

No. 123 - " Mandarin " - Barque

Details of Ship:-

Built:	May 1849
Type:	Barque (also listed as square-rigged)
Tonnage:	344 (<i>Lloyd's Reg. says 315 tons</i>)
Dimensions:	Length: 116.5 ft., beam: 24.7 ft., Depth of hold: 16.2 ft.
Re-measured:	to 333t Shipping Act 1854, 315t Lloyds register 1855, 333t MNL 1859.
Hull Details:	Felt & Yellow Metal – 1857. Insured for 2,300 pounds. One deck + a quarter, square stern, carvel built, male figurehead. 3 masts.
Builder:	William MUMFORD (Mu05) . Scilly. 12 yrs. A1.
Owners:	<ol style="list-style-type: none"> 1. 1849 - 1860, James Tregarthen (Tr03) & Co. 2. 9.5.1861 (Entered on register) Henry Alfred Coffey of Melbourne, Shipbroker, 64 shares. 3. 16.4.1861 (sold for £2,200) George Sinclair of Melbourne, Master Mariner, 64 shares (George Sinclair died 10.6.1862, widow – Eliza Sinclair, 64 shares) 4. 23.2.1864 - 1866, Sold at Victoria to Henry Robert Fuller for £2,500
Captains:	<p>1849, 1850, James Tregarthen (Tr03). 1849, W. Phillips. 1850, 1851 George James Pippin (Pipon). 24.5.1854, George Symons. 28.3.1861, 29.6.1861, George Sinclair. 1851 - 1863, J. Tregarthen. Captain Angus Hammond. Colser. 20.6.1862, Drysdale 14.12.1864, W.R. Stephenson</p>
Trade:	Foreign. (1850, Scilly to Liverpool). Australia, Cape of Good Hope 1863, California. Reported in South Australia 7 Jul 1859 and 25 Nov 1859 from Mauritius, Shanghai, Singapore, Sydney, Newcastle (N.S.W.), Adelaide, Victoria, Hobson's Bay, Liverpool, Scilly, Falmouth, Iquique, Hamburg, Cardiff, Simon's Bay, Balaclava, Greenock (Clyde), San Francisco, Deal, Callao, Leith, Cork, Philadelphia, Anjer
Cargos:	Trading from Newcastle to Melbourne with coal (500 tons), Wheat & Flour (625 bags and 450 bags in one cargo)
Registered:	January 1849, 1850, Scilly. 1861, Melbourne. 1864, Port Adelaide, Australia [reg. no. 1864]
Signal:	JNRV
Official No.:	6419
Demise:	Mandarin. Barque. Disappeared without trace in a gale, Bass Strait, 03/1866. [LV], while on passage from Melbourne to Newcastle [NSW] with general cargo.
Details:	The barque "Mandarin" disappeared off Wilson Promontory during a severe gale. Wreckage thought to be from the vessel was found at a number of locations around the Promontory. The captain and the crew of eleven lost their lives. Believed to have wrecked on the Glennie Islands, Australia. (<i>RWB Note: see report 7.4.1866 below</i>)

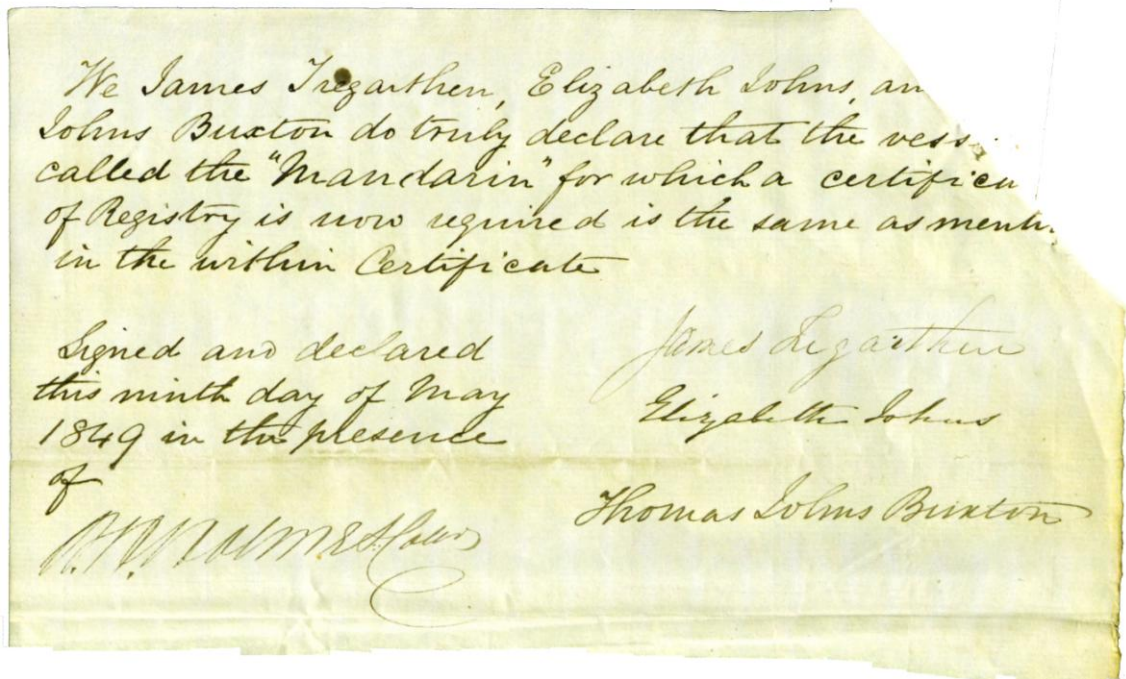
9.5.1849, Source: Isles of Scilly Museum archives, Hand written Builder's Certificate for "Mandarin" :-

Part of Velly this is to certify that the ship
or vessel called the Mandarin was built by
Wm Mumford at Velly in the County of Cornwall
in the year one thousand eight hundred and
forty nine and that her dimensions are as
follows viz the length from the inner part of
the main stem to the fore part of the stern
post aloft is one hundred and thirteen feet
her breadth in midships is twenty two feet and
six tenths, her depth in hold at midships is
sixteen feet and three tenths, and that she
displaces three hundred and forty four tons
and four tenths of a ton, that she has ^{one} ~~two~~ masts
and three Masts that she is Barque rigged
with a standing bowsprit is square Stern
carrail built has quarter galleries and a main
jule figure head and that Elizabeth Johns
James Tregarthen & Thomas Johns Burton
of St Marys Scilly are the first purchasers
thereof

given under my hand this Ninth day of
May one thousand eight hundred and forty nine

Wm Mumford Builder

Elizabeth Johns	—	1664
James Tregarthen	—	3264
Thomas Johns Burton	—	1664



Transcript:

Port of Scilly This is to certify that the ship or vessel called Mandarin was built by **Wm Mumford (Mu05)** at Scilly in the County of Cornwall in the year one thousand eight hundred and forty nine and that her dimensions are as follows viz. The length from the inner part of the main stem to the fore part of the stern post aloft is one hundred and thirteen feet, her Breadth in midships is twenty two feet and six tenths, her depth in hold at midships is sixteen feet and three tenths, and that she admeasures three hundred and forty four tons and four tenths of a ton, that she has one and a quarter deck and three Masts that she is Barque rigged with a standing bowsprit, is square stern carvel built has quarter galleries and a man full figure head and that Elizabeth Johns, **James Tregarthen (Tr03)** & Thomas Johns Buxton of St. Mary's Scilly are the first purchasers thereof

Given under my hand this Ninth day of May one thousand eight hundred and forty nine

Wm Mumford (Mu05) Builder

Elizabeth Johns ----- 16/64
James Tregarthen (Tr03) ----- 32/64
 Thomas Johns Buxton ----- 16/64

Reverse side:

We **James Tregarthen (Tr03)**, Elizabeth Johns, and Thomas Johns Buxton do truly declare that the vessel called the "Mandarin" for which a certificate of Registry is now required is the same as mentioned in the within Certificate

Signed and declared
 This ninth day of May
 1849 the presence of
 A.N. Holmes (?) Collr. [signed]

James Tregarthen (Tr03) [signed]
 Elizabeth Johns [signed]
 Thomas Johns Buxton [signed]

14.5.1849, Source: Isles of Scilly Museum archives, Surveyors Certificate of Admeasurement.:-

Surveyor's Certificate of Admeasurement.

For Vessels under the Act of 5 & 6 Wm. IV. C. 56.

Port of *Scilly*

No. 1.

This is to Certify that the Ship or Vessel called the
"Mandarin" of *Scilly*
 Burthen *Three Hundred & Forty Four & 4/10th*.
 Tons, whereof *James Tregarthen* is at present Master,
 is *British* built, has *one & a quarter* deck s and *three* Masts;
 that her length from the inner part of the main Stem to the fore part of the
 Stern Post aloft is *One Hundred & thirteen* feet tenths,
 her breadth in Midships is *Twenty two*
 feet *six* tenths; her depth in hold at Midships is *sixteen*
 feet *three* tenths; that she is *Square* rigged with
 a *standing* Bowsprit, is *square* sterned *Carvel*
 built, has *quarter* Galleries, *a man figure* Head, and
 appears to be the same Vessel described in the *Certificate of William Mumford (Mu05)*
the Builder dated *9th, May 1849*

Given under my Hand at the Custom-House, this *14th*.
 day of *May* in the year *1849*

Wm. Nance [signed]
Actg. Tide Surveyor

I do hereby on the Part of the Owners of the *"Mandarin"*
 being thereto duly authorized by *them* consent, and agree to the several
 particulars set forth in the above description and admeasurement.

James Tregarthen (Tr03) [signed]

United Kingdom. - No. 249 - Tide Surveyor's Certificate of Admeasurement (New Act.)

15.5.1849, Source: Isles of Scilly Museum archives, £1,000 Bond Certificate.:-

KNOW all Men by these Presents, That *we James Tregarthen
Master Mariner, and Thomas Johns Buxton
Merchant both residing at St. Mary's one of the
Islands of Scilly in the County of Cornwall*

Owners of the Ship or Vessel called "*Mandarin*"
the before named James Tregarthen (Tr03) being Master of the said
Ship, are held and firmly bound unto our Sovereign
Lady VICTORIA, by the Grace of God,
of the United Kingdom of Great Britain and Ireland
Queen, Defender of the Faith, in the Sum of

One Thousand

Pounds of good and lawful Money of Great Britain, to
be paid to our said Lady the Queen, Her Heirs and
Successors: To which Payment, well and truly to be
made, We bind Ourselves, and each and every of Us,
jointly and severally, for and in the Whole, our Heirs,
Executors, and Administrators, and every of them,
firmly by these Presents. Sealed with our Seals. Dated
this *fifteenth* Day of *May* in the Year of our Lord One
Thousand Eight Hundred and *forty nine*.

