL BOAT ACCIDENT ON THE TYNE.**  
On Tuesday, a fatal boat accident occurred on the Tyne by which two men unfortunately lost their lives. It appears that seven men were going on board the screw-steamer *Charles Howard*, lying in the river, with a small boat, when the boat capsized and the men were thrown into the water. Five of them managed to cling to the boat, but the other two were drowned. The names of the deceased are Wm. Smith, a fireman, 30 years of age, who leaves a widow and three children, and a young man, named Abraham Baker, 18 years of age. Neither of the bodies have yet been recovered.

Sunderland Daily Echo and Shipping Gazette  
Thursday 03 December 1874  
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**THE FATAL BOAT ACCIDENT ON THE TYNE.**  
The bodies of the two men, Wm. Smith and Abraham Baker, two of the crew of the screw-steamer *Charles Howard*, drowned by the upsetting of their boat on the Tyne, as previously reported, have not yet been recovered. It appears the boat got upon a warp, through the strong ebb tide as the men were returning to their vessel. Wm. Smith was 30 years of age, and lived at No. 49, Lucas-street, Commercial road, London, where he has left a wife and three children. Abraham Baker was a young man about 18 years of age.

Sunderland Daily Echo and Shipping Gazette  
Monday 07 December 1874  
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A trip to the Mediterranean followed, then another trip to Brazil (Captain Lunham still) from which she returned in May 1875, after which she lay unused in Millwall Docks. It was to be January 1877 before she put to sea again. We might assume that the slowing of the economies in Europe was responsible for the poor utilisation of the ship.

In January 1877 *Charles Howard* sailed light to Greenock for repairs. We know that by August she was owned by Pile & Co of London, ship brokers and ship owners run by the late builder's brother John Pile<sup>2</sup>. It seems probable that Pile bought the ship from John Ryde at the end of 1877 and sent her for re-fitting. In April she was taken out of Garvel dry dock and sent to [Messrs Kincaid, Donald & Co](#) for new engines of 120hp. She made her trial trip on

11 August and her compasses were adjusted in Garelock the following week. The clippings

<sup>2</sup> John Pile (1820-1903), elder brother of the builder of *SS Charles Howard*, and formerly in partnership with their father as William & John Pile, shipbuilders of Monkwearmouth. He later moved his business to Hartlepool, trading as John Pile & Co., then Pile, Spence and Co. That business collapsed in 1866 and John Pile moved to London and established his brokerage.

below say that she was re-boilered at this time as well, though LRS (See Appendix A) shows new engines in 1877 (NE77), but new boilers in 1873 (NB73). This is unexplained but must it is assumed that LRS be in error<sup>3</sup>.

**GARVEL.—**  
**The iron screw-steamer Charles Howard, of London, 1,304 tons gross, 1,021 tons register, 200 H.P. On coming out of dock she will be fitted by Messrs Kincaid, Donald, & Co., of the Clyde Foundry here, with a pair of new engines on the principle of Mr Alfred Holt, of Liverpool.**

Greenock Telegraph and Clyde Shipping Gazette - Friday 27 April 1877  
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**TRIAL TRIP.**  
**The steamer Charles Howard, owned by the Messrs Pyle, London, and now lying in the East India Harbour, will to-morrow proceed down the river on her official trial trip. She has been supplied with new compound engines and boilers by Messrs Kincaid & Donald, and it is expected she will attain a high rate of speed on a small consumpt of fuel.**

Greenock Telegraph and Clyde Shipping Gazette -  
 Friday 10 August 1877  
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**STEAMER CHARLES HOWARD.**  
**This steamer, which has just received new engines and boilers from Messrs Kincaid & Donald, was in the Gareloch yesterday, where her compasses were adjusted by Mr James Fleming, optician, Cathcart Street.**

Greenock Telegraph and Clyde Shipping Gazette  
 Friday 17 August 1877  
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**THE S.S. "CHARLES HOWARD."**  
**The above iron screw steamer, the property of Messrs Pyle and Co., of Sunderland, has recently had a thorough overhaul in Garvel Park Graving Dock. She has been fitted with new engines by Messrs Kincaid, Donald & Co., Clyde Foundry, here, and new boilers by Messrs H. Wallace & Co., Havelock Works, Glasgow. She was built by Messrs Pyle at Sunderland in 1866, and is 250 feet in length and 1021 tons register. On Thursday last, after adjusting compasses in the Gareloch, she made a trip down the firth as far as Lamlash. She was in charge of Mr R. Munn, pilot, and among the gentlemen on board was Mr Seaton, of Messrs Landles, ship-builders and engineers, North Shields, whose firm are constructing a pair of engines on the same principles as those in the "Charles Howard" for the Messrs Pyle. The steamer attained a mean speed of 10½ knots an hour, and the engines, &c., gave every satisfaction.**

Greenock Telegraph and Clyde Shipping Gazette  
 Monday 20 August 1877  
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At the end of August *Charles Howard* loaded with general cargo in Glasgow and, on 1 September, sailed for Piræus under Captain William Chater. She returned to London in late October.


