SS Annan

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

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 <u>management</u> 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 <u>Jacob Lohden & Co. of Hartlepool</u>, 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,

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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.

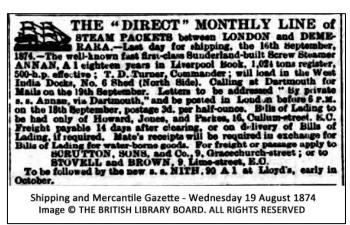
At the time of her loss in January 1884, it was variously reported that the Annan was owned by J Lohden & Co., and that T D Turner was one of the owners and was the managing owner. As we will see, Turner was her former captain, but it seems probable that he had joined J Lohden & Co. as an employee by 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 Sharer² but in February 1873 command passed to Captain Thomas Derwent Turner³, 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.



SS Annan V1 – 19 Apr 2019

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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.

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 Kiockfoten 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.

Figure 1 – Lloyd's Register of Shipping Entries

							T 1	
Official Number. Internat'l Code Bigal Letters.	Shipa' Names, &c.	Nastors.	Regist'd Registred Dimensions.	Engines of Steamers. Bailders of Engines. Materials. Repairs of Ships, &c.,	Build. Where. Builders' Names. When	Owners.	Port belonging to.	- Character
Not	listed 1872	-73. nor	1873-74	1	1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1	•	1	
1874		73, 1101	10/3 /4					
6 6758 W.R.N.G	4 Iron	wSr	662 230-3 30-8 1025 R.Q.D.76ton 840 B.D.79tons	17:0 2Comp 98 s F.25 27&53-30 s.c. Hawks, Crawshay &	HP. Sndrl'd 1872: Davison Co. Gtah'd	3.J.Glover	W.Hpl.	
1875	-76							
	Annan Sev Iron	8r	662 230·3 30·8 1025 R.Q.D.76tnsi 840 B.D.79tons	17-0 2Comp 98 F.251. 27&58-30 s.c. Hawks, Crawshay.§	Davison	3.J.Glover	W.Hpl	
1876	-77							
	Iron	wSr	662 230·3 30·8 1025 R.Q.D.76t.F 840 B.D.79tons	17-0 C.2Cy.27"&58"-80 25t. 98HP. Hawks, Crawshay	Davidsn	GloverBrs.	W.Hpl.	CA TANK
1877	-78							
	Iron	wSr	1025 ROD 76tusF	17-0 C.2Cy27"&53"-30 25ins 98HP. Hawks, Crawshay	Daniden	GloverBrs.	W.Hrtpl	
1878	-79							
	Annan Sew	Sr	662 230·3 30·8 1025 RQD.76tnsFi 840 B.D.79tons	17.0 C.2Cy.27"253"-80 25tns 98 HP. Hawks, Crawshay S	Davidsa	loverBrs.	W.Hrtpl	
1879		Lancación I		Ola oa oatta vott oott	la . 111 (1979	IO1 D	IN ITAL-11	
67534 W.R.N.Q.	nnan SewS Iron		662 230·3 30·8 17· 1025 R.Q.D.76tsF.25 840 B.D.79tons	UC.2Cy.27"&53"-30" is 98HP. Hawks, Crawshay& Co.	Sunderland 1872 Davidson Gateshead	Glover, Brs.	W.Httpi	
1880	-81	72V	8 29	7.25	2 2	8		60 GS 50
6 67534 W.R.N.Q.	Annan Scwi		662 230-3 80-8 17 1035 R.Q.D.76ts.F.25 840 B.D.79tons	OC.2Cy.27"a53"-80" to 98HP. Hawks, Crawskay& Co.	Sunderland 1872 Devideon Gatesheed	Glover,Bre	. WHtlpl	
1881	-82							
7 67534 W.R.N.Q.			662 230-3 30-8 17-025 R.Q.D.76tsF.25ts 840 B.D.79tons	C.2Cy.27"&53"-30" 5 98HP. Hawks, Crawshay,§-Co.	Sunderland 1872 Davisn&Stokoe Galeshead	Glover, Brs. J. Lohden	W.Htlpl	
1882	2-83							
7 67534 W.R.N.Q.	Annan SewSi	1 10	362 230-3 30-8 17-0 225 R.Q.D.76teF25te B.D.79tons	C.2Cy.27"258"-80" 98HP. Hawks, Crawshay & C.	Davian & Stokoe	J.Lohden	W.Htlpl	
1883-	-84							
B 14 67634	Iron SewSr	110	62 330-3 30-8 17-0 25 R.Q.D.764sF.254s 40 B.D.791ons	C.9Cy.27"&58"-30" 9811P. Hanks, Gravekay & C	Sunderland Davisna Stokoe o Gateshead	J.Lohden	W.Htlpl	