WHEREAS *James Tregarthen (Tr03) and others*

Owners of the said Ship or Vessel called the "*Mandarin*"
of the Burthen of *Three hundred & forty four 4/10 Tons have* applied for a
Certificate of Registry for the said Ship or Vessel, under the Act of the Third and Fourth of William the
Fourth, Chapter fifty-six, and *have* complied with the requisites of the said Act:

Now the Condition of the above-written Obligation is such, that if the Certificate, to be granted in
pursuance of the said Act, shall not be sold, lent, or otherwise disposed of to any person or persons
whatever, and if the same shall be solely made use of for the service of the Ship or Vessel for which it is
granted; and in case such Ship or Vessel be lost or taken by the enemy, burnt or broken up, or otherwise
prevented from returning to the Port to which she belongs, or shall on any account, have lost and forfeited
the privileges of a British Ship, or shall have been seized and legally condemned for illicit trading, or shall
have been taken in Execution for debt, and sold by due process of Law, or shall have been sold to the
Crown, or shall, under any circumstances, have been registered *de novo*, if the said Certificate, (if preserved)
shall be delivered up, within one Month after arrival of the Master in any Port or Place in Her Majesty's
dominions, to the Collector or Comptroller of some Port in Great Britain, or of the Isle of Man, or of the
British Plantations, or to the Governor, Lieutenant-Governor, or Commander in Chief for the time being, of
the Islands of Guernsey or Jersey: And if any Foreigner, or any person or persons for his use and benefit,
shall purchase or otherwise become entitled to the whole, or any part or share of, or any interest in such
Ship or Vessel, and the same shall be within the limits of any Port of Great Britain, Guernsey, Jersey, Man or
the British Colonies, Plantations, Islands, or Territories aforesaid; then, and in such case, if the said
Certificate of Registry shall, within seven days after such purchase or transfer of property in such Ship or
Vessel, be delivered up to the person or persons authorised to make Registry and grant Certificate thereof,
at such Port or Place respectively as aforesaid; and if such Ship or Vessel shall be in any Foreign Port when
such purchase or transfer of interest or property shall take place, then if the same be delivered up to the
British Consul, or other chief British Officer resident at or nearest to such Foreign Port: or if such Ship or
Vessel be at sea when such purchase or transfer of interest or property shall take place, then if the same be
delivered up to the British Consul or other chief British Officer at the Foreign Port or Place in or at which the
Master or other Person having or taking the charge or command of such Ship or Vessel shall first arrive after
such purchase or transfer of property at sea, immediately after his arrival at such Foreign Port: but if such
Master, or other Person who had the command thereof, at the time of such purchase or transfer of property

at sea, shall not arrive at a Foreign Port, but shall arrive at some Port of Great Britain, Guernsey, Jersey, Man or Her Majesty's said Colonies, Plantations, Islands, or Territories, then if the same shall be delivered up, in manner aforesaid, within Fourteen Days after the arrival of such Ship or Vessel, or of the said person who had the command thereof, in any Port of Great Britain, Guernsey, Jersey, Man, or any of Her Majesty's said Colonies, Plantations, Islands, or Territories: Then this Obligation to be void, otherwise to be and remain in full force and virtue.

Signed, sealed and delivered (being first
duly stamped) in the presence of

James Tregarthen (Tr03)
Thomas Johns Buxton

[signed] [seal]
[signed] [seal]

W H Holmes (?) [signed]

Wm. Nance [signed] *Act. Compt.*

United Kingdom, No. 198. – Bond to be given at the Time of Registry by the Master and Owner

15.5.1849, Source: Isles of Scilly Museum archives, Registry Declaration for "Mandarin".:-

We *James Tregarthen (Tr03)*, Master Mariner, and
Thomas Johns Buxton, Merchant and residing at *St. Mary's* one of
the Islands of Scilly, in the County of Cornwall

do truly declare that the Ship or Vessel "*Mandarin*"
of *Scilly* whereof *James Tregarthen(Tr03)*
is at present Master, being of the burthen of
Three Hundred and forty four 4/10th. Tons

is *British* built, has *One & a Quarter* Deck and *Three*
Masts; that her length from the inner part of the Main Stem to the fore part of the Stern Post aloft is *One hundred and*
thirteen feet tenths, her breadth in Midships is *Twenty two*
feet *Six* tenths, her depth in hold at Midships is *Sixteen*
feet *three* tenths, that she is *Square* rigged with a *Standing*
Bowsprit; is *Square* sterned *Carvel* built; has *quarter* Galleries, *a Man*
figure Head, was *built at St. Mary's one of the Islands of Scilly*
in the County of Cornwall in the year one thousand
eight hundred and forty nine, as appears by a Certificate
under the hand of William Mumford (Mu05) the Builder
dated the 9th. day of May 1849

and that *we* the said *James Tregarthen (Tr03) and Thomas Johns*
Buxton, together with Elizabeth Johns of
St. Mary's Scilly, in the County aforesaid, Spinster,
are

sole Owners of the said Vessel, and that no other Person or Persons whatever hath or have any Right, Title,
Interest, Share or Property therein, or thereto; and that *we* the said *James Tregarthen (Tr03) and*

Thomas Johns Buxton, and also the other owner are

truly and bona fide Subjects of Great Britain, and that *we* the said
James Tregarthen (Tr03) and Thomas Johns Buxton

nor has the other owner to the best of our knowledge and belief

Have not taken the Oath of Allegiance to any Foreign State whatever
 and that no Foreigner, directly or indirectly, hath any Share or Part Interest in the said Ship or Vessel.

James Tregarthen (Tr03) [signed]

Signed and Declared before Us, at the Custom House *Thomas Johns Buxton* [signed]

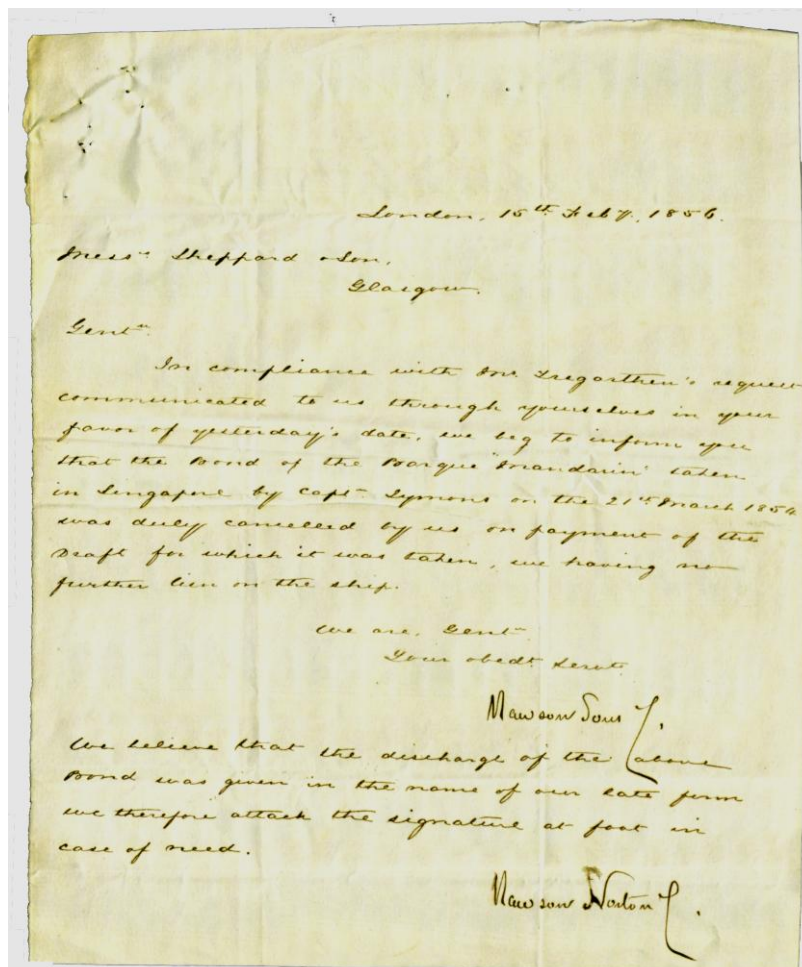
On the Port of *Scilly*

this *15th* day of *May 1849*

*A. N. Holmes (?) Coll.
 Un-readable Actg. Compt.*

[Registry Declaration].

15.2.1856, Source: Isles of Scilly Museum archives, letter to Sheppard & Son.:-



Transcript:London, 15th. Feby. 1856Messrs. Sheppard & Son,
Glasgow.

Gentm.

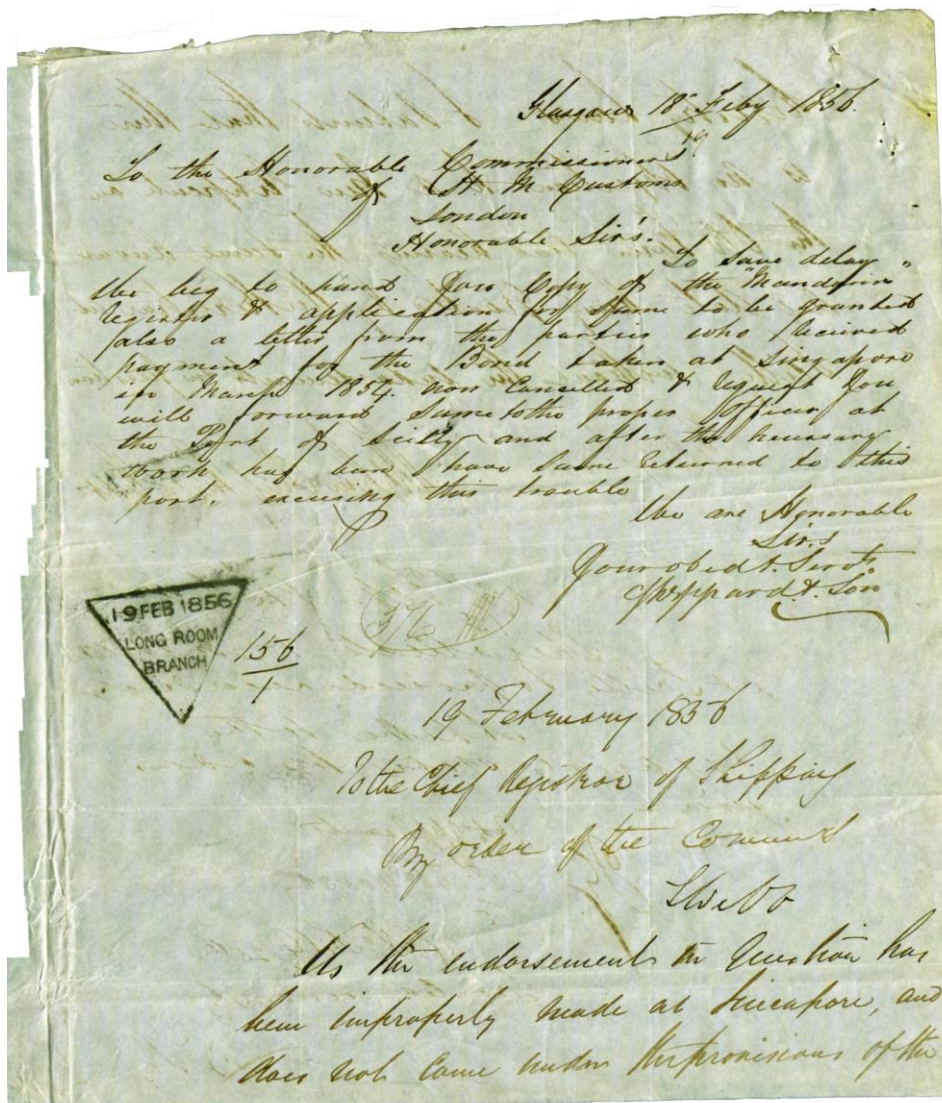
In compliance with **Jms. Tregarthen's (Tr03)** request communicated to us through yourselves in your favour of yesterday's date, we beg to inform you that the Bond of the Barque "Mandarin" taken in Singapore bt Capt. Symons on the 21st. March 1854 was duly cancelled by us on payment of the Draft for which it was taken, we having no further lien on the ship.

