SS Annan

<table>
<thead>
<tr>
<th>Type</th>
<th>Iron Screw Steamer, schooner rigged</th>
</tr>
</thead>
<tbody>
<tr>
<td>Launched</td>
<td>About October 1872</td>
</tr>
<tr>
<td>Built by</td>
<td>Davison &amp; Stokoe, Southwick, Sunderland</td>
</tr>
<tr>
<td>Official Number</td>
<td>67534</td>
</tr>
<tr>
<td>Tonnage as built</td>
<td>662 tons net, 1025 gross</td>
</tr>
<tr>
<td>Dimensions (LxWxD) ft</td>
<td>230.3 x 30.8 x 17.0</td>
</tr>
<tr>
<td>Engine HP as built</td>
<td>98 HP 2 cylinder by Hawkes, Crawshay &amp; Co., Gateshead</td>
</tr>
<tr>
<td>First Registered</td>
<td>12 Dec 1872 at West Hartlepool</td>
</tr>
<tr>
<td>First Owner</td>
<td>Septimus Jonathan Glover</td>
</tr>
<tr>
<td>End of Life</td>
<td>Stranded 10 Jan 1884</td>
</tr>
</tbody>
</table>

No report has yet come to hand for Annan’s launch, so it is not known whether she was built to the order of her first owner, or bought after launching. Her first owner was Septimus Jonathan Glover, a ship owner and coal fitter¹ of West Hartlepool. Septimus was a member of the Glover family of South Shields, one of eight brothers, two of whom were master mariners and three ship owners. The indications are that S J Glover was sole owner of Annan at this time, but this has not been confirmed.

Ownership of SS Annan as shown by Lloyd’s Register of Shipping (LRS) is included in Fig 1 and the Mercantile Navy List (MNL) in Fig 2.

In 1874, S J Glover joined his two brother, John and Robert, in their London ship brokerage, Glover Brothers, and it is said that he took three ships (Annan being one of them) into the business with him. The partnership called Glover Brothers was a ship broker and manager; as such, ships were not owned by the partnership, but by the partners (and others) in 1/64 shares. So, although LRS shows the owners as Glover Brothers from 1875 onwards, this author’s view is that Septimus Glover probably retained sole ownership and it was the management that passed to Glover Brothers. We should note, however, that Glovers did not move the port of registry to London and the MNL continues to show S J Glover of West Hartlepool as the owner through to 1882, despite him having moved to London in 1874.

Both LRS and MNL show a change of ownership in about 1882 and it seems most likely that Annan was sold in March 1882. The new owner was Jacob Lohden & Co. of Hartlepool, a firm of coal exporters, ship owners and ship brokers. Lohden had previously been a member of the partnerships Cory, Lohden & Co. but left both at the end of 1881 to set up his own business. Lohden went on to own a fleet of some 10 ships and had acquired another of S J Glover’s ships, the SS Burlington, late the previous year. As with Glover Bros., the ships would have been owned in 1/64th shares by Lohden and others.

Glover and Lohden would have known each other well; they were of similar age, both worked in the coal export business in Hartlepool, were fellow members of the Hartlepool Chamber of Commerce,

¹ A coal fitter was a coal merchant and exporter.
both active in Liberal politics and were both directors of the Neptune Marine Insurance Company of Hartlepool.

At the time of her loss in January 1884, it was variously reported that the Annan was owned by J Lohden & Co., and that T D Turner was one of the owners and was the managing owner. As we will see, Turner was her former captain, but it seems probable that he had joined J Lohden & Co. as an employee by 1884.

As is often the case, it is actually very difficult to be completely authoritative about the exact ownership arrangements.

SS Annan working life was that of a typical tramp steamer and there is little value in going into a lot of detail here, but a voyage log is included as Appendix A for those with a specific interest. What is apparent is that both owners were able to work the vessel hard, with very few breaks in her service, other than essential maintenance. She was also involved in very few incidents until her eventual demise.

Typical of a British tramp, her voyages generally involved carriage of coal or iron out-bound and return with cargoes such as grain from the Black Sea, ore from Mediterranean ports, sugar from the Caribbean or timber from Baltic Sea ports.

Her early voyages were made under the command of Captain John Wilson Sharer\(^2\) but in February 1873 command passed to Captain Thomas Derwent Turner\(^3\), who was to continue until the end of 1881 with only a brief break in November 1878 when his wife died. In 1876 Annan was aground briefly at Sulina, but got off with assistance, and without damage(Fig 3) and in 1881 she was run into by another ship whilst on a buoy at Newport and burst a plate. These were the only two mishaps during Turner’s time as Master.

\[\text{Fig 3}\]

\(\text{THE “DIRECT” MONTHLY LINE of STEAM PACKETS between LONDON and DUNKIRK.}\)

\(\text{Last day for shipping, the 14th September, 1874. – The well-known fast cruiser Sunderland-built Screw Steamer ANNAN, A 188 years in Liverpool Book. 1,081 tons register. 500 h.p. after-tie; T. D. Turner, Commander; will sail from the West India Docks, No. 9 Shed (North Side), Callin at Dartmouth for Mail on the 16th September. Letters to be addressed “By private e. s. Annan,” and be posted in London before 6 p.m. on the 18th September, postage 6d, per half-ounce. Bills of Lading to be had only of Howard, Jones, and Parker, 16, Cullum-street, E.C. Freight payable 14 days after clearing, or on delivery of Bills of Lading, if required. Bills will be required in exchange for Bills of Lading for water-borne goods. For freight or passage apply to SUMPTON, ADDS, and Co., 9, Prince-street; or to STOVALL and BROWN, 9 Lime-street, E.C. To be followed by the new s. h. NESS, 99 a 11 at Lloyd’s, early in October.}\)