Figure 2 – Mercantile Navy List Entries

	Name of Ship.	Inter- national Code Signal (if any).	Port and Year of Registry.	Where Built,	When Built.	Whether Iron, Wood, Steel, or Composite.	Dimensions.			Registered of Tonnage.		N
Official No.							Length.	Breadth.	Depth of Hold,	Net Tonnage. Gross Tonnage.	Tounage. Some House Power of Engines and description Propeller.	Name and Address of Sole Registered Owner, or of Managiny Owner when there are more Owners than One.
1874 67531 1876	Annan	W.R.N.Q	Hartlepool, W., 1872	Sunderland .	. 1872	Iron	230 3	30 8	17 0	662 1025	98 Sc.	Sentimus J. Glover, West Hartlepool.
	Annan	W.R.N.Q	Hartlepool, W., 1872	Sunderland .	1872	Iron	230 3	30 8	17 0	662 1025	98 Sc.	Septimus J. Glover. West Hartlepool.
1880 67534	Annan .	w.r.n.q	Hartlepool, W., 1872	Sunderland	1872	Iron	230 3	30 8	17 0	662 1025	1 98 Sc.	Septimus J. Glover, West Hartlepool.
1882 67534 1883	Annan	W.R.N.Q	Hartlepool, W., 1872	Sunderland .	.] 1872	Iron	230 3	1 30 8	17 0	662 1025	98 Sc.	Septimus J. Glover, West Hartlepool,
67534	Anman	W.R.N.Q	Hartlepool, W., 1872	Sunderland	1872	Iron	230 3	30 8	17 0	662 1025	98 Sc.	Jacob Lohden, West Hartlepool.

Figure 3 – Captain's report of grounding in 1876

Annan (s).—Report of Thomas Derwent Turner, Master of the Annan (s), of startlepool, 661 tons, from Galatz, April 29. for Rotterdam (1,300 tons of wheat):—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

Shipping and Mercantile Gazette - Friday 07 July 1876 Image © THE BRITISH LIBRARY BOARD. ALL RIGHTS RESERVED

Figure 4 – Reports on Loss of Annan and subsequent Inquiry

WEST HARTLEPOOL VESSEL ASHORE.

The British steamer Annan, from Danzic 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. Lohden and Co. are the owners.

Hartlepool Northern Daily Mail - Friday 11 January 1884

ANNAH .- Gothenburg, Jan. 10, 1 p.m. -- The British steamer Annan, from Danizio for West Hartlepool, ashore Nidingen.

Lloyd's List - Friday 11 January 1884

ARMAN (a).—Copenhagen, Jan. 11, 5 88. pm.—The Annan (a), of West Hartlepool, from Dantsio for England, has gone ashore at Nidingen. No further particulars as Svitter steamer has gone to assist.—[See List of reservant]

Lloyd's List - Saturday 12 January 1884

ANNAN (e).—Copenhogen, Jan. 12.—The Annan (s) is still aground, the weather having been unfavourable for salvage operations. A contract has been made with Svitzer at 40 per cent. of ship and cargo. Two steamers are in attendance.