After unloading she sailed in ballast for Cardiff. Near Dungeness *Charles Howard* ran down and sank the fishing vessel *Zeal*; the crew were saved (below right). She loaded a cargo of coal in Cardiff and sailed to Port Said, returning the *Grimsby* with cotton seed and on 25 Jan 1878 arrived in Sunderland.

Soon afterwards a run of advertisements appeared for *Charles Howard* to sail to Jamaica on 23 Feb (below left). These advert continued until 27<sup>th</sup> Feb, but the voyage never happened.

<sup>3</sup> Alfred Holt (1829-1911) developed a new type of tandem compound marine steam engine in the mid-1860s, using higher pressure steam. To realise the benefits of the new engines, it seems that new boilers, pressed to a higher pressure would have been necessary. Having said that, the new engines fitted in 1870 were compounds and the boilers appear to have been rated at 65lb/in<sup>2</sup>.



Indeed, all the indications are that this was the point at which she was sold by Pile & Co to Messrs William Briggs & Sons of Sunderland.

**STEAMERS to HAYTI & JAMAICA.**  
 The powerful first-class steamer CHARLES HOWARD will be despatched from LONDON, 23rd February, for CAPE HAYTIEN, PORT-AU-PRINCE, JEREMIE, JACMEL (with leave to call at any other ports), and to JAMAICA. Last shipping day 22nd.  
 Proceeds from Jeremie direct to Jamaica, and thence to Jacmel.  
 Through rates of freight made from all parts. Spacious and comfortable accommodation for passengers, and a very liberal table. For freight or passage, apply to Milbourne Clarke, 19 Chapel Walks, Manchester; Stoddart Bros., 14 Dale Street, Liverpool; C. Cunningham, 81 Murrigate, Dundee; J. Craig, 4 Corporation Square, Belfast; Thos. Aitkin, 8 and 9 Dock Place, Leith; Ayre & Sons, Grimsby; J. Bailey, 114 Parliament Street, Nottingham; White & Co., 78 & 79 High Street, Hull; C. O. Young & Christies, Cardiff; E. Audet, 8 Boulevard Denain, Paris; Langstaff, Ehrenburg & Pollak, Havre; George Servais, Antwerp; P. A. van Es & Co., Rotterdam; P. and N. de Jong & Co., Amsterdam; H. Dauelsberg, Bremen; or to  
**JOHN WHITE, 26 Great St. Helen's, London.**

Lloyd's List - Tuesday 12 February 1878  
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**SUNDERLAND CUSTOM HOUSE.**  
**EXPORTS.**  
 TO-DAY,  
 Charles Howard s, 1,021, for Malta and Alexandria, 1,150 tons coals, W. Briggs and Sons.

Sunderland Daily Echo and Shipping Gazette  
 Thursday 28 February 1878  
 Image © THE BRITISH LIBRARY BOARD. ALL RIGHTS RESERVED.

**CHARLES HOWARD (s).**—Report of William Chater, Master of the schooner-rigged steamer Charles Howard, 1,021 tons, of and from London, Nov. 3, 10 A.M., for Cardiff (water ballast): —Proceeded, and at midnight she was off Dungeness. The Chief Officer at this time took his watch upon deck, the weather dark, but clear. After rounding Dungeness Point the ship was steered W. by S. On the 4th, at 3 30 A.M., weather clear, but dark, wind S.E., light, smooth sea, the ship was steaming down Channel, going about eight knots an hour, being still steered W. by S. Deponent was upon deck, the Chief Officer still having the watch, Edward Fraser, Able Seaman, being at the wheel, Lars Petersen, Able Seaman, being on the look-out bridge forward. The regulation lights were up and burning brightly. At the time a small vessel was discovered ahead, but a little on the starboard bow. She had no lights up. Deponent made her out by the night glasses to be a fishing vessel standing to the southward. Immediately on seeing her ordered the helm to be put hard a-port, and stopped and reversed the engines at full speed. When the fishing vessel was close under the bow of this ship she (the fishing vessel) showed a brightly burning port light, but too late to prevent collision. The steamer's way was nearly stopped, but she struck the fishing vessel gently on the port side. She lay athwart the steamer's bows apparently little hurt, but, hearing cries from her Crew, deponent ordered ropes to be flung on board, and a boat to be got out. The Crew of the fishing vessel, however, got off in their own boat, and were taken on board deponent's ship. It was then ascertained that the fishing vessel was the Zeal, of Rye. The Crew at their own request were put on board a fishing vessel which had been cruising with the Zeal. This latter vessel, like the other, had no lights up. The collision took place off Hastings. The direction of the head of the steamer at the time of the collision was W. by S., and the direction of the head of the other vessel was about S. The Zeal foundered shortly after the collision took place, and it was then seen she had no starboard light burning.—Cardiff, Nov. 7.