We are Gentm.
Your obedt. Servt.

Mawson Sons (?)

We believe that the discharge of the above Bond was given in the name of our rate firm we therefore attach the signature at foot in case of need.

Mawsons Norton

18.2.1856, Source: Isles of Scilly Museum archives, letter to H.M. Customs, London:-

Transcript:Glasgow 18th. Feby. 1856

To the Honorable (sic) Commissioners
Of H. M. Customs
London

Honorable Sirs.

To save delay we beg to hand your reply of the "Mandarin" Registrar & application for same to be granted also a letter from the parties who received payment for the Bond taken at Singapore in March 1854. Now cancelled & request you will forward same to the proper officer at the Port of Scilly and after the necessary work has been have same returned to this port, excusing this trouble.

We are Honorable
Sirs
Your obdt. Servt.
? Sheppard & Son

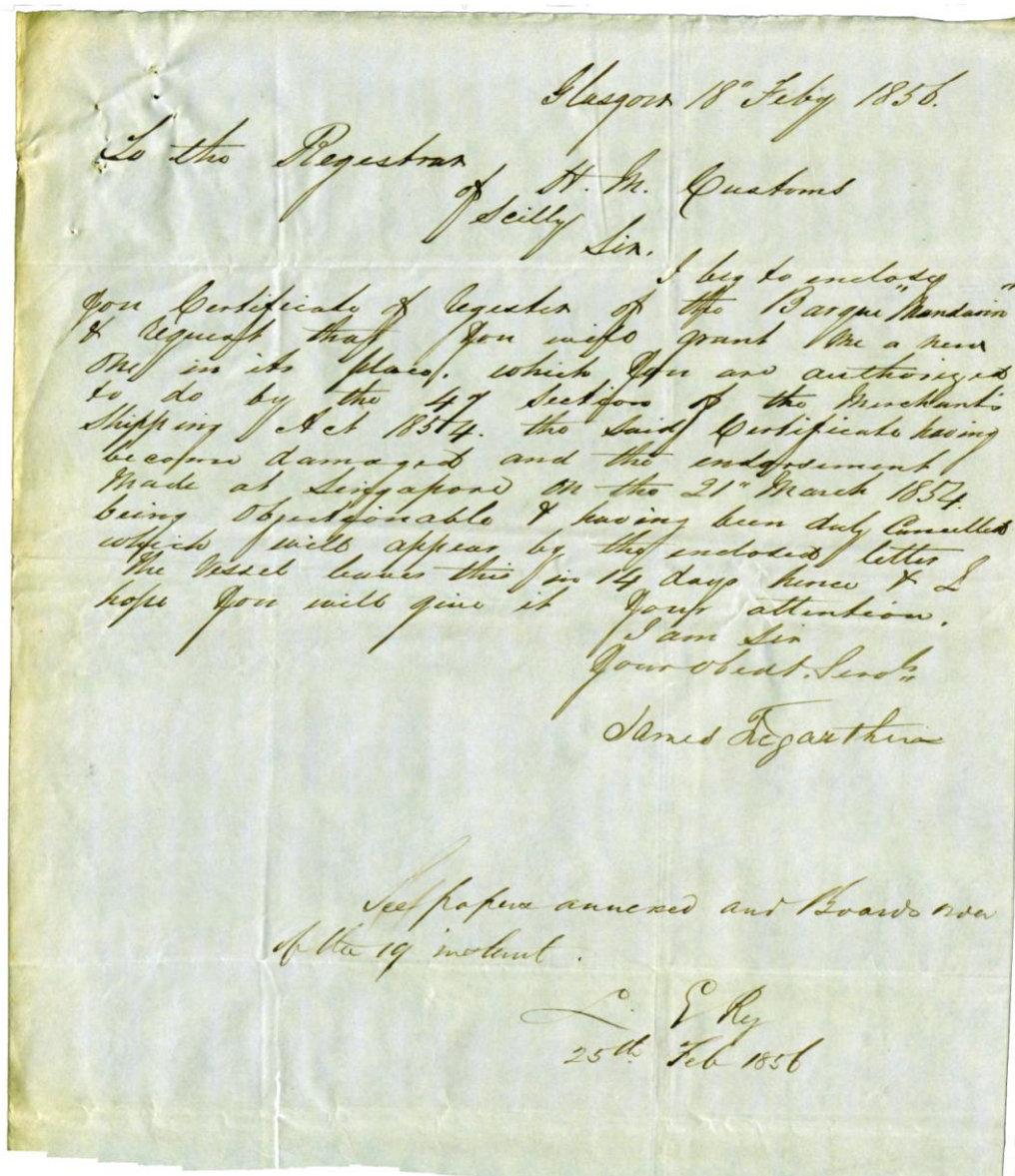
19 February 1856
To the Chief Registrar of Shipping
By order of the Commiss.
L. Webb [signed]

As the endorsement in question has been improperly made at Singapore, and does not come under the pronisious of the Registry Laws. I entrust that there is no objection to a new Certificate on the old form and bearing the same terms and date being Granted by the Registrar at Scilly without the under????? to ?????

Feby. 19th. 1856 [signed] Chief Reg. of Shipping

19th. Feb. 1856
Collector & Comptroller
at Scilly to proceed accordingly
A letter to the
Applicant states the orders given

18.2.1856, Source: Isles of Scilly Museum archives, letter from James Tregarthen to H.M. Customs, Scilly.:-



Glasgow 18th. Feby. 1856

To the Registrar of H.M. Customs
Scilly

Sir,

I beg to enclose you Certificate of Register of the Barque "Mandarin" & request that you will grant me a new one in its place, which you are authorised to do by the 47 section of the Merchants Shipping Act 1854, the said Certificate having become damaged and the endorsement made at Singapore on the 21st. March 1854 being objectionable & having been duly cancelled which will appear by the enclosed letter the vessel leaves this in 14 days hence & I hope you will give it your attention.

I am Sir
Your Obedt. Servt.
James Tregarthen (Tr03)

See papers annexed our Boards order
of the 19th instant

Signed
25th Feb. 1854

7.9.1857, Source: Isles of Scilly Museum archives, Letter from James Tregarthen to H.M. Customs:-

Gentlemen
 I shall feel much
 obliged if you will have
 my vessel the Mandarin
 of Scilly, remeasured -
 under the Merchant Shipping
 act of 1854 - I am Gentlemen
 Your obt Serv -
 James Tregarthen
 Scilly Sept 7th -
 1857
 In the Collection of H. Contreras
 of Her Majesty's Customs
 Scilly

Transcription:-

Gentlemen

I shall feel much obliged if you will have my vessel the Mandarin of Scilly, remeasured (sic), under the Merchant Shipping (sic) act of 1854

I am Gentlemen
 Your obt Serv.

Scilly Sept. 7th.
 1857

James Tregarthen (Tr03)

To the Collector & Controler (sic)
Of her Majestys Customs
Scilly

20.9.1857, Source: Isles of Scilly Museum archives, Re-measurement of Mandarin.-

Old Vessel, Romanian

CLASS 2 A.—Formula of Rule 1. to be used in taking the Measurements at the Ship, and calculating the Tonnage under the Merch. Ship. Act, 1854.

For Lengths from 50 ft. to 120 ft., and Midship Depth exceeding 16 feet.

Ship's Name *Mandarin* * *Boque*

Length *118.4* ft. $\div 6 = 19.733$ ft. the common interval between Areas.

Depth $\div 6$, the middle depth exceeding 16 feet.

Name of Port *Scill*
Date of Meas' *20th September 1857*

Area 1.		Area 2.		Area 3.		Area 4.		Area 5.		Area 6.		Area 7.	
Ft.		Ft.		Ft.		Ft.		Ft.		Ft.		Ft.	
Depths		<i>17.2</i>		<i>16.35</i>		<i>16.05</i>		<i>15.85</i>		<i>14.65</i>			
Com. Int. bet. bths.		<i>2.566</i>		<i>2.705</i>		<i>2.675</i>		<i>2.641</i>		<i>2.441</i>			
No. of Multi-bths.													
1	1	<i>21.3</i>	<i>21.3</i>	<i>22.8</i>	<i>22.8</i>	<i>22.8</i>	<i>22.8</i>	<i>21.6</i>	<i>21.6</i>	<i>19.5</i>	<i>19.5</i>		
2	4	<i>21.2</i>	<i>21.2</i>	<i>22.7</i>	<i>22.7</i>	<i>22.7</i>	<i>22.7</i>	<i>21.6</i>	<i>21.6</i>	<i>19.7</i>	<i>19.7</i>		
3	2	<i>20.8</i>	<i>20.8</i>	<i>22.7</i>	<i>22.7</i>	<i>22.7</i>	<i>22.7</i>	<i>21.6</i>	<i>21.6</i>	<i>18.3</i>	<i>18.3</i>		
4	4	<i>20.6</i>	<i>20.6</i>	<i>22.7</i>	<i>22.7</i>	<i>22.7</i>	<i>22.7</i>	<i>21.6</i>	<i>21.6</i>	<i>19.7</i>	<i>19.7</i>		
5	2	<i>19.5</i>	<i>19.5</i>	<i>22.1</i>	<i>22.1</i>	<i>22.1</i>	<i>22.1</i>	<i>20.7</i>	<i>20.7</i>	<i>17.2</i>	<i>17.2</i>		
6	4	<i>16.1</i>	<i>16.1</i>	<i>22.7</i>	<i>22.7</i>	<i>22.7</i>	<i>22.7</i>	<i>19.7</i>	<i>19.7</i>	<i>15.7</i>	<i>15.7</i>		
7	1	<i>5</i>	<i>5</i>	<i>6</i>	<i>6</i>	<i>8</i>	<i>8</i>	<i>4.2</i>	<i>4.2</i>	<i>1</i>	<i>1</i>		
$\frac{1}{2}$ com. int. bet. bths.		<i>358.5</i>	<i>358.5</i>	<i>358.5</i>	<i>358.5</i>	<i>358.5</i>	<i>358.5</i>	<i>358.5</i>	<i>358.5</i>	<i>358.5</i>	<i>358.5</i>		
		<i>96</i>	<i>96</i>	<i>96</i>	<i>96</i>	<i>96</i>	<i>96</i>	<i>96</i>	<i>96</i>	<i>96</i>	<i>96</i>		
		<i>20310</i>	<i>34362</i>	<i>34674</i>	<i>2832</i>	<i>2561</i>							
		<i>5065</i>		<i>3078</i>	<i>2832</i>	<i>20688</i>							
Ar. 1.		<i>326260</i>	<i>36362</i>	<i>342284</i>	<i>31152</i>	<i>207641</i>							

Cubic Content and Register Tonnage.