Lloyd's List - Tuesday 15 January 1884

ANNAM (a).—Onsain, Jan. 13.—The Arman (a), of Hartlepool, Wylig, ashere on Nidingen, has been examined by
divert, and was found to be so hadly damaged in bottom that
she may be considered a wreak. The greater perion of the
intentity has been arwed, and the salvage of the carge of one
elegens has been commenced to-day. The vessel was bound
from Damaio for Tunit. The salvage stemmers Fardig, Goteborg, and Katteght are as the spot; the Predrikahava left
here for intens to-day. The greater portion of the Annan's
crew have already but for Gothenburg.

Lloyd's List - Monday 21 January 1884

ARRAN (a).—Gothenburg, Jan. 17.—The Annan (a), which stranded on the Nidingen during the night of Jan. 9, had kaded a cargo of sleepers in Dastzie for Tunis, 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 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 stemers, with the divers, were unable to get mear the vessel owing to the high sea, and had to lie at Skallagras. 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 eargo. 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 (s).—Gothenburg, Feb. 8.—The Annan (s), from Dantzic for West Hartlepool and Tunis, ashore at Nidingen, was totally broken to pieces during the last gale, and nothing is to be seen of her. The wreck was sold by auction for 639

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 Acts, 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, 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 which the master set not having been made good from some cause unexplained, and the fog signals not being sounded at the Nidingen Lighthouse until after the stranding.

Dated this 16th day of February, 1884.

CHARLES JAMES COLEMAN, Judge.

We concur in the above report,-

ALFRED PARISH, Assessors.

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, he being the managing owner. Her official No. was 67,534, gross tonnage 1,024, and registered 661.7 tons. She had two compound surface-condensing engines of 98-horse power combined. She left Dantzic on Jan. 7 last, with a crew of 18 hands all told, and a carge of 497 leads of oak s'eepers, bound to West Hartlepool, under the command of Henry Waller, who held a certificate of competency No. 08,028. Her draught of water was 15 feet aft and 14 feet forward. She passed the Swinbaden 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, accord ng to the evidence of the master and mates, the same course was continued until the ship stranded. At 2 40 Kullen Lighthouse bore E. by N. distant 21 miles. The weather was then fine, but slightly hazv, and the wind from S.W. and light. She continued her course at full speed (81 knots) until 5 p.m., when the fog came on thick, and she was

then cost to half speed, or about five to six knots. At 5 30, p.m. the fog being very dense, the engines were eased to dead slow, reducing her to three or four knots 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 after eccasion of taking soundings. At 9 p.m. soundings were again taken at 27 fathoms, and at 10 p.m. at 17 fathoms. The log, which had been set on passing the Swinbaden Lightvessel, showed 50 miles, to which the master said 5 per cant. should be added for correct distance run. About 11 the weather cleared slightly overhead for about 20 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 56 miles, and at 2 s.m. 63 miles. At 2 30 the ship stranded on a reef which was found to be Klokfoden, at a distance of about half a mile only from the lighthouse on Nidingen, to which there is a siren and gun; but no gun was heard until half an hour after she struck, and the eiren was not heard until about 5 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 afer the time of the vessel stranding by their own admission.

Shipping and Mercantile Gazette - Thursday 13 March 1884 Image © THE BRITISH LIBRARY BOARD. ALL RIGHTS RESERVED 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 Swinbaden, 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? and 5. Whether the vessel was navigated with proper and seamanlike care? If the Court found Henry Waller, the master, in default, his certificate shuld, 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 Swinbaden 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 not 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 wiser 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 do 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 weele 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 Carthagena from Gibraltar (Sharer)

18 Jan – left Portmán, Carthagena⁶ (Sharer)

21 Jan – left Gibraltar, Carthagena 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 [sic]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 (Turner)

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 (Turner)

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)

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 outwards 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.