Shipping and Mercantile Gazette - Wednesday 14 November 1877  
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As noted above, she sailed for Malta and Alexandria with a cargo of coal on 28 Feb 1878, still under Chater's command, and on 1 March a 22 year old fireman named James Green fell overboard to his death off Lowestoft.

**BRITISH STEAMERS IN COLLISION AT CRONSTADT.**  
 [LLOYD'S TELEGRAM.]  
 The steamer Charles Howard, of Sunderland, and the steamer Nettlesworth, of London, both from Sunderland to Cronstadt, have been in collision in Cronstadt roadstead. The former vessel sank, and the latter was badly damaged. A steamer, with lighters and steam pumps, was sent to assist. The Charles Howard is a steamer of 844 tons gross register, and is owned by W. Briggs & Sons, of Sunderland. The Nettlesworth is owned by Messrs Gordon & Stamp, of Sunderland.

Dundee Courier - Wednesday 14 September 1881  
 Image © THE BRITISH LIBRARY BOARD. ALL RIGHTS RESERVED.

The steamer Charles Howard, beached near Cronstadt, has been floated and taken into the Mole.

Glasgow Herald - Thursday 15 September 1881  
 Image © THE BRITISH LIBRARY BOARD. ALL RIGHTS RESERVED.

Through 1879 to 1884 *Charles Howard* was continuously employed, sailing between North Sea and Baltic ports, and Mediterranean/Black Sea ports. In May 1881 she broke her main shaft near Lisbon and was towed all the way to Leith for repair. In about August a crew member named John Hoygand died in hospital in Antwerp of enteritis. In September 1881 *Charles Howard* was in collision at Cronstadt roads and sank; she was refloated and repaired. The owners of the other ship, the *Nettlesworth*, later successfully took action for damages against Messrs Briggs (see Appendix B).

In August 1882 William Chater was replaced as captain by Captain Atkinson and around this time LRS began to show the owner as F Lycett<sup>4</sup>. However, the Mercantile Navy List continued to show the owner as Briggs until 1885. As indicated in the footnote, Lycett was the managing owner, the ship being owned in shares.

The ship suffered 3 fatalities amongst its crew in 1883. On 27<sup>th</sup> February, fireman Anthony Dunkin died in hospital Malta. On 23<sup>rd</sup> August the ship's Chief Engineer, 51 year old Edward Paterson died of meningitis in the British Hospital, Cronstadt. On 22 October the same year a fireman named John Jones drowned in port at Glasgow. He was returning on board "the worse for drink" and fell from the gangway ladder.

From mid-October 1884, when we know that she sailed from England for Sebastopol, until the end of April 1885 when she was in Newport loading coal for Malta there is a complete gap in shipping news reports. This may be because Lloyds List after mid-1884 is yet to be scanned, or it may be that she was laid up for a time. The Mercantile Navy List for 1885 shows ownership still with Briggs, but Lloyds Register for 1885 (correct at Jun 30<sup>th</sup>) shows ownership with Alfred Suart. We might assume that Charles Howard was sold sometime in the first half of 1885. Like Forrest Lycett, Alfred Suart & Co. at this time occupied offices in 29 Great St Helen's, so it is possible that Lycett was associated with Suart in some way.

As already mentioned, *Charles Howard* was in Newport at the beginning of May 1885, having arrived from London. Her captain, William Augustus Wallis (56), checked into a hotel and the following morning was found dead. It was concluded that he had unwittingly consumed a lethal mix of alcohol and chlorodyne, the latter taken as a treatment for Bright's disease.

In September 1885 *Charles Howard* was unloading in Antwerp when fire broke out causing much damage to ship and her cargo of wool and linseed from Taganrog. She arrived a week later in West Hartlepool so was, presumably, repaired there.

During 1886 Charles Howard sailed between Genoa and Phillipville (presumably in Algeria), and the east coast ports of Hull, Grimsby West Hartlepool and Leith. According to Lloyd's Register, she was re-boilered again in 1886.