No. of Areas. Multipliers. Areas brought up. Pds.

1 1 0 0

2 4 *326.96* *1299.84*

3 2 *343.62* *687.24*

4 4 *342.28* *1369.16*

5 2 *311.52* *623.04*

6 4 *307.64* *1230.56*

7 1 0 0

com. int. bet. Areas. *1800.04*

658

384732

2606570

2885274

Cub. ft. *316.134832* $\div 100 = 3161.00$ under deck.

Tons *17.320*

333 Register Tonnage.

Poop or other closed-in space. *None*

Viz. *Poop*

Mean Length *35.6* ft.

Com. int. bet. Bths. *17.8* ft.

No. of Multi-bths. Bths. Pds.

1 1 *20.9* *20.9*

2 4 *18.9* *75.6*

3 1 *13.7* *13.7*

110.2

583 com. int. bet. Bths.

3576

8918

5910

853.486 ht. of space.

2.15

3267430

3920916

1504972

Cub. ft. *317343790* $\div 100 = 3173.44$ Tons.

closed-in spaces, if any, naming them.

Signed *R. P. Gull* Meas. Surveyor.

Examined by *M. Richards* Draughtsman.

3 rms. EVRE & SPOTTISWOOD. 3/55.

1. 16.6

1. 17.6

28.9.1857, Source: Isles of Scilly Museum archives, Certificate of Survey.:-

Form No. 1. *Off' No 6419* *Sections Five @ 7/6* *£1 . 17 . 6*
SAILING SHIP.

Certificate of Survey.

Name of Ship: *Mandarin*
British or Foreign built: *British, Built at St. Mary's Scilly in the County of Cornwall*
In the Year 1849as per Builders Certificate date the 9th. May 1849
Port of intended Registry: *Scilly*
Number of Decks: *One & Qr.*
Number of Masts: *Three*
Rigged: *Barque*
Stern: *Square*
Build: *Carvel*
Galleries: *None*
Head: *Man Figurehead*
Framework: *Wood*

MEASUREMENTS.

Length from the fore part of Stem under the Bowsprit to the aft side of the head of the stern post *116 ft. 4.5 tenths*
Main breadth to outside plank: *24 ft. 7 tenths*
Depth in hold from Tonnage Deck to Ceiling at Midships: *16 ft. 2 tenths*
Name and Address of Builder: *William Mumford (Mu05) St. Mary's Scilly*

TONNAGE.

Tonnage under Tonnage Deck: *316 43/100*
Closed in spaces above the Tonnage Deck, if any; viz.:
Space or spaces between Decks:
Poop *or Quarter Deck* *"*
Round-house: *17 32/100*
Other inclosed spaces, if any, naming them ----- *"*
Total: *333 75/100*

I, the undersigned *R H Quill (?), Measuring Surveyor for the Port of Scilly*
having surveyed the above-named Ship, hereby certify that the above particulars are true;
that her Name and the Port of Registry are properly painted on a conspicuous part of her
Stern in manner directed by the Merchant Shipping Act, 1854. *and that her official Number*
and Tonnage are Carved on the Main Beam

Dated at *Scilly*
the *Twenty Eight* day of
September
1857

R.H. Quill [signed]
Measuring Surveyor.

Registry altered agreeably to the above & Formula this
28 Sept. 1857 AR (Ri01) Registrar

1.5.1860, Source: Isles of Scilly Museum archives, Declaration of Joint Ownership.-

Form No. 5. Resident or Non-resident Natural-born Subject.
SAILING SHIP Owner or Transferee

Declaration by Joint Owners or Transferees attending Together.

Official Number of Ship: 6419
Date of Registry: 15 May 1849
Name of Ship: *Manderin*
British or Foreign built: *British. Built at Saint Mary's Scilly in the County of Cornwall on the 9th. day of May 1849*
Port of Registry: *Scilly*
How propelled: *By Sails*
Number of Decks: *One and a quarter*
Number of Masts: *Three*
Rigged: *Barque*
Stern: *Square*
Build: *Carvel*
Galleries: *None*
Head: *a man figure*
Framework: *Wood*

MEASUREMENTS:

Length from the fore part of Stem under the Bowsprit to the aft side of the head of the Stern post. 116 ft. 4.5 tenth
Main breadth to outside plank 24 ft. 7 tenth
Depth in hold from Tonnage Deck to Ceiling Midships 16 ft. 2 tenth

TONNAGE:

Tonnage under Tonnage Deck 316 $\frac{43}{100}$
Closed in space above the Tonnage Deck, if any; viz.:
Space or spaces between Decks
Poop *or quarter deck* 17 $\frac{32}{100}$
Round-house
Other inclosed [sic] spaces, if any, naming them
Total Register Tonnage 333 $\frac{75}{100}$

DESCRIPTION OF DECLARANTS.

Names: *John White Johns*
Place of Residence: *Crowan, Cornwall*
Occupation: *Clerk*
Place of Birth: *St. Mary's Scilly in the County of Cornwall*
Names: *John Perry*
Place of Residence: *Perranyahulae, Cornwall*
Occupation: *Clerk*
Place of Birth: *Churchill near Br???? Somerset*

First. -- Each of us, the several persons above mentioned, and whose names are hereunto subscribed, declare as follows:-- I am a natural-born British subject, my name, description, and place of birth as above given are true. I have never taken the Oath of Allegiance to any Foreign State. The above general description of the ship is correct. *James Tregarthen (Tr33) junior* whose Certificate of Competency or Service is No. ----- is the Master of the said ship.

Secondly: -- We, the said several persons above mentioned, respectively declare as follows: -- We are entitled to be registered as Joint Owners of *Sixteen* shares in the said

ship. To the best of our knowledge and belief, no person or body of persons other than such persons or bodies of persons as are by the Merchant Shipping Act, 1854, qualified to be Owners of British Ships is entitled, as Owner, to any interest whatever, either legal or beneficial, in the said Ship; and we, so far as relates to ourselves and each of us, make this solemn Declaration conscientiously believing the same to be true.

Made and subscribed in the *first* day
of *May* 1860, by the above-
named *John White Johns and John Perry*
In the presence of

John White Johns [signed]
John Perry [signed]

Thos. Ferris (?) [signed] Registrar Port of Truro

Recorded 11 am 7 May 1860

A.R. Reg. [initialled]

7.5.1860, Source: Isles of Scilly Museum archives, Letter from Andrew Richardson (Ri01):-

The undermentioned persons are the owners of the vessel
"Mandarin" of Scilly, as per annexed Certificate of Sale
dated 2nd May 1860

James Ingarthen	32/64ths
Thomas Johns Buxton	8 "
John White Johns	} Joint owners - 16 "
John Perry	
John White Johns	8 "
<u>Total 64 "</u>	

A. Richardson
Registrar
Scilly
7 May 1860

Returned & cancelled 20th January 1861
No sale having been made

A.R.

Transcript:

The undermentioned persons are the owners of the vessel
 "Mandarin" of Scilly as per annexed Certificate of Sale
 Dated 2nd. May 1860

James Tregarthen (Tr03)		32/64 th.
Thomas Johns Buxton		8/64 th.
John White Johns	<i>joint owner</i>	16/64 th
John Perry	<i>joint owner</i>	
John White Johns		8/64 th.

A.Richardson (Ri01) Registrar
 Scilly
 7 May 1860

Returned and cancelled 26th. January 1861
 No Sale having been made

AR (Ri01)

2.5.1860, Source: Isles of Scilly Museum archives, Certificate of Sale – James Tregarthen & Thomas Buxton.:-

Form No. 17.
 SAILING SHIP

Certificate of Sale.

Official Number of Ship:	6419
Date of Registry:	15 th . May 1849
Name of Ship:	Mandarin
British or Foreign built:	British. Built at Saint Mary's Scilly in the County of Cornwall on the 9 th . day of May 1849
Port of Registry:	Scilly
How propelled:	By Sails
Number of Decks:	One & a quarter
Number of Masts:	Three
Rigged:	Barque
Stern:	Square
Build:	Carvel
Galleries:	None
Head:	a man figure
Framework:	Wood

MEASUREMENTS:

Length from the fore part of Stem under the Bowsprit to the aft side of the head of the Stern post.	116 ft. 4.5 tenth
Main breadth to outside plank	24 ft. 7 tenth
Depth in hold from Tonnage Deck to Ceiling Midships	16 ft. 2 tenth

TONNAGE:

Tonnage under Tonnage Deck	316.43
Closed in space above the Tonnage Deck, if any; viz.:	
Space or spaces between Decks	
Poop or Quarter Deck	17.32
Round-house	
Other inclosed [sic] spaces, if any, naming them	
Total Register Tonnage	333.75

ACCOUNT OF TITLE TO THE ABOVE-MENTIONED SHIP.

Name of Owners: *James Tregarthen (Tr03)* No. of Shares held by each *thirty two* - 32
 Name of Owners: *Thos. Johns Buxton* No. of Shares held by each *Eight* - 8

part

We the undersigned, being Owner *s* of the Ship above described, as stated in the foregoing account of title, hereby appoint *James Tregarthen (Tr33) junior of Saint Mary's Scilly in the County of Cornwall and Kingdom of England Master Mariner and now in command of the Barque Mandarin* *our* attorney in ..*our*.... name *s* and on *our* behalf to sell the above Ship, and to execute and do all such deeds, matters, and things as may be necessary for carrying into effect the power hereby given. *We* declare that the Ship shall not be sold for a less sum than *Three Thousand pounds*

we declare that the Ship may be sold at *Melbourne Adelaide Sydney or any other Foreign or Colonial port* *we* declare that the above power shall not be exercised after the expiration of *eighteen* months from the date hereof.