\(\text{Shipping and Mercantile Gazette - Wednesday 19 August 1874 Image © THE BRITISH LIBRARY BOARD. ALL RIGHTS RESERVED}\)

\(\text{2 John Wilson Sharer, born 4 Jun 1832 in Bishopwearmouth. Master Mariner. Died 9 Oct 1889 at sea on his ship Cumberland. Officer Certificate 9329.}\)

\(\text{3 Thomas Derwent Turner, born about 1830 in Liverpool. Master Mariner. Lived in Sunderland, then London. Officer Certificate 14315.}\)
Turner handed over command briefly to a Captain Smith, and as we have seen above, the ship changed hands around this time, command being given to Captain William Henry Tinniswood⁴ in March 1882. For the next two years she was commanded by Tinniswood or Captain Henry Waller⁵.

In January 1883 her rudder was damaged near Copenhagen and repaired (Waller) and in June she ran aground, again near Copenhagen, but got off with help but undamaged (Tinniswood).

Her run of good fortune came to an abrupt end on 10 January 1884 when she went aground on Kockfoten Reef in the Kattegat in thick fog, under Waller’s command and with a cargo or oak sleepers. Some of the cargo was saved, but on 14 January her back broke. The wreck was sold on 8 February for just 839 Swedish Kroner. An official inquiry was held in Middlesbrough, and though Captain Waller was not found in default, he was advised to be more careful in fog in future. See figure 4 for reports.

Acknowledgement of Sources

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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 – 17 Apr 2019

⁴ William Henry Tinniswood, born 1839 in Newcastle. Lived in Carlisle, then Appleby. Died 11 Jul 1888 aboard his ship SS Patterdale at Tyne Dock. Officer Certificate 10720
⁵ Henry Waller, born 1842 at Sandsend, Yorkshire. Officer Certificate 08028.
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<tbody>
<tr>
<td>6</td>
<td>Annan Iron</td>
<td>668</td>
<td>1874-75</td>
<td></td>
<td>S.J. Glover</td>
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<td></td>
<td>J. Lohden</td>
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<tr>
<td>7</td>
<td>Annan Iron</td>
<td>668</td>
<td>1883-84</td>
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<td>J. Lohden</td>
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### Figure 2 – Mercantile Navy List Entries

<table>
<thead>
<tr>
<th>Official No.</th>
<th>Name of Ship</th>
<th>International Code or Signal (if any)</th>
<th>Port and Year of Registry</th>
<th>Where Built</th>
<th>When Built</th>
<th>Whether Steel, Wood, or Composite</th>
<th>Dimensions</th>
<th>Registered Tonnage</th>
<th>Name and Address of Sole Registered Owner, or of Managing Owner when there are more Owners than One</th>
</tr>
</thead>
</table>
Figure 3 – Captain’s report of grounding in 1876

ANNNAN (s).—Report of Thomas Derwent Turner, Master of the Annan (s), of Hartlepool, 661 tons, from Galatz, April 29, for Rotterdam (1,300 tons of wheat):—We proceeded all well till we arrived at Sulina at 2 40 P.M. same day; no tide, but the current very strong, weather fine, wind S.W., blowing a moderate breeze, the ship had arrived off Sulina, when owing to the strong current she became unmanageable, and the anchor not holding with 90 fathoms of chain out she took the ground astern on the North Bank, and at the same time (as she swung) she fouled a Turkish brig lying at anchor, our port quarter striking her forward, and the mizen rigging carried away her jibboom. We endeavoured to get the steamer off by heaving on two 9-inch warps, made fast ashore on the south side, but the ropes parted. We then unshackled the chain cable at 105 fathoms, and took it in aft on our starboard quarter, and hove on it, but could not move her. Lighters were then engaged to discharge the cargo, and on the 30th April and May 1 we put out about 1,200 qrs. We continued to heave on the cables at various times both by day and night, and at 6 30 A.M. on the 2d she came off. We then reloaded, and on the 3d at noon proceeded to sea, arriving at Rotterdam all well on the 20th, and discharged cargo. We left there on the 3d June, and arrived at Newport (Mon.) June 7.—Newport (Mon.), June 7.
Figure 4 – Reports on Loss of Annan and subsequent Inquiry

WEST HARTLEPOOL VESSEL
ASHORE.

The British steamer Annan, from Danzig for West Hartlepool, is reported from
Gothenburg to have gone ashore at Nidigen.
The ship went ashore in a dense fog, and,
according to latest advices, has not yet been
got off. Messrs J. Lobden and Co. are the
owners.

Hartlepool Northern Daily Mail - Friday 11 January 1884

ANNAN.—Gothenburg, Jan. 10, 1 p.m.—The British
steamer Annan, from Danzig for West Hartlepool, ashore
Nidigen.

Lloyd's List - Friday 11 January 1884

ANNAN (a).—Copenhagen, Jan. 11, 8 29 p.m.—The
Annan (a) of West Hartlepool, from Danzig for England,
have gone ashore at Nidzagen. No further particulars.
A Swedish steamer has gone to assist.—[See List of yesterday]

Lloyd's List - Saturday 12 January 1884

ANNAN (a).—Copenhagen, Jan. 12.—The Annan (a) is
still aground, the weather having been unfavourable for sal-
vage operations. A contract has been made with Switzer at
60 per cent. of ship and cargo. Two steamers are in
attendance.