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

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) 31 Aug – arrived Malta from Taganrog (Turner). 7 Sep, ditto at Gibraltar. 15 Sep – arrived Falmouth from Taganrog with rve (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, wheat. Ran aground 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 Kustendjie (Turner) 4 Dec – arrived Kustendije from Constantinople (Turner) 16 Dec – left Kustendjie for Dunkirk (Turner) 17 Dec – arrived Kavak from Kustendjie 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 Kustendjie (Turner) 16 May – arrived Kavak and left for Liverpool (Turner) 22 May – arrived Malta from Kustendjie and sailed for Liverpool on 23rd (Turner) 7 Jun – arrived Liverpool from Kustendjie (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)

10 Aug – left Barrow for Riga (Turner) 16 Aug – passed Copenhagen, from Belfast, via Barrow, for Riga (Turner) 19 Aug – arrived Riga (Turner) 1 Sep – left Riga for England (Turner) 17 Sep – arrived Barrow from Ardrossan (Turner) 20 Sep - sailed from Barrow for Cronstadt (Turner) 29 Sep – arrived Cronstadt from Barrow (Turner) 16 Oct – left Cronstadt for Leith (Turner) 9 Nov – arrived Pillau from Leith (Turner) 16 Nov – arrived Riga from Pillau (Turner) 22 Nov - sailed from Bolderaa, Riga, for Lisbon (Turner) 10 Dec - arrived Lisbon from Riga (Turner) 19 Dec – arrived Huelva from Lisbon (Turner) 22 Dec – left Huelva for the Tyne (Turner) 31 Dec - arrived Shields from Huelva (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) 5 Mar – arrived in Clyde from Trieste, flour (Turner) 6 Mar – arrived Glasgow from Trieste, general cargo (Turner) 14 Mar – loading in Glasgow for Candia (Turner) – broker Alston & Tulloch 17 Apr – passed up Dardanelles from Suda Bay for Kerch (Turner) 21 Apr - arrived Kerch from Crete (Turner) 14 May – arrived Malta from Taganrog and left next day for Hull (Turner) 28 May – passed Deal for Hull (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 Fiùme for Glasgow (Turner) 12 Oct – arrived in Clyde from Fiùme, 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)

28 Nov – cleared Triese for Glasgow (Leighton) 10 Dec – passed Gibraltar (Leighton) 12 Dec – passed Cape Carvoeiro 18 Dec – arrived in Clyde from Trieste, gen cargo (Leighton) 28 Dec - loading at Glasgow for Gijon (Turner) - broker J & R Young 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 & Christies 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 Fiùme from Venice (Turner) 24 Aug – arrived Rouen from Fiùme (Turner) 1 Sep – left Rouen for Newcastle (Turner) 27 Sep – arrived Trieste from Newcastle (Turner) 2 Oct – left Trieste for Fiùme (Turner) 10 Oct – left Fiùme for Glasgow (Turner) 28 Oct – arrived Glasgow from Fiùme, 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)