Alfred Suart was a pioneer in the bulk carriage of petroleum by sea. He had four ships converted to carry oil in bulk, *SS Chigwell* (O/N 89491), *SS Titian* (O/N 63581), *SS Bakuin* (O/N 91944) and *Charles Howard*. Oil was shipped from the Black Sea port of Batoum (Batumi). Batoum was connected to the oil fields of Baku, Azerbaijan, by rail in 1883 opening up access to European markets. [The oil industry in Azerbaijan](#) was bankrolled by Rothschilds and we might note that in 1901, Azerbaijan accounted for over 50% of world oil production.

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<sup>4</sup> 1883 death register reports show the owner as F Lycett of 29 Great St Helen's, London. A later report shows Forrest Lycett (ship broker) was "Managing Director" of the shareholders of *Charles Howard* and had owned 9 shares himself. By Feb 1883 he had entirely disposed of his interest in the ship but used 2 shares he no longer owned as security on a loan. In 1886 he was charged with fraud in the Crown Court. He was found guilty and sentenced to 4 months imprisonment with hard labour.

*Charles Howard* was fitted with oil tanks in 1887, with a capacity of 1,540 tons of oil. At the same time she was converted to burn oil instead of coal. Fuel oil was carried in the ballast tanks and the boilers used a burner system patented by Percy Tarbutt. Previous attempts to burn oil for fuel on ships had used steam to atomise the oil, but this wasted precious fresh water. Tarbutt used compressed air for atomisation as the article right describes. She signed on a new crew at South Shields in April and it was noted in reports that no firemen had been employed. She sailed immediately for Batoum.

In the same year – 1887 - a new company was incorporated with the intention of taking over, as a going concern, an existing business of carrying petroleum and other oils in tank steamers, specially adapted for the purpose. The new company was called the Petroleum Transport and Storage Company Limited, had an authorised capital of £200,000 and Alfred Suart and Co were appointed managers. The company was to buy the four Suart steamers already mentioned. The company prospectus envisaged *Charles Howard* making 14 journeys per year between Batoum and Trieste with earnings of £4,326. She duly spent the next few year on this run, but 14 trips seems to have been somewhat optimistic!

In 1890 *Charles Howard* was renamed as ***Mineral***.

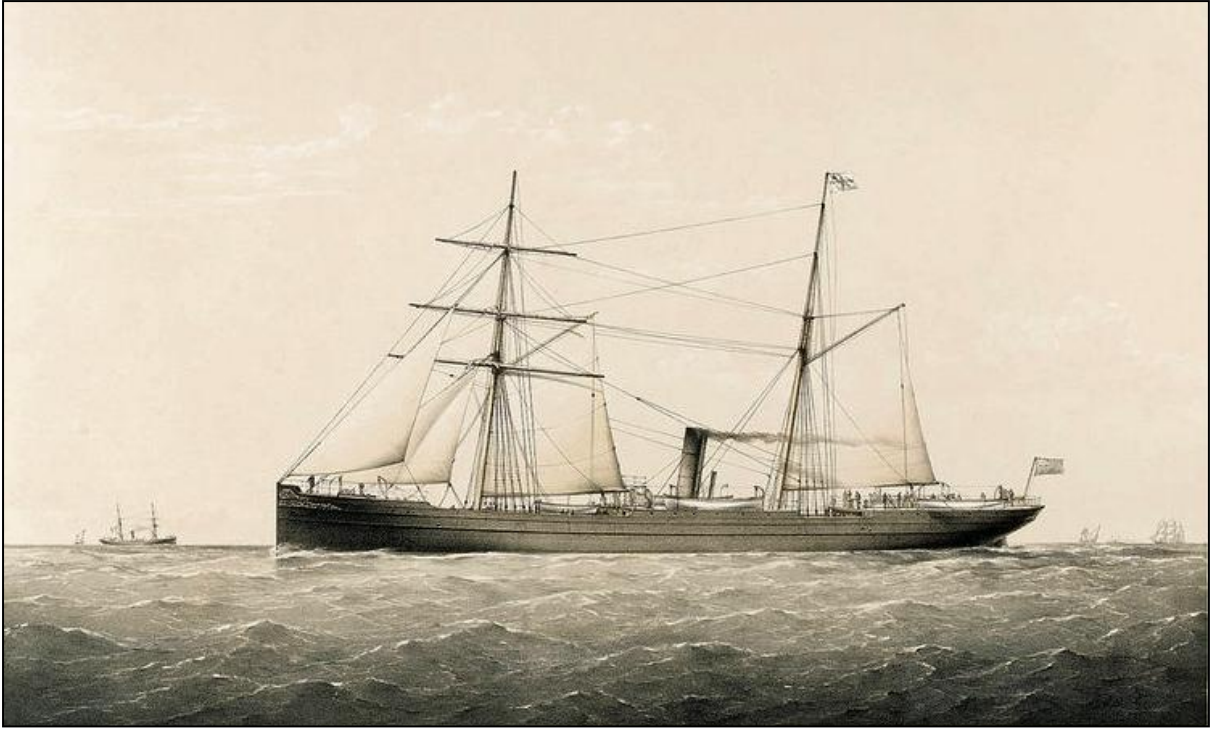
On 4 Nov 1895 *Mineral* was at Zorritos, Peru, loading a cargo of crude petroleum for San Francisco. The ship was destroyed by an explosion and two crew members perished, both Frenchmen, George Sabastin (35) the boatswain, and able seaman Henri Savigny (21). The Board of Trade report on the loss is included in Appendix C.