Lloyd's List - Tuesday 15 January 1884

ANNAN (a).—Copenhagen, Jan. 13.—The Annan (a), of Hartle-
pool, Wylie, ashore on Nidigen, has been examined by
divers, and found to be so badly damaged that she may be
considered a wreck. The greater portion of the in-
ventory has been saved, and the salvaged the cargo of oak
sleepers has been commenced to-day. The vessel was bound
from Deminds for Tunis. The salvage steamers Færing, Gote-
borg, and Kattegat. are at the spot; the Fredrikshavn left
here for Leucas to-day. The greater portion of the Annan's
crew have already left for Gothenburg.

Lloyd's List - Monday 21 January 1884

ANNAN (a).—Gothenburg, Jan. 17.—The Annan (a), which
stranded on the Nidigen during the night of Jan. 9, had
laden a cargo of sleepers in Danzig for Tunisia, and was to
call at West Hartlepool. Four powerful diving steamers
arrived at the spot, but could do no work, as the vessel filled
with water after she struck, and the master had no time to
save the documents or papers, except the logbook. For four
days all the steamers, with the divers, were unable to get
near the vessel owing to the high sea, and had to lie at
Skånelegård. On Jan. 13 two of the divers examined the
vessel, but found both sides in a most miserable state, and
large holes, besides which the deck had given way. Under
these circumstances all that could be done was to save
materials and cargo. Next day the Annan became a total
wreck, breaking into two pieces, and the sleepers drifting
along the coast.

Lloyd's List - Tuesday 22 January 1884

ANNAN (a).—Gothenburg, Feb. 8.—The Annan (a), from
Danzig for West Hartlepool and Tunas, ashore at Nidigen,
was totally broken to pieces during the last gale, and nothing
is to be seen of her. The wreck was sold by auction for 650
Swedish kronor.

Lloyd's List - Tuesday 12 February 1884

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OFFICIAL REPORTS.

[No. 2,081.]

THE STRANDING OF THE ANNAN (s).
(The Merchant Shipping, Act, 1854 to 1876.)

In the matter of a formal investigation held at the Public Board Room, Post Office Chambers, Middlesbrough, on the 14th, 15th, and 16th days of February, 1884, before Charles James Coleman, Esq., Judge, assisted by Captains Parish and Wilson, into the circumstances attending the stranding of the Annan (s), of West Hartlepool, on or near Klockfoten Reef, Sweden, or on or about the 10th of January last.

REPORT OF COURT.

The Court, having carefully inquired into the circumstances attending the above-mentioned shipping casualty, finds, for the reasons stated in the annex hereto, that the Annan (s) was stranded in a dense fog through the course of which the master set not having been made good from some cause unexplained, and the fog signals not being sounded at the Nunningen Lighthouse until after the stranding.

Dated this 16th day of February, 1884.

CHARLES JAMES COLEMAN, Judge.

We concur in the above report.

ALFRED PARISH, R. WILSON, J. ASHMORE.

ANNEX TO THE REPORT.

The Annan was a screw steamer and schooner-rigged, built of iron in Sunderland in 1872, and registered at West Hartlepool. She was owned by J. D. Turner and others, being the managing owner. Her official No. was 67,334, gross tonnes 1,024, and registered 681 tons. She had two compound surface-condensing engines of 88-horse power combined. She left Dantzic on Jan. 7 last, with a crew of 16 hands all told, and a cargo of 497 loads of oak eaves, bound to West Hartlepool, under the command of Henry Walker, who held a certificate of competency No. 05,028. Her draught of water was 15 feet 4 feet and 14 feet forward. She passed the Swinburne Lightvessel at 2 p.m. on the 9th at a distance of two miles, from whence a course was set N. by W., magnetic, and, according to the evidence of the master and mates, the same course was continued until the ship stranded. At 2:40 Kallen Lighthouse bore E. by N. distant 25 miles. The weather was then fine, but slightly hazy, and the wind from S.W. and light. She continued her course at full speed (64 knots) until 8 p.m., when the fog came on thick, and she was then made to half speed, or about five to six knots. At 8:30 p.m., the fog being very dense, the engines were eased to dead slow, reducing her to three to four slow per hour. At 8 p.m., the ship was stopped, and soundings taken, which gave 23 fathoms. The lead was not armed either then or on any other occasion of taking soundings. At 9 p.m. soundings were again taken at 25 fathoms, and at 10 p.m. at 17 fathoms. The log, which had been set on passing the Swinburne Lightvessel, showed 50 miles, to which the master said 5 per cent. should be allowed for correct distance run. About 11 the weather cleared slightly overhead for about 30 minutes, but was still thick on the horizon, and no lights were visible anywhere. No soundings were taken after 10 p.m. till midnight, when 30 fathoms were found, and at 2 a.m. again at 30 fathoms. During each time of sounding the ship was stopped for about half an hour. The log at midnight showed 30 miles, and at 2 a.m. 65 miles. At 2:30 the ship stranded on a reef which was found to be Klockfoten, at a distance of about half a mile only from the lighthouse on Nidinge, to which there is a siren and gun; but no gun was heard until half an hour after she struck, and the siren was not heard until about 8 a.m. The engines were put astern, but the ship remained fast and rapidly filled with water. The boats were got out and the crew were landed. At the close of the evidence Mr. de Hamel, who appeared for the Board of Trade, handed in papers from the British Consul at a place close by, with depositions showing that the lighthouse people had not set on the siren till after the time of the vessel stranding by their own admission.