In witness whereof *we* have hereunto subscribed *our* name *s* and affixed *our* seal *s* this *Second* day of *May* one thousand eight hundred and *Sixty*

James Tregarthen (Tr03) [signed and sealed]
Thos. Johns Buxton [signed and sealed]

I *Andrew Richardson (Ri01)*, Registrar of the Port of *Scilly* hereby certify that the above-written particulars relating to the Ship *Mandarin* and to the title of the above-mentioned Owner *s* are correct; and I further certify that the said Owner *s* ha *ve* duly subscribed and affixed *their* signature *s* and seal *s* as above appears.

A Richardson (Ri01) [signed] Registrar.

2.5.1860, Source: Isles of Scilly Museum archives, Certificate of Sale - John White Johns & John Perry.:-

Form No. 17.
 SAILING SHIP

Certificate of Sale.

Official Number of Ship: *6419*
 Date of Registry: *15th. May 1849*
 Name of Ship: *Mandarin*
 British or Foreign built: *British. Built at Saint Mary's Scilly in the County of Cornwall on the 9th. day of May 1849*
 Port of Registry: *Scilly*
 How propelled: *By Sails*
 Number of Decks: *One & a quarter*
 Number of Masts: *Three*
 Rigged: *Barque*
 Stern: *Square*
 Build: *Carvel*
 Galleries: *None*
 Head: *a man figure*
 Framework: *Wood*

MEASUREMENTS:

Length from the fore part of Stem under the Bowsprit to the aft side of the head of the Stern post.	116 ft. 4.5 tenth
Main breadth to outside plank	24 ft. 7 tenth
Depth in hold from Tonnage Deck to Ceiling Midships	16 ft. 2 tenth

TONNAGE:

Tonnage under Tonnage Deck	316.43
Closed in space above the Tonnage Deck, if any; viz.:	
Space or spaces between Decks	
Poop <i>or Quarter Deck</i>	17.32
Round-house	
Other inclosed [sic] spaces, if any, naming them	
Total Register Tonnage	333.75

ACCOUNT OF TITLE TO THE ABOVE-MENTIONED SHIP.

Name of Owners:	<i>John White Johns</i>	No. of Shares held by each	<i>Sixteen</i> - 16
Name of Owners:	<i>John Perry</i>	<i>Joint owners</i>	
Name of Owners:	<i>John White Johns</i>	No. of Shares held by each	<i>Eight</i> - 8

part

We the undersigned, being Owner *s* of the Ship above described, as stated in the foregoing account of title, hereby appoint *James Tregarthen (Tr33) junior of Saint Mary's Scilly in the County of Cornwall and Kingdom of England Master Mariner and now in command of the Barque Mandarin* *our* attorney in ..*our*.... name *s* and on *our* behalf to sell the above Ship, and to execute and do all such deeds, matters, and things as may be necessary for carrying into effect the power hereby given. *We* declare that the Ship shall not be sold for a less sum than *Three Thousand pounds*

we declare that the Ship may be sold at *Melbourne Adelaide Sydney or any other Foreign or Colonial port* *we* declare that the above power shall not be exercised after the expiration of *eighteen* months from the date hereof.

In witness whereof *we* have hereunto subscribed *our* name *s* and affixed *our* seal *s* this *second* day of *May* one thousand eight hundred and *Sixty*

<i>Made and subscribed the second day of May</i>	<i>John White Johns</i>	[signed and sealed]
<i>1860 by the above named in the presence</i>	<i>John Perry</i>	[signed and sealed]
<i>of Thos. Ferris (?)</i>		
<i>Registrar Port of Truro</i>		

I *Thomas Ferris*, Registrar of the Port of *Truro* hereby certify that the above-written particulars relating to the Ship *Mandarin* and to the title of the above-mentioned Owner *s* are correct; and I further certify that the said Owner *s* ha *ve* duly subscribed and affixed *their* signature *s* and seal *s* as above appears.

Thos Ferris [signed] Registrar.

I certify that the foregoing particulars relating to the "Mandarin" of this Port are correct *A. Richardson (Ri01)*
Registrar Scilly

(RWB Note: £3,000 in today's money (May 2015) is about: £235,000 using retail price index, or £1,960,000 using average earnings)

24.11.1860, Source: Isles of Scilly Museum archives, Declaration of Ownership:-

Form No. 2. Resident or Non-resident Natural-born Subject.
SAILING SHIP Owner or Transferee

Declaration of Ownership by Individual.

Official Number of Ship: 6419
Date of Registry: 15th. May 1849
Name of Ship: Mandarin
British or Foreign built: British. Built at Scilly in the County of Cornwall in the year 1849
Port of Registry: Scilly
How propelled: By Sails
Number of Decks: One & a quarter
Number of Masts: Three
Rigged: Barque
Stern: Square
Build: Carvel
Galleries: None
Head: man figure
Framework: Wood

MEASUREMENTS:

Length from the fore part of Stem under the Bowsprit to the aft side of the head of the Stern post. 116 ft. 4.5 tenth
Main breadth to outside plank 24 ft. 7 tenth
Depth in hold from Tonnage Deck to Ceiling Midships 16 ft. 2 tenth

TONNAGE:

Tonnage under Tonnage Deck 316.43
Closed in space above the Tonnage Deck, if any; viz.:
Space or spaces between Decks
Poop or Quarter Deck 17.32
Round-house
Other inclosed [sic] spaces, if any, naming them
Total Register Tonnage 333.75

I, the undersigned *Henry Alfred Coffey* of *Melbourne*
In the Colony of Victoria, Ship Broker

declare as follows:- I am a natural-born British subject, born at *Dublin* in the county of *Dublin, Ireland*, and have never taken the Oath of Allegiance to any Foreign State. The above general description of the Ship is correct. *George Sinclair* whose Certificate of Competency or Service is No.53296, is the Master of the said Ship. I am entitled to be registered as Owner of *Sixty four* shares of the said Ship. To the best of my knowledge and belief, no person or body of persons other than such persons or bodies of persons are by the Merchant Shipping Act 1854, qualified to be Owners of British Ships is entitled, as Owner, to any interest whatever, either legal or beneficial, in the said Ship. And I make this solemn Declaration conscientiously believing the same to be true.

Made and subscribed in the *Twenty fourth* day
of *November* 1860, by the above-
named *Henry Alfred Coffey*
in the presence of

H. A. Coffey [signed]

Robert C. Dunn [signed]
Asst. Reg. Of the Port of Melbourne

Reported 26 January 1861 – 5 p.m.

A.R. (Ri01) [initialled] Registrar

1851, Crew List:-

Armory John Thomas

Current Ship: MANDARIN of Scilly
Born: London
Date Joined: 29 Jul 1850
Date Left: 17 Feb 1851
Previous Ship: MALIBRAN

Trade: Foreign
Ticket No: 326850
Place Joined: Liverpool
Place Left: San Francisco
Comments:

Age: 21
Seaman
Why Left: Deserted
BT 98/: 2702

Beaufils

Current Ship: MANDARIN of Scilly
Born: FRA
Date Joined: Jun 1851
Date Left: 7 Jul 1851
Previous Ship: NARVAL

Trade: Foreign
Ticket No: Foreigner
Place Joined: Shanghai
Place Left: Shanghai
Comments:

Age: 19
Ord Seaman
Why Left: Deserted
BT 98/: 2702

Cronn Tommy

Current Ship: MANDARIN of Scilly
Born: Madras
Date Joined: 08 Jul 1851
Date Left: 07 Dec 1851
Previous Ship: FOLKSTONE

Trade: Foreign
Ticket No: Foreigner
Place Joined: Shanghai
Place Left: Glasgow
Comments: aka Crororn

Age: 32
Ord Seaman
Why Left: Discharged
BT 98/: 2702

Dec Trois

Current Ship: MANDARIN of Scilly
Born: FRA
Date Joined: Jun 1851
Date Left: 05 Jul 1851
Previous Ship: NARVAL

Trade: Foreign
Ticket No: Foreigner
Place Joined: Shanghai
Place Left: Shanghai
Comments:

Age: 22
Ord Seaman
Why Left: Deserted
BT 98/: 2702

Develin Robert

Current Ship: MANDARIN of Scilly
Born: Whitehaven
Date Joined: 29 Jul 1850
Date Left: 18 Nov 1850
Previous Ship: MANDARIN of Scilly

Trade: Foreign
Ticket No: 156749
Place Joined: Liverpool
Place Left: Valparaiso
Comments:

Age: 21
Cook & Steward
Why Left: Deserted
BT 98/: 2702

Ellis Samuel

Current Ship: MANDARIN of Scilly
Born: Scilly
Date Joined: 29 Jul 1850
Date Left: Remains
Previous Ship: BOSPHORUS of Scilly

Trade: Foreign
Ticket No: 74483
Place Joined: Liverpool
Place Left:
Comments:

Age: 36
Mate
Why Left:
BT 98/: 2702

Fogwill William

Current Ship: MANDARIN of Scilly
Born: Plymouth
Date Joined: 29 Jul 1850
Date Left: 17 Feb 1851

Trade: Foreign
Ticket No: 269939
Place Joined: Liverpool
Place Left: San Francisco

Age: 41
Seaman
Why Left: Deserted

Previous Ship: BLACK PRINCE	Comments:	BT 98/: 2702
Fraser James M Current Ship: MANDARIN of Scilly Born: America Date Joined: 27 Feb 1851 Date Left: 07 Dec 1851 Previous Ship: NEW WORLD	Trade: Foreign Ticket No: Foreigner Place Joined: San Francisco Place Left: Glasgow Comments: aka Frazer	Age: 21 Ord Seaman Why Left: Discharged BT 98/: 2702
Harnell James Current Ship: MANDARIN of Scilly Born: London Date Joined: 05 Jul 1851 Date Left: 07 Dec 1851 Previous Ship: SUCCESS	Trade: Foreign Ticket No: Nil Place Joined: Shanghai Place Left: Glasgow Comments: aka Harnold	Age: 17 Ord Seaman Why Left: Discharged BT 98/: 2702
Hill James Current Ship: MANDARIN of Scilly Born: LAN Date Joined: 03 Jun 1851 Date Left: 07 Dec 1851 Previous Ship: LARPENT	Trade: Foreign Ticket No: Nil Place Joined: Shanghai Place Left: Glasgow Comments:	Age: 18 Ord Seaman Why Left: Discharged BT 98/: 2702
Jackson Thomas Current Ship: MANDARIN of Scilly Born: ENG Date Joined: 23 Feb 1851 Date Left: 07 Dec 1851 Previous Ship: PALERMO	Trade: Foreign Ticket No: Nil Place Joined: San Francisco Place Left: Glasgow Comments:	Age: 28 Seaman Why Left: Discharged BT 98/: 2702
Kaudren Current Ship: MANDARIN of Scilly Born: FRA Date Joined: Jun 1851 Date Left: 07 Dec 1851 Previous Ship: NARVAL	Trade: Foreign Ticket No: Foreigner Place Joined: Shanghai Place Left: Glasgow Comments:	Age: 25 Seaman Why Left: Discharged BT 98/: 2702
Lanroe Thomas Current Ship: MANDARIN of Scilly Born: Dundee Date Joined: 29 Jul 1850 Date Left: Remains Previous Ship: MANDARIN of Scilly	Trade: Foreign Ticket No: 20395 Place Joined: Liverpool Place Left: Comments: aka Lowrie	Age: 40 Carpenter Why Left: BT 98/: 2702
Middleton Thomas Current Ship: MANDARIN of Scilly Born: Exeter Date Joined: 29 Jul 1850 Date Left: 17 Feb 1851 Previous Ship: MALIBRAN	Trade: Foreign Ticket No: 114718 Place Joined: Liverpool Place Left: San Francisco Comments:	Age: 32 Seaman Why Left: Deserted BT 98/: 2702
Nilk Henry Current Ship: MANDARIN of Scilly Born: Hamburg Date Joined: 29 Jul 1850 Date Left: Remains Previous Ship: EMPRESS	Trade: Foreign Ticket No: Foreigner Place Joined: Liverpool Place Left: Comments:	Age: 29 2nd Mate Why Left: BT 98/: 2702