#### LIQUID FUEL.

A further important advance has just been made in utilizing hydro-carbons for steam raising purposes on board ship. A legitimate objection to the adoption of liquid fuel at sea under certain circumstances has been that the use of steam for the diffusion of the oil in the boiler furnaces entails a considerable loss of fresh water from the boilers. As this loss has to be made good by salt water on long ocean voyages the density of the water is rapidly raised to a dangerous point. This is, however, entirely overcome by the system adopted in the steamship *Charles Howard*, owned by Messrs Alfred Suart and Co, which has recently been fitted with tanks for carrying refined petroleum in bulk and also with Tarbutt's system of burning residual oils under the boilers in place of coal. She is 249ft. in length, with 30ft. beam and 23ft. depth of hold. The whole of the cargo space in the vessel is occupied by tanks for carrying the refined petroleum, while the refuse oil to be used for fuel is carried in the water ballast tanks. Her boiler is of the ordinary marine type, with three flues of 3ft 6in diameter each. These flues are fitted with a brick combustion chamber and superheater, as in the case of other vessels fitted on the Tarbutt system. Another point of departure in the present instance consists in the substitution of highly heated and expanded compressed air for the steam ordinarily used in liquid fuel fires. The steam used for compressing the air is exhausted into the condenser, the water from which is of course available for feeding the boiler along with that condensed from the main engines. The *Charles Howard* left the Tyne Dock last Saturday for the Black Sea, and as she steamed down the river at full speed not a particle of smoke was visible from the funnel, the fires working admirably from the first start. It is stated that the owners propose to fit the remainder of their fleet with similar apparatus. The storage of the oil in the water ballast tanks has, we believe, never before been introduced in practice. It is an important feature, as it saves the shipowner the heavy expenditure incidental to the fitting of tanks in the bunker spaces, and, combined with the substitution of air for steam, marks a decided departure in liquid fuel practice.

Gloucestershire Echo - Tuesday 19 April 1887  
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The image above is from the collection of the [National Maritime Museum](#). It is a painting by William Foster titled "The Screw Steamships Charles Howard, Richard Cobden and Rhone". All three ships were built by William Pile and, as launched, had almost identical net tonnage, so presumably were all to the same design. This would, therefore, have predated the lengthening of Charles Howard.

## **Acknowledgements**

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# APPENDIX A – From Lloyd’s Register of Shipping