The Board of Trade desired the opinion of the Court on the following questions:—1. Whether a safe and proper course was set and steered on and after passing Swinburne, and whether the master was justified in keeping his vessel so long on that course? 2. Whether, when the weather became thick with fog, proper measures were from time to time taken to ascertain and verify the position of the vessel. 3. Whether the master was thereafter justified in neglecting to bring his vessel to anchor? 4. Whether the lead was used with sufficient frequency? 5. Whether the vessel was navigated with proper and seamanship care? If the Court found Henry Walker, the master, in default, his certificate should, in the opinion of the Board of Trade, be dealt with.

To which the Court replied as follows:—1. Accepting the course given by the master and mates as that which was set and steered, the course set from off Swinburne was a proper course; but it would have been better, when the master found that at 10 p.m. his ship, from soundings taken, was put in the position that the course and distance by log would have given him, to have felt his way with the lead and altered his course accordingly. 2. Proper measures were taken by sounding, but not with sufficient frequency. The lead ought to have been armed, and the quality of the bottom carefully studied. 3. It would perhaps have been wise in the circumstances had he anchored or stopped her while the fog continued so dense. 4. This is replied to in the answer to the first question. 5. There was no want of personal care on the part of the master, but the Court considered that he would have shown better judgment had he acted as pointed out in the previous answers. The Court does not find the master in default, although they cannot acquit him of errors in judgment. Had the siren been going as it should have been in such a fog the warning might have averted the casualty. The absence of the use of the lead, as stated by us, cannot be justified, so as to enable us to say that the master's conduct is free from censure. It is unnecessary for the Court to go into the whole events of the voyage in detail. There is no doubt that had the warnings about the place where the vessel stranded been in working order the casualty might have been avoided. The Court advises the master to be more cautious in navigating any vessel he may in future command in a dense fog. The Court does not deal with his certificate, and makes no order as to costs.
APPENDIX A – SS ANNAN VOYAGE LOG

1872
Oct – launched
w/c 14 Dec – allocated signal code WRNQ
18 Dec – cleared Newcastle for Gibraltar (Capt. John Wilson Sharer)

1873
4 Jan – arrived Gibraltar from Newcastle (Sharer)
12 Jan – arrived Cartagena from Gibraltar (Sharer)
18 Jan – left Portmán, Cartagena\(^6\) (Sharer)
21 Jan – left Gibraltar, Cartagena for Newport
26 Jan – arrived Newport from Portmán (Sharer)
4 Feb – entered out, Cardiff for Havre (Sharer)
5 Feb – arrived Cardiff from Newport, light (Sharer)
8 Feb – sailed for Havre (Sharer)
10 Feb – arrived Havre
15 Feb – arrived West Hartlepool from Havre (Shenff)\(^7\)
14 Mar – arrived Constantinople from Hartlepool (Capt. Thomas Derwent Turner)
26 Mar – at Berdianski from Odessa (Turner)
15 Apr – passed down Dardanelles from Marianople (Turner)
19 Apr – arrived Malta from Marianople and sailed for Falmouth (Turner)
23 Apr – passed Gibraltar, Marianople for Belfast, wheat (Sharer)
4 May – arrived Falmouth from Marianople (Turner)
6 May – sailed from Falmouth, Marianople for Belfast (Sharer)
8 May – arrived Belfast from Marianople (Turner)
17 May – sailed from Belfast for Pictou NS in ballast (Turner)
4 Jun – at Sydney CB, Canada from Belfast (Turner). Also reported at Pictou same date.
9 Jun – sailed from Pictou for Sorel (Sharer)
22 Jul – sailed from Montreal for Liverpool (Turner)
9 Aug – arrived Holyhead from Montreal (Turner)
12 Aug – at Liverpool (Turner)
21 Aug – loading at Liverpool for Pictou (NS)
8 Oct – sailed from Montreal for Queenstown (Turner)
3 Nov – sailed from Queenstown for Aberdeen (Turner)
5 Nov – arrived West Hartlepool for Montreal (Turner)
7 Nov – arrived Aberdeen from Montreal (Turner). Flour and wheat.
12 Nov – advertised for Demerara (Capt. John Wilson Sharer)

6 Portmán was a major metalliferous mining centre. It is likely that Annan carried coal out and ore back.
7 Probably a misprint for Sharer

13 Nov – loading at WID (Sharer)
29 Nov – sailed from Shields for Hamburg (Turner)
6 Dec – sailed from Hamburg of Shields (Turner)
8 Dec – entered outwards WID London for Demerara (Sharer [sic])
12 Dec – entered inwards WID from Hamburg (Turner) and entered outwards for Demerara (Turner)
13 Dec – loading at WID (Turner)
18 Dec – cleared out, London for Demerara (Turner)

1874
22 Jan – arrived Demerara from London and left same day (?)
17 Feb – arrived Queenstown from Demerara, rum and sugar for London
18 Feb – to Liverpool to coal
21 Feb – arrived Gravesend and entered inwards, WID London from Demerara (Turner)
26 Feb – entered out WID, London for Demerara (Turner)
3 Mar – advertised for Demerara (Turner)
12 Mar – cleared outwards, WID for Demerara (Turner)
15 Mar – passed Deal for Demerara (Turner)
11 May – entered inwards WID for Demerara (Turner)
17 May – passed Deal, for Demerara (Turner)
6 Jun – advertised for Demerara (T D Turner)
8 Jul – arrived Gravesend from Demerara
9 Jul – entered outwards WID for Demerara (Turner)
18 Jul – sailed from Gravesend for Demerara
9 Aug – at Demerara from London
19 Aug – advertised for Demerara (T D Turner)
9 Sep - arrived Gravesend from Demerara
11 Sep – at WID Import Dock. Cargo refined sugar
18 Sep – passed Deal for Demerara
19 Sep – sailed from Dartmouth for Demerara with mails
21 Nov – arrived off Dover
23 Nov – arrived Gravesend from Demerara
1 Dec – cleared outwards WID with cargo for Demerara (Turner)
26 Dec – at Demerara