Peel John

Current Ship: MANDARIN of Scilly
 Born: Workington
 Date Joined: 29 Jul 1850
 Date Left: 18 Nov 1850
 Previous Ship: ANDOVER

Trade: Foreign
 Ticket No: 24773
 Place Joined: Liverpool
 Place Left: Valparaiso
 Comments:

Age: 37
 Seaman
 Why Left: Deserted
 BT 98/: 2702

Pender James

Current Ship: MANDARIN of Scilly
 Born: Scilly
 Date Joined: 29 Jul 1850
 Date Left: 17 Feb 1851
 Previous Ship: JANE SMITH

Trade: Foreign
 Ticket No: 12668
 Place Joined: Liverpool
 Place Left: San Francisco
 Comments:

Age: 24
 Seaman
 Why Left: Deserted
 BT 98/: 2702

Pipon George James

Current Ship: MANDARIN of Scilly
 Born: GSY
 Date Joined: 29 Jul 1850
 Date Left: Remains
 Previous Ship: EMPRESS

Trade: Foreign
 Ticket No: Nil
 Place Joined: Liverpool
 Place Left:
 Comments:

Age: 38
 Master
 Why Left:
 BT 98/: 2702

Scott Henry

Current Ship: MANDARIN of Scilly
 Born: Belfast
 Date Joined: 15 Nov 1851
 Date Left: 07 Dec 1851
 Previous Ship: MARGARET

Trade: Foreign
 Ticket No: Nil
 Place Joined: Valparaiso
 Place Left: Glasgow
 Comments:

Age: 37
 Cook
 Why Left: Discharged
 BT 98/: 2702

Simmers James Edward

Current Ship: MANDARIN of Scilly
 Born:
 Date Joined: blank
 Date Left: Remains
 Previous Ship:

Trade: Foreign
 Ticket No: 419509
 Place Joined: blank
 Place Left:
 Comments:

Age:
 Apprentice
 Why Left:
 BT 98/: 2702

Smith Martin

Current Ship: MANDARIN of Scilly
 Born: Dantzic
 Date Joined: 29 Jul 1850
 Date Left: 17 Feb 1851
 Previous Ship: BLACK PRINCE

Trade: Foreign
 Ticket No: Foreigner
 Place Joined: Liverpool
 Place Left: San Francisco
 Comments:

Age: 28
 Seaman
 Why Left: Deserted
 BT 98/: 2702

Stanteford John

Current Ship: MANDARIN of Scilly
 Born: ENG
 Date Joined: 18 Feb 1851
 Date Left: 07 Dec 1851
 Previous Ship: CURACOA

Trade: Foreign
 Ticket No: Nil
 Place Joined: San Francisco
 Place Left: Glasgow
 Comments: aka Stantiford

Age: 48
 Cook
 Why Left: Discharged
 BT 98/: 2702

Tranmir John

Current Ship: MANDARIN of Scilly
 Born: Holland
 Date Joined: 15 Nov 1850
 Date Left: 07 Dec 1851
 Previous Ship: BELLE MARGARETA

Trade: Foreign
 Ticket No: Foreigner
 Place Joined: Valparaiso
 Place Left: Glasgow
 Comments:

Age: 30
 Seaman
 Why Left: Discharged
 BT 98/: 2702

Tregarthen James

Current Ship: MANDARIN of Scilly

Trade: Foreign

Age: 19

Born: Scilly	Ticket No: 407220	Seaman
Date Joined: 29 Jul 1850	Place Joined: Liverpool	
Date Left: Remains	Place Left:	Why Left:
Previous Ship: MANDARIN of Scilly	Comments:	BT 98/: 2702

Worrigan Thomas		
Current Ship: MANDARIN of Scilly	Trade: Foreign	Age: 30
Born: Nth Canada	Ticket No: Nil	Seaman
Date Joined: 02 Jul 1851	Place Joined: Shanghai	
Date Left: 07 Dec 1851	Place Left: Glasgow	Why Left: Discharged
Previous Ship: ANTIAS	Comments:	BT 98/: 2702

Caraun		
Current Ship: MANDARIN of Scilly	Trade: Foreign	Age: 23
Born: Calcutta	Ticket No: Foreigner	Ord Seaman
Date Joined: 26 Feb 1851	Place Joined: San Francisco	
Date Left: 07 Dec 1851	Place Left: Glasgow	Why Left: Discharged
Previous Ship: DUCHESS OF CLARENCE	Comments:	BT 98/: 2702

Pero		
Current Ship: MANDARIN of Scilly	Trade: Foreign	Age: 22
Born: Calcutta	Ticket No: Foreigner	Ord Seaman
Date Joined: 26 Feb 1851	Place Joined: San Francisco	
Date Left: 07 Dec 1851	Place Left: Glasgow	Why Left: Discharged
Previous Ship: DUCHESS OF CLARENCE	Comments:	BT 98/: 2702

1851, Previous Crew Member:-

Allen Charles		
Current Ship: BOSPHORUS of Scilly	Trade: Foreign	Age: 20
Born: Bristol	Ticket No: 324153	Mate
Date Joined: 15 Jul 1850	Place Joined: Liverpool	
Date Left: Remains	Place Left:	Why Left:
Previous Ship: MANDARIN of Scilly	Comments: MT 55297	BT 98/: 2702

Ellis Stephen		
Current Ship: ROVENA of Scilly	Trade: Foreign	Age: 28
Born: Scilly	Ticket No: 71607	Mate
Date Joined: 03 Sep 1850	Place Joined: Antwerp	
Date Left: 01 Nov 1851	Place Left: Plymouth	Why Left: Discharged
Previous Ship: MANDARIN	Comments: MT 58845	BT 98/: 2703

Details of Voyages:-

18.5.1849, Source: West Briton, newspaper:-

VESSEL LAUNCHED AT SCILLY.

VESSEL LAUNCHED AT SCILLY - On Monday the 7th instant, a handsome clipper barque, named "Mandarin", was launched from the building yard of Mr **William Mumford (Mu05)**. This vessel will be classed twelve years at Lloyd's, in 316 tons register, O.M., 314 tons N.M., and will be commanded by Mr **James Tregarthen (Tr03)**, the owner with Mr. Thomas Buxton. She is intended for the India and China trade, and will proceed to Liverpool in the course of two or three days.

25.5.1849, Source: Royal Cornwall Gazette, newspaper:-

SHIP NEWS.

SCILLY, Sailed, "Mandarin", **Tregarthen (Tr03)**, for Liverpool.

3.7.1849, Source: Liverpool Mercury, newspaper:-

SHIPPING INTELLIGENCE.

SATURDAY, June 20.

SAILED - "Mandarin", Phillips, for Shanghae.

24.4.1851, Source: Freeman's Journal and Daily Commercial Advertiser, newspaper:-

NORTH DUBLIN UNION.

GREAT OCEAN RACE. - The American clipper-ship "White Squall", Captain Lockwood, and the English barque "Mandarin", Captain Pison, two of the fastest vessels afloat, sail this afternoon or to-morrow morning for Hong Kong. A great deal of interest has been manifested by parties acquainted with the previous performances of the vessels, and we shall, no doubt, hear of passages that have not yet been equalled. The competition for supremacy on the Pacific is but commencing. - *Alta California*.

14.1.1853, Source: Royal Cornwall Gazette, newspaper:-

SHIP NEWS.

SCILLY. - Passed by on the 8th inst., barque "Mandarin", of Scilly, Symons, from Callao, ??? Cork for Leith.

24.8.1853, Source: The Sydney Morning Herald (NSW), Wednesday 24 August 1853, page 4:-

CLEARANCE.

August 23. - "Mandarin", barque, 344 tons, Captain Symons, for Shanghai, in ballast.

24.5.1854, Source: Mariners & Ships in Australian Waters, Mandarin of Scilly:-

Mariners and ships in Australian Waters**Mandarin**

**OF SCILLY, GEORGE SYMONS, MASTER, BURTHEN 344 TONS,
FROM PORT OF SHANGHAI & SINGAPORE TO SYDNEY, NEW SOUTH WALES, 24TH. May, 1854.**

Surname	Given name	Station	Age	Nationality	Status	Comments
SYMONS*	George	Captain			Crew	
LYARTHEN	James	Chief Officer	21	England	Crew	
SIMMONS	James	2 nd . Officer	20	England	Crew	
HICKS *	Stephen	Carpenter	28	England	Crew	
HICKS *	Obadiah	Seaman	22	England	Crew	
GRIFFITHS	William	Cook	23	England	Crew	
WATHUALL	John	Seaman	18	England	Crew	
KASSAM	Sarang		35	India	Crew	
MALBOO	Tindall		35	India	Crew	
DE SILVA	Joseph	Seacurrie (?)	35	Cape de Verde	Crew	

MANUEL	Antonio	Seacurrie	21	Western Islands	Crew
RYEN	Francis	Seacurrie	25	Calcutta	Crew
MAHOMEL	Noor	Baudarie	38	India	Crew
RANOS	Shaik	Topaz	28	India	Crew
AMEER	Shaik	Cabin Boy	16	India	Crew
KHAN	Kalla	Lascar	32	India	Crew
SENBOO	Sam	Lascar	28	India	Crew
ADAM	Horsam	Lascar	26	India	Crew
EBRAM	Mahomed	Lascar	27	India	Crew
HUSSAM		Lascar	40	India	Crew
ALLIE	Shaik	Lascar	27	India	Crew
BASTIAN	John	Topaz	35	India	Crew
KASSIM		Topaz	27	India	Crew
HUNTER	James				Passenger Merchant's Clerk

* Probably Scillonians - needs checking (if possible).