## 56748 - CHARLES HOWARD

1866	5	Charles How-ard	W Stock'r Cem.66	751 511	205-9 30-1 16-9	Sndrl'd	1866	Ryde & C.	London	Sld. Medit. (A.&C.P.)	5 Blk Hds	12,66
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1867	401	Charles How-ward	W. Stock'r Cem.66 AP.	751 511	205-9 30-1 16-9	Sndrl'd	1866	Ryde & Co.	London	Sld. Medit. (A.&C.P.)	5 Blk Hds	12,66
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1868	2	Howard	W. Stock'r Cem.66 AP.	751 511	205-9 30-1 16-9	Sndrl'd	1866	Ryde & Co.	London	Sld. Medit. (A.&C.P.)	5 Blk Hds	12,66
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1869	8	Howard	J. Martin Cem.66 AP.120H.	751 511	205-9 30-1 16-9	Sndrl'd	1866	Ryde & Co.	London	Lon. (A.&C.P.)	5 Blk Hds	12,66
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1870	6	Howard	J. Martin Cem.66 AP.120H.	751 511	205-9 30-1 16-9	Sndrl'd	1866	Ryde & Co.	London	Lon. (A.&C.P.)	5 Blk Hds	12,66
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80	Charles Howard	W Withrs Cem.66	M.C.70	1304 1021	249-0 30-1 16-9	Sndrl'd	1866	Ryde & Co	London	Nwc. Medit. (A.&C.P.)	5 Blk Hds	10,70
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1871	9	Howard	W. Withrs Cem.66 MC.70 AP.200H.	1304 1021	249-0 30-1 16-9	Sndrl'd	1866	Ryde & Co.	London	Nwc. Meditn (A.&C.P.)	5 Blk Hds	10,70
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1872	5	Howard	W. Withrs Cem.66 MC.70 200HP.	1304 1021	249-0 30-1 16-9	Sndrl'd	1866	Ryde & Co.	London	Nwc. Meditn (A.&C.P.)	5 Blk Hds	10,70
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1873	2	Howard	Lunham Cem.66 MC.70 200HP.	1304 1021	249-0 30-1 16-9	Sndrl'd	1866	Ryde & Co.	London	Nwc. Meditn (A.&C.P.)	5 Blk Hds	10,70
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1874	480	Charles Howard	Lunham Cem.66	1021 1304	249-0 30-1 16-9	Sndrl'd	1866	Ryde & Co.	London	Lon. (A.&C.P.)	5 Blk Hds	10,70
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1876	8	Howard	Lunham Cem.66	1021 1304	249-0 30-1 16-9	Sndrl'd	1866	Ryde & Co.	London	Lon. (A.&C.P.)	5 Blk Hds	10,70
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1878	7	Howard	W. Chater Cem.66	844 1304	249-0 30-1 16-9	Sndrl'd	1866	Ryde & Co.	London	Sld. (A.&C.P.)	5 Blk Hds	10,70
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1879	8	Howard	W. Chater Cem.66	844 1304	249-0 30-1 16-9	Sndrl'd	1866	W Briggs & Ss	Sunderland	Sld. (A.&C.P.)	5 Blk Hds	10,70
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1880	581	Charles Howard	W. Chater Cem.66	844 1304	249-0 30-1 16-9	Sndrl'd	1866	W Briggs & Ss	Sunderland	Sld. (A.&C.P.)	5 Blk Hds	10,70
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1882

7	Howard ScwSr	W Chater	844	249-0 30-1 16-9	C.I. 27 1/2 " 49 1/2 " -40"	Sunderland	1866	F. Lyceett	S'ndrind	Sld.	90A	30A
56748	Spar deck	5 B.Hds	Atkinson	1304	1 Dk Spar dk 23-4	56lb. 120HP. NE.77	W.Pile	11mo	as Cly. No. 3-77	Lon.	A.A.C.P.	3,88
W.Q.G.C.	Iron	Cem. 66	876	Str. B. len. 70 drp. 78	Kincaid, Daldy & C. Grk.	L.M.C. 11.61	8.83	as Sid. No. 1-81			Spar deck	

1883

Howard ScwSr	Atkinson	844	249-0 30-1 16-9	C.I. 27 1/2 " 49 1/2 " -40"	Sunderland	1866	F. Lyceett	S'ndrind	Lon.	90A
Spar deck	5 B.Hds	1304	1 Dk Spar dk 23-4	56lb. 120HP. NE.77	W.Pile	11mo	as Cly. No. 3-77	A.A.C.P.		3,81
Iron	Cem. 66	876	Str. B. drp. 78 & 81	Kincaid, Daldy & C. Grk.	L.M.C. 11.61	8.83	as Sid. No. 1-81			Spar deck

1885

554	Charles Howard	SowStm	844	249-0 30-1 16-9	C.I. 27 1/2 " 49 1/2 " -40"	Sunderland	1866	A. Stuart	S'ndrind	Lon.	90A
56748	Iron	5 B.Hds	1304	1 Dk Spar dk 23-4	56lb. 120HP. NE.77	W.Pile	11mo	as Cly. No. 3-77	A.A.C.P.		3,88
W.Q.G.C.	Iron	Cem. 66	876	Str. B. drp. 78 & 81	Kincaid, Donald & C. Grk.	L.M.C. 11.61	8.83	as Sid. No. 1-81			Spar deck

1887

546	Charles Howard	SowStm	849	249-0 30-1 16-9	C. 27 1/2 " 49 1/2 " -40" (s)	Sunderland	1866	A. Stuart	S'ndrind	Nwc.	90A
56748	Iron	5 B.Hds	1304	1 Dk Spar dk 23-4	56lb. 120HP. NE.77	W.Pile	11mo	as Cly. No. 3-77	A.A.C.P.		3,88
W.Q.G.C.	Iron	Cem. 66	876	Str. B. drp. 78 & 81 len. 70	Kincaid, Donald & C. Grk.	L.M.C. 11.61	8.83	as Sid. No. 1-81			Spar deck