1875
28 Jan – arrived Gravesend from Demerara after stormy voyage (Turner)
29 Jan – entered inwards WID, London (Turner)
4 Feb – arrived Middlesbrough from London in ballast (Turner)
11 Feb – left Middlesbrough for Catanzaro, iron (Turner). At Deal next day.
4 Apr – arrived Kerch (Turner)
14 Apr – arrived Taganrog from Catanzaro (Turner)
7 May – at Constantinople from Taganrog, cleared for Dunkirk (Turner)
11 May – sailed from Malta for Dunkirk (Turner)
24 May – arrived Dunkirk from Taganrog, cargo linseed (Turner)
4 Jun – arrived Cardiff from Dunkirk, light. Entered out for Gibraltar (Turner)
5 Aug – arrived Constantinople, Malta for Kerch (Turner)
11 Aug – arrived Taganrog from Valencia (Turner)
16 Aug – cleared Taganrog for Malta (Turner)
15 Sep – arrived Falmouth from Taganrog with rye (Turner)
4 Oct – arrived West Hartlepool from Bremerhaven (Turner)
18 Nov – passed Deal for St Michael’s.
13 Dec – arrived Gravesend from St Michael’s
14 Dec – entered inwards, Fresh Wharf, London, from St Michael’s (Turner)
29 Dec – sailed from Penarth for Havre (Turner)

1876
5 Jan – sailed from Havre for Hartlepool (Turner)
7 Jan – arrived Penarth from Havre, light (Turner)
9 Jan – entered outwards, Cardiff to Demerara (Turner)
3 Feb – left Demerara for London (Turner)
28 Feb – entered inwards WID from Demerara, mails and general cargo (Turner) – Stovell & Brown
10 Mar – at Deal for Cardiff (Turner)
19 Mar – arrived Falmouth, London for Newport (Turner)
21 Mar – arrived Cardiff in ballast (Turner)
25 Mar – sailed from Cardiff for Galatz (Turner)
10 Apr – arrived Constantinople and cleared for Galatz (Turner)
13 Apr – arrived Galatz from Cardiff (Turner)
29 Apr – Left Galatz for Rotterdam. Ran ground at Sulina. (Turner)
30 Apr – 1 May – discharged cargo.
2 May – refloated
3 May – reloaded cargo and sailed
20 May – arrived Rotterdam and unloaded
3 Jun – left Rotterdam
7 Jun – arrived Newport, Monmouthshire (Turner)
10 Jun – left Newport for Salerno (Turner) – Pyman & Co.
7 Jul – arrived Constantinople from Salerno (Turner)
30 Jul – arrived Malta from Taganrog and left for Leghorn (Turner)
2 Aug – arrived Leghorn from Taganrog (Turner)
9 Aug – sailed from Leghorn for Rio Marina (Turner)
10 Aug – arrived Rio Marina (Turner)

25 Aug – arrived Alexandra Dock, Newport from Elba, iron ore (Turner)
1 Sep – cleared Newport for Varna – 1200tons coal, Ebbw Vale Co. (Turner)
20 Sep – arrived Constantinople and left for Varna (Turner)
10 Oct – left Kavak for Constantinople (Turner)
15 Oct – passed down Dardanelles from Mangalia for Malta (Turner)
2 Nov – arrived Falmouth from Mangalia, barley (Turner)
14 Nov – arrived Cardiff from Bristol, light (Turner)
16 Nov – sailed from Cardiff for Malta (Turner) J Burgess & Sons
1 Dec – left Malta for Constantinople (Turner)
6 Dec – arrived Constantinople and left for Kustendije (Turner)
4 Dec – arrived Kustendije from Constantinople (Turner)
16 Dec – left Kustendije for Dunkirk (Turner)
17 Dec – arrived Kavak from Kustendije and sailed for Dunkirk (Turner).