8 Dec – left Middlesbrough for Cette, cargo 1,100 tons of coal tar pitch from 3 A Sadier (Turner)	3 Jan – entered outwards, Newport for Naples (Turner) – broker Morgan & Co.
20 Dec – arrived Cette from Middlesbrough (Turner)	6 Jan – run into by SS Fylgia whist at buoy in Newport. Plate burst.
	20 Jan – left Newport for Naples
<u>1880</u>	9 Feb – left Naples for Milazzo
18 Jan – arrived Havre from Valencia (Turner)	12 Feb – arrived Gallipoli, Italy
22 Jan – sailed from Havre for Cardiff (Turner)	28 Feb – left Messina for Rouen
26 Jan – entered outwards Cardiff for Malta (Turner) – broker C O Young & Christies	15 Mar – arrived Rouen (Turner)
29 Jan – left Penarth for Malta (Turner)	22 Mar – cleared Cardiff for Palermo
10 Feb – arrived Malta from Cardiff (Turner)	6 Apr – arrived Palermo (Turner)
14 Feb – left Malta for Tarragona (Turner)	12 Apr – left Palermo for Havre (Turner)
17 Feb – arrived Tarragona (Turner)	22 Apr – left Bari for Rouen
10 Mar – arrived Havre from Tarragona (Turner)	10 May – arrived Rouen from Bari
14 Mar – sailed from Havre for Cardiff (Turner)	12 May – cleared Rouen for Oran and Algiers
17 Mar - entered outwards Cardiff for Venice (Turner) – broker C O Young & Christies	16 May – arrived Cardiff from Rouen
20 Mar – left Cardiff for Venice (Turner)	27 May – arrived Oran from Cardiff (Turner)
13 Apr – arrived Fiùme from Venice (Turner)	12 Jun – left Barletta for Bari (?) or Rouen (Turner)
18 Apr - left Fiùme for Rouen (Turner)	18 Jun – arrived Messina from Rouen [sic] (Turner)
5 May – arrived Rouen (Turner)	1 Jul – arrived Rouen from Riposto (Turner)
21 May – passed Copenhagen from Newcastle (Turner)	2 Jul – cleared Rouen for Cardiff
25 May – arrived Cronstadt from Newcastle (Turner)	5 Jul – passed Deal from Rouen for North
12 Jun – entered inwards, Millwall Dock, London (Turner) – brokers Glover Bros.	7 Jul – arrived Shields from Rouen (Turner)
17 Jun – at Millwall Dock, London, from Cronstadt (Turner)	11 Jul – arrived Tyne Dock – light
29 Jun – arrived Cronstadt from Newcastle (Turner)	14 Jul – sailed from Tyne Dock for Cronstadt, coal (Turner) referred to as Glover Bros steamer
17 Jul – arrived Swinemunde/Stettin from Cronstadt (Turner)	20 Jul – arrived Cronstadt from Newcastle (Turner)
23 Jul – left Stettin for Riga (Turner)	1 Aug – left Cronstadt for London
4 Aug – Arrived West Hartlepool – 8,884 sleepers, 900 half square sleepers (Turner)	9 Aug – arrived Gravesend from Cronstadt (Turner)
7 Aug – sailed from West Hartlepool for Flensburg – 1,100 tons coal (Turner)	12 Aug – in Millwall Dock (Turner)
21 Aug – arrived Riga from Flensburg (Turner)	13 Aug – passed Deal for Cardiff
26 Aug – left Riga for England (Turner)	17 Aug – arrived Newport and entered outwards for Savona (Turner)
30 Aug – arrived Middlesbrough from Riga – timber sleepers (Turner)	19 Aug – cleared Newport for Savona (Turner)
8 Sep – left Middlesbrough for Cronstadt (Turner)	30 Aug – arrived Savona (Turner)
17 Sep – arrived Cronstadt from Middlesbrough (Turner)	3 Sep – left Savona for Catania (Turner)
28 Sep – left Cronstadt for London (Turner)	5 Sep – left Savona for Dédéagatch (Turner)
6 Oct – entered inwards, Millwall Dock, London from Cronstadt (Turner) – broker Glover Bros.	18 Sep – sailed from Dédéagatch (no destination) (Turner)
13 Oct – arrived Hartlepool from London (Turner)	27 Sep – passed Gibraltar, Dédéagatch for Bremen (Turner)
2 Nov – sailed from Hartlepool to West Hartlepool in ballast (Turner)	3 Oct – passed St Catherine's point, Gibraltar for Bremen.
28 Nov – arrived Naples from the Tyne (Turner)	7 Oct – arrived Bremen from Dédéagatch
3 Dec – left Naples for Rouen (Turner)	16 Oct – left Bremerhaven for Newcastle (Turner)
25 Dec – arrived Rouen from Messina (Turner)	18 Oct – arrived Shields from Bremerhaven
28 Dec – left Rouen for Cardiff (Turner)	19 Oct – arrived Middlesbrough (Turner)
	26 Oct – sailed from Middlesbrough for Stettin (Turner) or (Wright?)
<u>1881</u>	30 Oct – passed Copenhagen, Middlesbrough for Stettin (Turner)
1 Jan – arrived Newport from Rouen in ballast (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 Havre from Swansea (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)
- 29 Mar arrived in the Tyne from London (Capt. William Henry Tinniswood) Brokers J Lohden