1889

507	Charles Howard	SowStm	849	249-0 30-1 16-9	C. 27 1/2 " 49 1/2 " -40" (s)	Sunderland	1866	A. Stuart	S'ndrind	Tri.	90A
56748	Iron	5 B.Hds	1304	1 Dk Spar dk 23-4	56lb. 120HP. NE.77	W.Pile	11mo	as Nwc. No. 3-86	A.A.C.P.		3,89
W.Q.G.C.	Iron	Cem. 66	876	Str. B. drp. 78 & 81 len. 70	Kincaid, Donald & C. Grk.	L.M.C. 11.61	8.83	as Sid. No. 1-81			Spar deck

1890

388	Charles Howard	Iron	1304	90A1	Tr i p	1866	W. Pile	G.M. Hoyland	249-0 30-1 16-9	Sunderland	C. 27 1/2 " 49 1/2 " -40" (s)
56748	B. Carter 88-89	as Nwc. No. 3-86	876	Spar dk	A.A.C.P.	11mo	Sunderland		23-4	British	56lb. NE77 120HP
W.Q.G.C.	Now named "Mineral". See No. 7 in Supplement	1 Dk Spar dk 23-4	849	2,89	L.M.C. 12.80	8.86			Str. B. len. 70	5 B.Hds	Kincaid, Donald & Co., Grk.

7	Mineral	Iron	1304	90A4	Nwc p	1866	W. Pile	A. Stuart	249-0 30-1 16-9	Sunderland	C. 27 1/2 " 49 1/2 " -40" (s)
56748	Parlet (ex Charles Howard)	as Nwc. No. 3-86	876	Spar dk	A.A.C.P.	11mo	Sunderland		len. 70 drp. 78 & 81	British	56lb. NE77 120HP
W.Q.G.C.	1 Dk Spar dk 23-4	as Nwc. No. 3-86	849	2,89	L.M.C. 12.80	8.86			Str. B. len. 70	5 B.Hds	Kincaid, Donald & Co., Grk.

## APPENDIX B – Inquiry into collision with SS Nettlesworth

### LOCAL ADMIRALTY ACTION.

#### THE S.S. NETTLESWORTH V. S.S. CHARLES HOWARD.

This was an action brought by Messrs. Gordon and Stamp, the owners of the s.s. Nettlesworth, against the owners of the Charles Howard, Messrs. Briggs, to recover damages arising out of a collision between the above vessels which took place near Cronstadt, in the Gulf of Finland, on the 12th September, 1881. Both vessels were at the time in question on a voyage from Sunderland to Cronstadt, laden with coal, and the version of the affair as told by the Nettlesworth's party was shortly as follows:—Shortly before 11.30 a.m. on September 12th, the Nettlesworth, with a crew of 19 hands, and a cargo of coal, was in the Gulf of Finland. The wind was about ESE, and the weather was fine, but rather foggy. The Nettlesworth, under steam, was proceeding about E by S, at the rate of from three to four knots an hour. Whilst so proceeding, as she was drawing up towards the London Shoal ship for the purpose of taking on board pilot, the Charles Howard was seen about two or three miles off, and four or five points on the port quarter, rapidly coming up. Immediately afterwards the engines of the Nettlesworth were stopped to wait for the pilot boat. The Charles Howard came on, overhauling the Nettlesworth, and angling towards her, and causing danger of collision. The helm of the Nettlesworth was thereupon put hard aport, and her engines reversed, and the Charles Howard was hailed to starboard, but she came on, and with her starboard midships struck the port side of the stem of the Nettlesworth, knocking the stem off to starboard, and making a hole in the fore compartment, which filled with water. She got into Cronstadt safely, however, where temporary repairs were effected, and she then returned to Sunderland, where the vessel was permanently repaired. On the other hand the defendant's case was that at the time of the collision the C. Howard, with a crew of 21 hands, and laden with a cargo of coals, on a voyage from Sunderland to Cronstadt, was in the Gulf of Finland about two miles north of the London Chest Lightship, and she was heading about east-south-east, and making about five knots an hour.