1877
11 Jan – arrived Havre Roads from Kustendije (Turner)
18 Jan – left Dunkirk for Cardiff (Turner)
23 Jan – arrived Penarth from Dunkirk, light, and entered outwards for Odessa (Turner)
26 Jan – sailed from Penarth for Odessa (Turner) – J Marychurch & Co.
15 Feb – arrived Odessa (Turner)
22 Feb – sailed from Odessa for Sulina (Turner)
24 Feb – arrived Sulina (Turner)
1 Mar – sailed from Sulina for Falmouth (Turner)
17 Mar – arrived Malta (Turner)
19 Mar – at Gibraltar from Sulina
29 Mar – arrived Falmouth from Sulina, maize and barley (Turner)
3 Apr – arrived Lynn from Sulina (Turner)
8 Apr – left Lynn for Shields [sic] (Turner)
13 Apr – arrived Newport from Lynn (Turner)
13 Apr – sailed from Newport for Malta (Turner)
4 May – arrived Constantinople from Malta (Turner)
10 May – sailed from Constantinople for Kustendije (Turner)
16 May – arrived Kavak and left for Liverpool (Turner)
22 May – arrived Malta from Kustendije and sailed for Liverpool on 23rd (Turner)
7 Jun – arrived Liverpool from Kustendije (Turner)
26 Jun – sailed from Liverpool (Birkenhead Dock) for Danzig via Ardrossan (Turner) broker W Wheatley
7 Jul – arrived Swinemunde from Ardrossan (Turner)
9 Jul – sailed Swinemunde to Kotka and returned same day (?) (Turner)
11 Jul – arrived Riga to load for Belfast, cargo sleepers (Turner)
17 Jul – left Riga for Belfast (Turner)
27 Jul – arrived Belfast (Turner)
1 Aug – left Belfast for Barrow (Turner)
1878
17 Jan – passed Deal, Shields for Venice (Turner)
8 Feb – sailed from Venice for Trieste (Turner)
13 Feb – cleared from Trieste for Glasgow (Turner)
25 Feb – passed Gibraltar (Turner)
17 Mar – arrived in Clyde from Trieste, flour (Turner)
19 May – arrived Maltese for Venice (Turner)
4 Jun – arrived Cardiff East Bute Dock from Hull in ballast (Turner)
6 Jun – entered outwards for Naples (Turner) – broker Marychurch
1 Jul – passed Constantinople, Naples for Kerch (Turner)
3 Jul – passed in Kerch for Taganrog (Turner)
13 Aug – left Falmouth for Belfast (Turner)
15 Aug – arrived Belfast from Taganrog, barley (Turner)
24 Aug – sailed from Newport, Belfast for Venice (Turner)
10 Sep – arrived Venice, from Belfast and Newport (Turner)
22 Sep – cleared from Fiume for Glasgow (Turner)
12 Oct – arrived in Clyde from Fiume, flour (Turner)
22 Oct – sailed from Greenock for Venice, coal (Turner) – broker J & R Young
9 Nov – arrived Venice from Glasgow (Leighton)
16 Nov – left Venice for Trieste
18 Nov – Thomas D Turner's wife, Mary, died.
27 Nov – arrived Trieste from Venice (Leighton)

1879
8 Jan – sailed from Greenock for Rouen, coal (Turner)
24 Jan – sailed from Rouen for Swansea (Turner)
26 Jan – arrived Swansea from Rouen (Turner)
27 Jan – entered outwards from Swansea for Havre (Turner) – broker Strick and Co.
8 Feb – left Havre for Swansea (Turner)
10 Feb – arrived Swansea from Havre (Turner)
14 Feb – arrived Havre for Swansea (Turner)
19 Feb – left Havre for Swansea (Turner)
20 Feb – arrived Falmouth, Havre for Swansea in ballast (Turner)
5 Mar – left Swansea for Havre (Turner)
7 Mar – arrived Havre from Swansea (Turner)
13 Mar – left Havre for Swansea (Turner)
15 Mar – arrived Cardiff from Havre, light (Turner)
15 Mar – entered outwards Cardiff for Salonica (Turner) – broker C O Young & Christie
9 Apr – passed Constantinople (Turner)
11 Apr – arrived Odessa from Salonica (Turner)
17 Apr – left Odessa for Malta (Turner)
22 Apr – passed Dardanelles, Odessa for Tarragona (Turner)
2 May – arrived Tarragona (Turner)
19 May – arrived Malta from Tarragona and left next day for Nicolaieff (Turner)
3 Jun – arrived Constantinople from Malta (Turner)
7 Jun – arrived Malta from Nicolaieff and left for Bordeaux (Turner)
19 Jun – arrived Pauillac (Bordeaux) from Nicolaieff (Turner)
9 Jul – sailed from Cardiff for Venice (Turner)
1 Aug – arrived Fiume from Venice (Turner)
24 Aug – arrived Rouen from Fiume (Turner)
1 Sep – left Rouen for Newcastle (Turner)
27 Sep – arrived Trieste from Newcastle (Turner)
2 Oct – left Trieste for Fiume (Turner)
10 Oct – left Fiume for Glasgow (Turner)
28 Oct – arrived Glasgow from Fiume, flour (Turner)
3 Nov – left Barrow for Riga (Turner)
8 Nov – passed Copenhagen, Barrow for Riga (Turner)
21 Nov – left Riga for England (Turner)
27 Nov – arrived Middlesbrough from Riga, cargo 12,070 timber sleepers for Cullen, Dixon & Co. (Turner)
1880
18 Jan – arrived Havre from Valencia (Turner)
22 Jan – sailed from Havre for Cardiff (Turner)
26 Jan – entered outwards Cardiff for Malta (Turner) – broker C O Young & Christie
29 Jan – left Penarth for Malta (Turner)
10 Feb – arrived Malta from Cardiff (Turner)
14 Feb – left Malta for Tarragona (Turner)
17 Feb – arrived Tarragona (Turner)
10 Mar – arrived Havre from Tarragona (Turner)
14 Mar – sailed from Havre for Cardiff (Turner)
17 Mar – entered outwards Cardiff for Venice (Turner) – broker C O Young & Christie
20 Mar – left Cardiff for Venice (Turner)
13 Apr – arrived Fiume from Venice (Turner)
18 Apr – left Fiume for Rouen (Turner)
5 May – arrived Rouen (Turner)
21 May – passed Copenhagen from Newcastle (Turner)
25 May – arrived Cronstadt from Newcastle (Turner)
17 Jun – at Millwall Dock, London, from Cronstadt (Turner)
29 Jun – arrived Cronstadt from Newcastle (Turner)
17 Jul – arrived Swinemunde/Stettin from Cronstadt (Turner)
23 Jul – left Stettin for Riga (Turner)
4 Aug – arrived West Hartlepool – 8,884 sleepers, 900 half square sleepers (Turner)
7 Aug – sailed from West Hartlepool for Flensburg – 1,100 tons coal (Turner)
21 Aug – arrived Riga from Flensburg (Turner)
26 Aug – left Riga for England (Turner)
30 Aug – arrived Middlesbrough from Riga – timber sleepers (Turner)
8 Sep – left Middlesbrough for Cronstadt (Turner)
17 Sep – arrived Cronstadt from Middlesbrough (Turner)
28 Sep – left Cronstadt for London (Turner)
13 Oct – arrived Hartlepool from London (Turner)
2 Nov – sailed from Hartlepool to West Hartlepool in ballast (Turner)
28 Nov – arrived Naples from the Tyne (Turner)
3 Dec – left Naples for Rouen (Turner)
25 Dec – arrived Rouen from Messina (Turner)
28 Dec – left Rouen for Cardiff (Turner)