& Co

- 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 Constantinople 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)

- 23 Feb sailed Danzig for London (Waller)
- 2 Mar entered inwards, Free Trade Wharf, London (Waller). Agent Westcott & Laurance
- 6 Mar left Gravesend for Danzig
- 13 Mar arrived Danzig from London (Waller)
- 20 Mar left Danzig for Ostend (Waller)
- 26 Mar arrived Ostend
- 31 Mar left Ostend for Sunderland
- 1 Apr arrived Tyne (Waller)
- 3 Apr left Tyne for Copenhagen (Capt. William Henry Tinniswood) J Lohden & Co.
- 7 Apr arrived Copenhagen from Newcastle (Tinniswood) J Lohden & Co.
- 14 Apr arrived Fairwater, Danzig from Swinemunde (Tinniswood)
- 20 Apr left Danzig for London (Tinniswood)
- 25 Apr arrived London from Danzig (Tinniswood) J Lohden & Co.
- 26 Apr entered inwards, Bell Wharf Pr. Agent Westcott
- 30 Apr left London for Middlesbrough in ballast (Tinniswood) J Lohden & Co.
- 2 May arrived Middlesbrough
- 4 May left for Hamburg with cargo of iron (Tinniswood) J Lohden & Co.
- 7 May arrived Hamburg from Middlesbrough (Tinniswood)
- 10 May left Hamburg for Newcastle (Tinniswood)
- Repairs being carried out by Tyne Dock Engineering Co., South Shields.
- 17 May left Newcastle for Barcelona (Tinniswood) J Lohden & Co.
- 27 May arrived Barcelona (Tinniswood) J Lohden & Co.
- 3 Jun left Barcelona for Bilbao (Tinniswood) J Lohden & Co.
- 11 Jun arrived Bilbao (Tinniswood) J Lohden & Co.
- 14 Jun left Bilbao for Tyne (Tinniswood) J Lohden & Co.
- 18 Jun arrived Shields from Bilbao (Tinniswood)
- 23 Jun left Tyne for Fairwater (Tinniswood) J Lohden & Co.
- 26 Jun Newcastle for New Fairwater, **ran ashore at Saltholm**, near Copenhagen (Tinniswood). Got off with assistance but without damage.
- 29 Jun arrived Danzig (Tinniswood) J Lohden & Co.
- 5 Jul sailed for Ornskjoldsvik and arrived on 6th (Tinniswood) J Lohden & Co.
- 14 Jul sailed from Ornskjoldsvik for Dieppe (Tinniswood) J Lohden & Co.
- 22 Jul arrived Dieppe (Tinniswood) J Lohden & Co.
- 27 Jul left Dieppe for West Hartlepool (Tinniswood) J Lohden & Co.
- 14 Aug left West Hartlepool for Wismar with 1,150 tons coal (Tinniswood) J Lohden & Co.
- 19 Aug arrived Wismar (Tinniswood) J Lohden & Co.
- 23 Aug left Wismar for Uleaborg (Tinniswood) J Lohden & Co.
- 27 Aug arrived Uleaborg (Tinniswood) J Lohden & Co.
- 4 Sep left Uleaborg for Hull (Tinniswood) J Lohden & Co.
- 16 Sep arrived West Hartlepool from Hull in ballast (Tinniswood)
- 18 Sep left West Hartlepool for Wismar, 1200 tons coal (Tinniswood) J Lohden & Co.
- 24 Sep arrived Flensburg (Tinniswood) J Lohden & Co.
- 28 Sep left Flensburg for Riga (Tinniswood) 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.
- 20 Nov arrived Wismar roads. Needs to be lightered (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 Kiockfoten 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.
- 15 Feb inquiry concluded. Captain not in default.