At this time she observed the Nettlesworth about three miles off on the starboard quarter following her up. Shortly afterwards her engines were eased, and then stopped for the purpose of taking a pilot on board. Whilst the pilot was boarding, the Nettlesworth was observed to be coming up very rapidly on the starboard quarter, and was a short distance off; she approached under her starboard helm. Although hailed to go astern she continued her course, and with her stem struck the Chas. Howard on the starboard side, did her such serious damage that she commenced to sink and had to be beached. She was eventually towed off the ground under an agreement, and after some temporary repairs she left for Sunderland, where she was put in proper order. The action was tried at Westminster before Sir Robert Phillimore and Captains Lambert and Burne, Trinity Brethren. Mr. Butt, Q.C., M.P., and Mr. W. Phillimore, instructed by Messrs. Botterell and Roche, appeared for the Nettlesworth, and Mr. Webster, Q.C., Mr. Myburgh, Q.C., and Mr. Raikes, instructed by Mr. Thomas Steel, for the Chas. Howard. The case lasted over three days, viz., Tuesday, Wednesday and Friday of last week, and a great number of witnesses were called on both sides, who substantially corroborated the cases of their respective parties. On the part of the Nettlesworth several independent witnesses were called, viz., the master and chief mate of the Hidalgo, of Hull, and the master of the Rossini, of Sunderland, all of whom were close to the scene of the collision at the time. On the other hand the Charles Howard's advisers secured the attendance of two of the Cronstadt pilots in their client's interests, and also examined the master of a foreign barque under commission. —After the conclusion of the evidence the Court heard the arguments of counsel, and then pronounced the Charles Howard solely to blame for the collision, and liable for all the consequent damages.

We understand that the owners of the Charles Howard have given notice of their intention to appeal against the decision herein.

Sunderland Daily Echo and Shipping Gazette  
Monday 27 February 1882

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## APPENDIX C – Board of Trade report into the loss of Mineral

(No. 5274.)

### “MINERAL” (S.S.)

FINDING and Order of a Naval Court held at the British Consulate, Callao, on the second and third days of December 1895, to investigate the circumstances attending the fire and explosion, causing loss of life, that occurred on board the British ship “MINERAL,” official number 56,748, at Zorritos, on the 4th day of November 1895, and the consequent sinking of that vessel; also the cause of said fire and explosion, and to inquire into the conduct of the master and officers on the occasion.

The “Mineral,” of Sunderland, was an iron screw steam vessel, schooner rigged, of 849 tons registered tonnage, official number 56,748, built at Sunderland in 1866, and owned by the Petroleum Transport and Storage Co., Limited, of 32, Great St. Helen's, City, London.

It appears, from the evidence given before this Court, that she was at the port of Zorritos, on or about the 4th day of November last past, for the purpose of loading a cargo of crude petroleum for San Francisco, that she had on board at the time twenty hands all told, and three passengers.

That on the deck mentioned she had taken in about 900 tons of the said cargo, and that at about 10.15 a.m., it was discovered that the vessel was on fire. That such measures were immediately taken by the master to extinguish the flames as it was possible to do, such as throwing sand on all parts where at all likely to be of service, and afterwards stopping all ventilating points. That, finding all efforts in vain, the boats were taken to and all hands were put on shore.

That the master, with some of the officers and crew, returned to the ship for the purpose of sinking her, and having opened the top of the injection valve and the directing box, again left the ship. That later on in the day the master, seeing no smoke on the “Mineral,” went on board the second time with a volunteer crew to see how matters stood and to act accordingly, and that

they had been on board but a short time when a terrific explosion took place in the fore part of the ship, whereby the vessel became a total wreck, and three of the crew, namely, the boatswain, George Sabastia; an able seaman, Henri Savigny; and an able seaman, José Rodriguez, were severely injured, the two first mentioned dying subsequently.

That having heard and carefully considered the evidence given before this Court in the presence of the master, the Court is of opinion that the “Mineral” appears to have been well manned and found with all things needful and necessary. That the crew conducted themselves in a proper manner, and that no blame whatever is due to the master, officers, engineers, and crew, who seem to have done all that was possible to extinguish the fire after it was discovered. That the Court has therefore much pleasure in returning the certificates of the master, first, and second mates, and first and second engineers; and the Court is also of unanimous opinion that the vessel has been lost by the oil which had leaked into the coffer dams having caught fire (the said oil being of a very dangerous and inflammable nature), but as to how the fire had been communicated, there is no evidence to enable the Court to decide. And that from the plan of the ship produced before the Court by the master, the Court considers that the coffer dams were not sufficiently protected from the ordinary risks of fire being communicated to the oil in them.

The expenses of this Court, fixed at 12*l.* 13*s.* 0*d.*, are approved and are to be borne by the Board of Trade.

Dated in Her Britannic Majesty's Consulate at Callao, this third day of December, one thousand eight hundred and ninety-five.

(Signed) GEORGE G. WILSON,  
Her Britannic Majesty's Acting  
Consul, President of the Court.  
W. B. MINHNICK,  
Comm. S.S. “Retriever.”  
N. McCALLUM,  
Master, ship “Killraunan.”

(Issued in London by the Board of Trade on the  
23rd day of January 1896.)