1881
1 Jan – arrived Newport from Rouen in ballast (Turner)
3 Jan – entered outwards, Newport for Naples (Turner) – broker Morgan & Co.
6 Jan – run into by SS Fylgia whist at buoy in Newport. Plate burst.
20 Jan – left Newport for Naples
9 Feb – left Naples for Milazzo
12 Feb – arrived Gallipoli, Italy
28 Feb – left Messina for Rouen
15 Mar – arrived Rouen (Turner)
22 Mar – cleared Cardiff for Palermo
6 Apr – arrived Palermo (Turner)
12 Apr – left Palermo for Havre (Turner)
22 Apr – left Bari for Rouen
10 May – arrived Rouen from Bari
12 May – cleared Rouen for Oran and Algiers
16 May – arrived Cardiff from Rouen
27 May – arrived Oran from Cardiff (Turner)
12 Jun – left Barletta for Bari (?) or Rouen (Turner)
18 Jun – arrived Messina from Rouen [sic] (Turner)
1 Jul – arrived Rouen from Riposto (Turner)
2 Jul – cleared Rouen for Cardiff
5 Jul – passed Deal from Rouen for North
7 Jul – arrived Shields from Rouen (Turner)
11 Jul – arrived Tyne Dock – light
14 Jul – sailed from Tyne Dock for Cronstadt, coal (Turner) referred to as Glover Bros steamer
20 Jul – arrived Cronstadt from Newcastle (Turner)
1 Aug – left Cronstadt for London
9 Aug – arrived Gravesend from Cronstadt (Turner)
12 Aug – in Millwall Dock (Turner)
13 Aug – passed Deal for Cardiff
17 Aug – arrived Newport and entered outwards for Savona (Turner)
19 Aug – cleared Newport for Savona (Turner)
30 Aug – arrived Savona (Turner)
3 Sep – left Savona for Catania (Turner)
5 Sep – left Savona for Dédéagatch (Turner)
18 Sep – sailed from Dédéagatch (no destination) (Turner)
27 Sep – passed Gibralta, Dédéagatch for Bremen (Turner)
3 Oct – passed St Catherine’s point, Gibralta for Bremen
7 Oct – arrived Bremen from Dédéagatch
16 Oct – left Bremerhaven for Newcastle (Turner)
18 Oct – arrived Shields from Bremerhaven
19 Oct – arrived Middlesbrough (Turner)
26 Oct – sailed from Middlesbrough for Stettin (Turner) or (Wright?)
30 Oct – passed Copenhagen, Middlesbrough for Stettin (Turner)
4 Nov – left Swinemunde for Danzig (Turner)
18 Nov - arrived Brouwershaven from Danzig
19 Nov - sailed for Helvoet
29 Nov - left Rotterdam for Swansea (Turner)
30 Nov - left Maassluis for Swansea
2 Dec - arrived Swansea (Turner)
17 Dec - left Rouen from Cardiff (Turner)
26 Dec - left Swansea for Havre (Turner, but changed to Smith before departure) Glover Bros steamer
27 Dec - arrived Havre from Swansea (Smith)