Source: State Records Authority of New South Wales: Shipping Master's Office; Passengers Arriving 1855 - 1922; NRS13278, [X90] reel 399. Transcribed by Gloria Sheehan, 2005.

387

INWARD.

A LIST of the Crew and Passengers, arrived in the Ship *Mandarin* of *Sally George Symons* Master, *13 June 1854*
Burthen *344* Tons, from the Port of *Shanghai Singapore to Sydney*, New South Wales, *May 24th*. - 1854

Seaman's Name	Station	Age	Of what Nation	Name of Passenger	Description	Remarks
<i>James Agnew</i>	<i>Chief Officer</i>	<i>21</i>	<i>England</i>	<i>James Hunter</i>	<i>Merchant's Clerk</i>	
<i>James C. Symons</i>	<i>2nd do</i>	<i>20</i>				
<i>Stephen Hall</i>	<i>Cooper</i>	<i>28</i>				
<i>Stephen Hall</i>	<i>Steward</i>	<i>22</i>				
<i>William Gifford</i>	<i>Cook</i>	<i>23</i>				
<i>John Buchanan</i>	<i>Steward</i>	<i>18</i>				
<i>Thomas</i>	<i>Steward</i>	<i>30</i>	<i>India</i>			
<i>Joseph de Sirois</i>	<i>Steward</i>	<i>35</i>			<i>George Symons</i>	
<i>Thomas Prunell</i>		<i>21</i>	<i>Cap de Mad</i>			
<i>James Geyer</i>		<i>25</i>	<i>Porto Blanco</i>			
<i>Wm Malcolm</i>	<i>Bandman</i>	<i>38</i>	<i>India</i>			
<i>John Renou</i>	<i>Stow</i>	<i>28</i>				
<i>John Renou</i>	<i>Cabin Boy</i>	<i>16</i>				
<i>John Renou</i>	<i>Lascar</i>	<i>32</i>				
<i>John Renou</i>		<i>28</i>				
<i>John Renou</i>		<i>26</i>				
<i>John Renou</i>		<i>27</i>				
<i>John Renou</i>		<i>20</i>				
<i>John Renou</i>		<i>27</i>				
<i>John Renou</i>	<i>Stow</i>	<i>35</i>				
<i>John Renou</i>	<i>Lascar</i>	<i>27</i>				

25.5.1854, Source: The Sydney Morning Herald (NSW), Thursday May 1854, page 4:-

SHIPPING
ARRIVALS.

May 24. - "Mandarin", barque, 344 tons, Captain Symons, from Shanghai, November 19th. and Singapore March 24th. Passenger - Mr. Hunter. W. Walker, Jun., agent.

3.6.1854, Source: The Courier (Hobart Tasmania), Saturday 3 June 1854, page 2.:-

SHIPPING NEWS.
HOBART TOWN

The "Mandarin" has been unfortunate since leaving Sydney. She left Shanghai November 19 (*RWB Note: 1853*) for this port, but when out a week was dismantled. November 26, at 4 a.m., whilst laying-to under a close-reefed main-topsail, she encountered a typhoon from the north east, which hove her on her beam-ends. All three masts were cut away to save her, when she righted. She lost all her boats and bulwarks, the decks having been swept by a heavy sea. The typhoon lasted five hours, when the wind shifted round to the south east, and then lessened. Jury masts were then rigged, and in eleven days she made Singapore. The "Mandarin" made a little water after the accident from severe straining, but it was easily kept under. About 300 chests of tea were damaged, and sold in Singapore for the benefit of those concerned. A very heavy sea was running during the continuance of the typhoon, and in order to keep her head to wind, about 50 fathoms of cable were paid out, which had the desired effect. The "Mandarin" refitted at Singapore. - *Empire*.

3.6.1854, Source: South Australian Register (newspaper), Saturday 3 June, 1854.:-

The "Mandarin", from Shanghai, was laid on her beam-ends in a typhoon in the China Seas, on the 26th November (*1853*), which compelled her to cut away all her masts; she put into Singapore to refit, where she was detained for upwards of three months. The "Bangalore", bound to London, was dismantled at the same time, and left Singapore a week before the "Mandarin". The "Mandarin" spoke a vessel hoisting 9276 first distinguishing pennant, from Melbourne, bound to Adelaide, 20 days out, with jibboom gone, in latitude 39deg. 43' S., and longitude 14 deg. 23' E. - *M.M. Herald*.

29.6.1854, Source: Sydney Morning Herald, Thursday 29 June 1854, page 1.:-

BARQUE MANDARIN. - All parties having Claims against the Captain and barque "Mandarin" are requested to send their accounts by Friday, at noon, to the office of WILLIAM WALKER, Jun., and CO., Walker's Wharf, Sydney, June 28.

14.1.1856, Source: Glasgow Advertiser, newspaper.:-

ADVERTISEMENTS & NOTICES.

FROM GLASGOW—FOR SAN FRANCISCO, DIRECT.



THE well-known fast sailing Clipper-built British Barque MANDARIN, A 1 for 12 years, and coppered, 344 tons register, G. SYMONS, Commander, having her heavy freight engaged, will meet with despatch.

For terms, &c., apply to

SHEPPARD & SON,
57 Buchanan Street.

Glasgow, January, 1856.

17.7.1857, Source: Royal Cornwall Gazette, newspaper.:-

SHIPPING INTELLIGENCE.

FALMOUTH, - FRIDAY, Arrived, "Mandarin", **Tregarthen (Tr33)**, from Iquique.

30.7.1859, Source: South Australian Weekly Chronicle, newspaper.:-

SHIPPING NEWS.

EXPORTS.

Cargo of the "Mandarin", for Mauritius - 15 tons hay, Ripley Webb and Co.; 10 tons hay, J. Darwent; 5 tons bran, 148 boxes pipes, Ripley Webb and Co; 7 cases of metal, 7 kegs metal nails, W. Younghusband and Co.; 15 cases cordials, H. Wurm and Co.; 12 horses, J. Tregarthen; 117 hhds. (empty), Ripley Webb and Co.; 6 tons bonedust, R. Nathan.

ALLINDA MARGARET. & (3) (child). *Jane, Ann, John*
MANDARIN BARQUE, MASTER J. TREGARTHEN.
PAS. FOR MAURITIUS.
REG. 30/7/1859 P.2/COL/a (DEP. 28/7/1859)

ASHTON. Mr. *Assistant Commissary general*
MANDARIN BARQUE, MASTER J. TREGARTHEN.
PAS. FOR MAURITIUS.
REG. 30/7/1859 P.2/COL/a (DEP. 29/7/1859)
ADV 30./7/1859 P2A (DEP 29/7/1859)

ASHTON. Mrs, & (6) (child). *Emily, Lucy, Elle, Edward, Charles Herbert,*
MANDARIN BARQUE, MASTER J. TREGARTHEN.
PAS. FOR MAURITIUS.
REG. 30/7/1859 P.2/COL/a (DEP. 29/7/1859)

9.12.1859, Source: Peter Richards, (The South Australian Advertiser).:-

"Mandarin", barque, 333 tons, **J. Tregarthen (Tr33)**, master from Mauritius.... Philip Levi and Co., agents.
Levi's Wharf.
The South Australian Advertiser, Friday 9 December 1859

21.6.1860, Source: Horner Index of Passengers from Australian Government website.:-

TREGARTHEN. J. Mr.
MALTA STEAMER, MASTER DOWNS.
PAS. FOR SOUTHAMPTON.
REG. 21/6/1860 P.2/COL/a. (DEP. 20/6/1860)

RWB Note: This may be Captain James Tregarthen (Tr33) having delivered the "Mandarin" to Australia for selling. See above declarations regarding the sale of the "Mandarin" in Australia. The vessel did eventually get sold in November 1860.

14.2.1861, Source: The Maitland Mercury & Hunter River General Advertiser (NSW), Thursday 14 February 1861.:-

SHIPPING INTELLIGENCE.
NEWCASTLE SHIPPING.

ARRIVALS.

"Mandarin", barque, Sinclair, for Adelaide, with 500 tons coal.

28.3.1861, Source: *Mariners & Ships in Australian Waters, Mandarin of Scilly:-*

Mariners and ships in Australian Waters

Mandarin

OF SCILLY, GEORGE SINCLAIR, MASTER, BURTHEN 334 TONS,
FROM PORT OF ADELAIDE TO SYDNEY, NEW SOUTH WALES, 28TH. MARCH, 1861.

Surname	Given name	Station	Age	Nationality	Status	Comments
SINCLAIR	George	Captain			Crew	
DRYSDALE	A.	2 nd . Mate	25	British	Crew	
MADDIN	J.	A. B.	24	British	Crew	
SINUMOVITZ	M.	A. B.	22	Foreign	Crew	
SMITH	T.	A. B.	24	British	Crew	
DONELLY	J.	A. B.	25	British	Crew	
ASSA	H.	A. B.	25	British	Crew	
JOHNSON	Joe	Cook/Steward	43	British	Crew	
CUMMING	D.	A. B.	40	British	Crew	
MILLAR	D.	O. S.	18	British	Crew	
JOHNSON	D.	A. B.	25	Foreign	Crew	
SINCLAIR	Mrs.				Passenger	
SINCLAIR	Miss				Passenger	
SINCLAIR	Miss P.				Passenger	
SINCLAIR	Miss C.				Passenger	
SINCLAIR	Miss E.				Passenger	
SINCLAIR	Master H.				Passenger	
SINCLAIR	Master D.				Passenger	
SMITH	J.				Passenger	

Source: *State Records Authority of New South Wales: Shipping Master's Office; Passengers Arriving 1855 - 1922; NRS13278, [X102-104] reel 408. Transcribed by Arthur Sheen, 2004.*

21.5.1861, Source: *The south Australian (Adelaide, S.A.), Tuesday 21 May 1861, page 2:-*

FATAL ACCIDENT. – A melancholy accident has transpired recently on board the "Mandarin", barque, under the following singular circumstances. During the above-named vessel's passage from Newcastle to Adelaide, a boy, one of the captain's sons, was pricked in a finger by one of the fin bones of a barracouta during the sport of fishing over the quarter of the vessel. No immediate injury making its appearance, the lad allowed the finger to remain without medical attention, but a few days after, the punctured finger became very painful, every attention possible was paid, but of no avail. The character of the injury gave indications of being poisoned, and resulted in the death of the youth.

13.6.1861, Source: *The South Australian Advertiser (Adelaide), Thursday 13 June 1861, page 3:-*

POLICE COURT – PORT ADELAIDE.
WEDNESDAY, JUNE 12.

[Before Messrs. G.W. Hawkes, S.M.J. Hart, and H. Duncan]

ASSAULT. – *Martin White*, seaman, pleaded guilty to the charge of assault on James Thompson, on board the barque “*Mandarin*”, and was committed to gaol for six months with hard labour.

29.6.1861, Source: *Mariners & Ships in Australian Waters, Mandarin of Scilly:-*

Mariners and ships in Australian Waters

Mandarin

OF SCILLY, GEORGE SINCLAIR, MASTER, BURTHEN 334 TONS,
FROM PORT OF ADELAIDE TO SYDNEY, NEW SOUTH WALES, 28TH. MARCH, 1861.

Surname	Given name	Station	Age	Nationality	Status	Comments
SINCLAIR	George	Captain			Crew	
DRYSDALE	A.	Mate	24	British	Crew	
BLACK	A. J.	2 nd . Mate	22	British	Crew	
GLENDING	M.	Steward	40	British	Crew	
THOMSON	J. J.	A. B.	22	British	Crew	
DETLESS	Jno.	A. B.	25	British	Crew	
MILLAR	David	A. B.	20	British	Crew	
ABRAHAMSON	Jno.	A. B.	23	British	Crew	
JOHNSTONE	Jno.	A. B.	27	British	Crew	
REaise	Julius	A. B.	25	British	Crew	
SINCLAIR	Mrs.				Passenger	
SINCLAIR	Miss				Passenger	
SINCLAIR	Miss R.				Passenger	
SINCLAIR	Miss C.				Passenger	
SINCLAIR	Miss E.				Passenger	
BAILEY	Miss.				Passenger	
ABRAM	Thos.				Passenger	
JOHNSON	William				Passenger	

Source: *State Records Authority of New South Wales: Shipping Master's Office; Passengers Arriving 1855 - 1922; NRS13278, [X102-104] reel 409. Transcribed by Les Griffith, 2005.*

18.7.1861, Source: *The Maitland Mercury & Hunter River General Advertiser (NSW), Thursday 18 July 1861, page 3:-*

SHIPPING INTELLIGENCE.

NEWCASTLE SHIPPING.

ARRIVALS. – July 13. “*General Jessup*”, barque, 194 tons, Noon from Melbourne; “*Mandarin*”, barque, Sinclair, with 625 bags wheat, and 450 bags flour.

24.9.1861, Source: *The Sydney Morning Herald (NSW), Tuesday 24 September 1861, page 4:-*

WATER POLICE COURT.

MONDAY.

BEFORE the Water Police Magistrate, Mr. R. Ronald, and Mr. J. Williams.

Of three persons found drunk in the streets, two were fined 20s., with the alternative of forty-eight hours' imprisonment; the other 10s. or twenty-four hours.

Jeremiah M'Carthy, who was found in an empty water tank on board the barque “*Mandarin*”, whilst she was being cleared prior to proceeding to sea, was apprehended as a stowaway, his name not appearing on the outward list. He was admonished and discharged.

3.10.1861, Source: The Sydney Morning Herald (NSW), Thursday 3 October 1861, page 5:-

BY ELECTRIC TELEGRAPH.
[FROM OUR CORRESPONDANTS.]
NEWCASTLE.

Wednesday, 7 p.m.

THERE has been a conflict between the Coal and Copper Company's miners and the police this morning. A party of nine seamen from the barque "Mandarin" went out to load small coal. They had been engaged in getting coal for some time when a number of the miners' wives interfered. Mr. Berner, manager of the Company, and six police were present. Finding the interruption so great, Mr. Berner ordered the arrest of one of the most violent. On the police attempting to take her into custody, the miners came down in a body and forcibly rescued her. The police were compelled to retire, and the seamen returned to the ship. All is at present quiet. The chief ring-leaders are known, but no steps can be taken without strong reinforcement.

24.10.1861, Source: The South Australian Advertiser (Adelaide, S.A.), Thursday 24 October 1861, page 2:-

SHIPPING NEWS.

ARRIVED

Wednesday, October 23 - "Mandarin", British barque, 334 tons, G. Sinclair, master, from Newcastle 7th October. E. and A. Copper Co., agents. Passengers - Mrs., Misses, and Master Sinclair, and Miss Jenny Brown, in the cabin.

IMPORTS.

Cargo of the "Mandarin", from Newcastle - 480 tons coals, E. and A. Copper Company.

30.12.1861, Source: Mariners & Ships in Australian Waters, Mandarin:-

30th. December, 1861, "Mandarin" arrived in Sydney, New South Wales from Adelaide.

10.6.1862, Source: South Australian Advertiser, Wednesday 11 June 1862, page 2:-

DIED.

SINCLAIR - On the 10th of June, at Port Adelaide, Captain George Sinclair, of the barque "Mandarin", aged 53 years.

20.6.1862, Source: Horner Index of Passengers from Australian Government website:-

SINCLAIR. MISS. (4).
MANDARIN BARQUE, MASTER DRYSDALE.
PAS. FOR OTAGO. N.Z.
REG. 20/6/1862 P.2/COL/a. (DEP. 19/6/1862

SINCLAIR. Mrs.
MANDARIN BARQUE, MASTER DRYSDALE.
PAS. FOR OTAGO. N.Z.
REG. 20/6/1862
P.2/COL/a. (DEP. 19/6/1862

1.2.1864, Source: South Australian Register (newspaper), Monday 1 February 1864, page3.-

TELEGRAPHIC NEWS

VICTORIA

The barque "*Mandarin*" has been purchased for Messrs. Dale, Fuller, & Co., for £2,500

14.12.1864, Source: Horner Index of Passengers from Australian Government website.-

KAINS. Mrs & (2) (child).

MANDARIN BARQUE, MASTER W. R. STEPHENSON.

PAS. FOR AUCKLAND. N.Z.

REG. 14/12/1864 P.2/COL/a.(DEP. 13/12/1864)

1866, Source: Shipwrecks, Kent:-

Mandarin. Barque. Disappeared without trace in a gale, Bass Strait, 1866. [LV]

The barque "*Mandarin*" disappeared off Wilson Promontory during a severe gale. Wreckage thought to be from the vessel was found at a number of locations around the Promontory. The captain and the crew of eleven lost their lives.

7.4.1866, Source: Gippsland Times (Victoria). Saturday 7 April 1866, page 3.-

WRECKS AMONG THE GLENNIE ISLANDS.

With regard to the quantities of wreck which have been reported from time to time by various arrivals coast-wise, during the last few weeks, as having been off the neighbourhood of Wilson's Promontory, there can now be no doubt but that nearly all, if not the whole, of these fragments once belonged to the barque "*Mandarin*". It was at first surmised, from the information supplied by Captain Darby, of the "*Charles Edward*", s.s., that the portions of wreck found floating were those of a large ship, but the minute and circumstantial details furnished by Captain Finlayson, of the schooner "*Yarra*", have set the matter to rest, and there is too much reason to fear the barque has become a total wreck, and, from absence of any intelligence of survivors, that all on board have perished. The wreck lying on the Five-mile Beach, between Rabbit Island and Corner Inlet, consists of a figure-head, that of a man, painted white, with a short conical cap or covering, turned up at the rim, the turned up part painted black, and the dress resembling a loose tunic. The countenance is smooth, and of Grecian cast, with a black moustache. Round the neck is a large chain, or ornamental bead work, and in the right hand of the figure is a roll of paper. These particulars apply so accurately to the figure-head of the "*Mandarin*" that there is no question as to the identity of the vessel which has suffered. On the beach there are also a maizen-mast, partially hacked through; portions of the deck and beams of such a description of vessel as the "*Mandarin*"; together with portions of a large deckhouse, with cedar doors and fittings; a brass-bound binnacle in a skylight, with large heavy brass hinges; and a portion of compass frame, with brass mountings. The wreck likewise comprises a white-painted whale-boat, in pieces, with five oars two of them new, and branded D in a diamond. A life-buoy with a handkerchief attached supposed to have had some valuables tied up in it, has also been picked up. The "*Mandarin*" left Hobson's Bay, outward bound for Newcastle, N.S.W., on the morning of March 7, in good seagoing order, with Captain Hammond, first and second mates, and a crew of nine, on board. It will be recollected that it was on the evening of the same day that the late disastrous gales commenced which did so much damage to the shipping off the coast. The "*Mandarin*" kept on her course with the "*Ann and Jane*", bound for the same port. Both vessels were in company until about midnight, and the wind, which had hitherto been comparatively light, suddenly increased to a heavy gale blowing from W.S.W. At this time the "*Mandarin*" was about a mile to leeward of the "*Ann and Jane*", and continued at this distance for a short while, when she was suddenly lost sight of. The barque "*Ann and Jane*" was then eight miles

west of Rhodonda Island. It is conjectured that she had got among the rocks at Glennie Islands, and had become unable to extract herself. One portion of the wreck – the mizenmast – shows unmistakable evidence of having been chopped nearly through, with the motive no doubt, of lightening the barque, but before she could be eased she must have struck heavily and gone to pieces. The *Mandarin* was a British barque, of 333 tons register, built in Scilly some thirteen years ago, and was owned in Adelaide, and is stated to be insured in the Universal Marine Company for £2,300. The following, as near as can be ascertained, are the names of those who were aboard:-- A. Hammond, master; Thomas Chalmers, first mate; Peter Flynne, second mate; Jas. Russel, cook; Henry Bindan, John Gill, W.H. Sander, Wm. Dillon, Joseph Henry, Jas. Holden, Wm. Brown, and Wm. Gibbons, seamen. Chalmers, the chief mate, is said to have left a widow and eight young children quite unprovided for. -- *Argus*.

30.6.1866, Source: The Maitland Mercury & Hunter River General Advertiser (NSW), Saturday 30 June 1866, page 5.:-

WARATAH.

The miners of the Waratah colliery have this week forwarded the sum of £8 14s. to the widow of the late Captain Chalmers, who was lost with the "*Mandarin*", barque, a short time ago, between here and Melbourne. It is indeed very pleasing to see how readily the miners came forward to assist the needy, and relieve the distressed, even though the sufferers may not belong to their own fraternity, as in this case.

June 23, 1866.

1.10.2015, Source: Roger Stewart, e-mailed information regarding Scillonian's connection with Mauritius.:-

Researching more about the history of Mauritius. The links with Scilly appear to have been quite strong. Odd discoveries include that Capt John Pascoe Ellis of Scilly took command of a barque from Port Louis "The Sir George Anderson" after commanding the Schooner "Nautilus". Another link was that Capt James Tregarthen of the Barque "Mandarin" was accepted into the Masonic Lodge in Port Louis in 1860 (along with some other British Captains). The History of the island is very complex but the delivery of coal there and collection of Sugar and exotic fruits made it a good destination to call at (often on the route to Australia and Far East).