1882
1 Jan - arrived Swansea from Havre (Smith)
2 Jan - entered outwards for Rouen (Smith) - broker W Howell
2 Jan - cleared with 1,200 tons of coal for Rouen (Smith)
8 Jan - arrived Swansea from Havre (Smith)
12 Jan - left Havre for Swansea (Smith)
16 Jan - Arrived Glasgow from Havre (Smith)
21 Jan - sailed Glasgow for Demerara (Smith)
1 Mar - left Demerara for London
24 Mar - entered in West India Dock, London, from Demerara (Smith) - broker Stovell & Brown
27 Mar - lying in WID (Smith)
30 Mar - left Newcastle for Genoa - coal (Tinniswood)
13 Apr - arrived Genoa (Tinniswood)
19 Apr - left Genoa for the Danube (Galatz) (Tinniswood)
24 Apr - arrived Constantiopole and left for Galatz (Tinniswood)
27 Apr - arrived Galatz (Tinniswood). J Lohden & Co.
28 Apr - arrive Ibrail (Tinniswood)
7 May - left Sulina for Malta, for orders (Tinniswood)
14 May - arrived Malta and left for Rouen same day (Tinniswood)
19 May - passed Gibraltar westbound
5 Jun - arrived Hartlepool from Rouen (Tinniswood). J Lohden & Co
6 Jun - sailed from Hartlepool for Wismar (Tinniswood)
10 Jun - arrived Wismar (Tinniswood)
17 Jun - left Wismar for Riga (Tinniswood)
21 Jun - left Riga for West Hartlepool, sleepers (Tinniswood). J Lohden & Co.
28 Jun - arrived W Hartlepool from Riga
1 Jul - left W Hartlepool for Swinemunde, coal (Tinniswood)
4 Jul - arrived Swinemunde (Tinniswood)
6 Jul - left Swinemunde for Riga (Tinniswood)
9 Jul - arrived Riga (Tinniswood)
13 Jul - left Riga for Hartlepool (Tinniswood)
24 Jul - left W Hartlepool for Pillau (Tinniswood) J Lohden & Co.
27 Jul - arrived Pillau (Tinniswood)
31 Jul - arrived Memel (Tinniswood)
5 Aug - left Memel for West Hartlepool (Tinniswood)
11 Aug - arrived W Hartlepool, sleepers (Tinniswood)
13 Aug - left W Hartlepool for Flensburg (Tinniswood)
17 Aug - arrived Flensburg (Tinniswood)
22 Aug - left Flensburg for Riga (Tinniswood)
25 Aug - arrived Riga (Tinniswood) J Lohden & Co.
29 Aug - left Riga for Granton (Tinniswood) J Lohden & Co.
5 Sep - arrived Granton (Tinniswood) J Lohden & Co.
9 Sep - arrived Burntisland (Tinniswood) J Lohden & Co.
12 Sep - sailed from Burntisland for Wismar (Tinniswood)
23 Sep - left Wismar for Riga (Tinniswood) J Lohden & Co.
26 Sep - arrived Riga (Tinniswood) J Lohden & Co.
29 Sep - left Riga for W Hartlepool, sleepers (Tinniswood) J Lohden & Co.
5 Oct - arrived W Hartlepool (Tinniswood)
12 Oct - left W Hartlepool for Wismar, coal (Tinniswood)
26 Oct - left Wismar for Gefle (Tinniswood) J Lohden & Co.
29 Oct - arrived Gefle (Tinniswood)
4 Nov - left Gefle for W Hartlepool (Tinniswood) J Lohden & Co.
18 Nov - left Elswick Wharf, Newcastle for Antwerp (Tinniswood)
21 Nov - arrived Antwerp (Tinniswood) J Lohden & Co.
27 Nov - arrived in Tyne (Tinniswood) J Lohden & Co.
28 Nov - Captain W H Tinniswood charged with smuggling and fined.
29 Nov - sailed from Tyne Dock for Boulogne (Tinniswood) J Lohden & Co.
1 Dec - arrived Boulogne (Tinniswood)
3 Dec - left Boulogne for Cardiff (Tinniswood) J Lohden & Co.
7 Dec - arrived Cardiff (Tinniswood) J Lohden & Co.
14 Dec - sailed for Gibraltar (Tinniswood)
24 Dec - left Gibraltar for Benisaf (Tinniswood)
29 Dec - left Benisaf for Middlesbrough (Tinniswood)

1883
8 Jan - arrived Middlesbrough from Benisaf, iron ore (Tinniswood)
11 Jan - sailed from Middlesbrough for New Fairwater in ballast (Capt Henry Waller)
19 Jan - arrived Copenhagen (Waller). Rudder damaged, but proceeded after repairs.
24 Jan - left Copenhagen for Fairwater (Waller) J Lohden & Co.
26 Jan - arrived at Fairwater, Danzig (Waller)
1 Feb - left Danzig for London (Waller)
7 Feb - entered inwards, Free Trade Wharf, London (Waller). Agent Westcott & Laurance
13 Feb - left Gravesend for Danzig
17 Feb - arrived Danzig from London (Waller)
Repairs being carried out by Tyne Dock Engineering Co., South Shields.

Left London for West Hartlepool in ballast, arriving next day (Waller) J Lohden & Co.

14 Oct – Arrived West Hartlepool – softwood (Tinniswood) J Lohden & Co.
19 Oct – left Hartlepool for Wismar (Capt. Henry Waller)
23 Oct – at Wismar (Waller)
28 Oct – left Wismar for Riga (Waller)
31 Oct – arrived Riga (Waller)
4 Nov – left Riga for Sunderland (Waller)
10 Nov – arrived Sunderland (Waller J Lohden & Co.
15 Nov – arrived West Hartlepool in ballast and sailed next day for Wismar, 1,100 tons steam coal (Waller) J Lohden & Co.
28 Nov – left Wismar for Danzig (Waller) J Lohden & Co.
30 Nov – arrived Danzig (Waller)
6 Dec – left Danzig for London (Waller) J Lohden & Co.
13 Dec – arrived London, entered in to Bell Wharf Tier [sic] (Waller) - agent Champion, Townend & Co
19 Dec – left London for West Hartlepool in ballast, arriving next day (Waller)
22 Dec – left West Hartlepool for Copenhagen 1,100 tons coal (Waller) J Lohden & Co.
25 Dec – arrived Copenhagen (Waller)

1884
2 Jan – left Copenhagen for Danzig, arriving 4th (Waller) J Lohden & Co.
7 Jan - left Danzig for West Hartlepool. Cargo of oak sleepers. (Waller) J Lohden & Co.
10 Jan – aground on Kockoten Reef in the Kattegat (Waller). J Lohden & Co. reported as owner.
12 Jan – salvage contract in place and 2 ships in attendance.
14 Jan – ship broke in two. Some cargo had been saved.
8 Feb – wreck sold at auction for 839 Swedish Kroner
14 Feb – BoT Inquiry opened. T D Turner reported to be one of the owners and the managing owner.