

No. 219 - "Anne Laity Banfield" -

Details of Ship:-

Built:	Launched November 1865
Type:	Iron clad sailing ship
Rigged:	Ship
Tonnage:	743 tons
Dimensions:	Length: 188.5 ft. Beam: 31.3 ft. Depth of Hold: 19.2 ft. Two decks & a Poop.
Builder:	Robert Duncan & Co., Port Glasgow, Renfrew. Yard No. 14
Owners:	1 st . Owners: (1865) Francis Banfield (B093) , John Banfield (B092) , Joyce Elizabeth Banfield (B089) , Mary Mumford Banfield (B090) , Hugh Watts (Wa46) , George Sherris, Richard Edwards. 2 nd . Owners: (1872) Robert Grant, John Grant of London. 3 rd . Owners: (1872 ?) New Zealand Shipping Company. Name changed to " <i>Invererne</i> ".
Captains:	George Sherris (1865-1868, 1870, Service No. 3471). 1872, Capt. C. Foreman
Mate:	John Sherris (1867 - 1868) Peter Pender of Scilly (Chief Officer) lost 1 st Jan. 1877 when vessel sank.
Trade:	Foreign: South America, Australia, East Indies, Adelaide, Sydney, Newcastle (N.S.W.), Monte Video, Peneo, Conception Bay, Chile, Port of Oamaru, New Zealand, Nelson, Tome, London, Glasgow, Belfast, Chittagong, Liverpool, Kinsale, Napier, Gravesend, Canterbury (Nz.), Lyttelton.
Cargo:	Coals (1,000 tons loaded at Newcastle, Australia), Wheat and Flour (1,050 tons), Passengers (Immigrants) - 270, Wool, Meat, Tallow,
Signal:	HFQK
Official Number:	53197,
Registration:	1865 - 1870, Scilly [surveyed in London] Transferred to London in 1872
Demise:	Lost in cyclone 1 st . January 1877, at Sourabaya, Java. Eight survivors out of a crew of twenty. See report below.



Likeness of the "Anne Laity Banfield" painted by Warren Hands.
2009.

*(The painting was based on ships of the same period, size and rig, from the yard of Robert Duncan & Co.,
Port Glasgow)*

(NOT to be reproduced without Warren Hands permission)

29.3.1865, Source: Cornish Telegraph newspaper.:-

ISLANDS OF SCILLY

ADDITION TO LOCAL SHIPPING. - There are two fine new barques now building at this port and rapidly approaching completion - one about 300 tons register to A.1. 12 years, by Mr. **William Mumford (Mu05)**, for himself (*RWB Note: the Minmanueth (No 156)*); the other by Mr. Thomas Edwards, is 400 tons register, to ... 13 years A.1., and still unsold (*RWB Note: the Edith Banfield (No 155)*). Mr. John Edwards has just begun a fine vessel of about 200 tons register.

Messrs. Duncan and Co., of Port Glasgow, are building a first class iron clipper ship of about 840 tons register o.m. (*old measurement*), for **Messrs. Banfield & Sons**, of this place, to be ready for sea by the 1st. October. (*RWB Note: this is the Anne Laity Banfield (No 219)*)

7.11.1865, Source: The Greenoch Telegraph, page 2.:-

LAUNCH. - Yesterday, Messrs Robert Duncan & Co., shipbuilders, Port-Glasgow, launched the ship "Anne laity Banfield", of the following dimensions:- Length, 180 feet: breadth, 31 feet; depth, 19 feet; tonnage, 750 tons. She had all her spars aloft, and was named by Mrs George Sherris, lady of the commander and part owner. She has been built for **Messrs, Francis Banfield (B093) & Sons**, Scilly, for the East India trade, and will vie with any of the vessels built by her constructors. She is the largest vessel belonging to the Scilly Isles.

9.11.1865, Source: Dumbarton Herald, 9 November 1865, Page 2, col. 5.:-

LAUNCHED AT PORT-GLASGOW. -- On Monday, Messrs Robt. Duncan & Co. launched a splendid new iron clipper ship, named the "Anne Laity Banfield", of the following dimensions; --

Length, 180 feet, breadth, 31 feet; depth, 19 feet; tonnage, 750. The launch was highly successful. The ship had all her spars aloft at the time. The ceremony of naming the ship was performed by Mrs George Sherris, the lady of the commander and part owner. This fine vessel has been built specially for Messrs. **Francis Banfield & Sons (B093)**, Scilly, for the East India trade. She is the largest vessel belonging to the Scilly Isles.

(RWB Note:: My thanks to Jean Hands for the above article and the list of passengers reproduced later in this booklet [25.3.2009].)

Details of Robert Duncan & Co., Port Glasgow, Ship Builders:-

6: East Yard

ca. 1810 - 1853 J Wood (west)

1846 -1863 J Reid (east)

1863 - 1915 R Duncan

1915 - 1972 Lithgow

The rise of Port Glasgow as an important shipbuilding area has its roots in the eighteenth century. By the 1780's John Wood's yard was in operation in Port Glasgow. As the area became a flourishing shipbuilding area many other builders and associated industries came to the area such as Ropeworks & canvas manufacturers. The location of John Wood's shipyard was in Shore Street, Port Glasgow on the site of what later became the yard of Robert Duncan & Co.



1865, Source: Lloyd's Captains Register:-

George SHERRIS born Scilly 1828

(C. 3,471, Liverpool, 1852)

Siluria, 1853-4, F.P.S., N.A.

Mary Banfield, 8,822, 1854-9, F.P.S., S.A., M., N.A.

John Banfield, 19,051, 1859-64, S.P., E.I., Aust., C.

Anne Laity Banfield, 53,197, 1865-8, S.A., Aust., C., E.I.

25.11.2012, Source: Australian Newspaper Archives:-

Creator

[American & Australasian Photographic Company](#)

Title George Sherris, captain of the ship Anne Laity Banfield, ca. 1870-1871 / photographer
American & Australasian Photographic Company

Date of Work ca. 1870-1871
Type of Material Graphic Materials
Call Number P1 / 1567

ANNE LAITY BANFIELD OF SCILLY, GEORGE SHERRIS, MASTER, BURTHEN 744 TONS, FROM PORT OF NELSON TO SYDNEY, NEW SOUTH WALES, 29 JANUARY 1867

ANNE LAITY BANFIELD of Scilly, GEORGE SHERRIS, MASTER, Burthen 743 Tons from the Port of ADELAIDE to SYDNEY, New South Wales, 15th April, 1871

Reference: Mariners and ships in Australian Waters. <http://mariners.records.nsw.gov.au/> (accessed June 16, 2010)

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Signatures / Inscriptions "Sherris 'Anne L. Banfield" -- on the lower edge of the mount "Geo Sherris, ship A. L. Banfield" -- on the verso of the photograph

Photographer's stamp damaged

Supplementary Identifiers American & Australasian Photographic Company negative number 484

General Note Transferred from P1/Sherris, George (BM), June 2010



Sherris
"Aune & Parfield"

AS

John SHERRIS born Scilly 1838
 (C. 28,822, Liverpool, 1866)
 John Banfield, 19,051, 1866-7, E.I. (Mate on this ship)
 Anne Laity Banfield, 53,197, 1867-8, C., E.I. (Mate)

Details of Ship (taken from builders certificate). Documents held by the Isles of Scilly Museum:-

3.11.1865, Source: "Builders Certificate" provided by Robert Duncan & Co., Port Glasgow:-

BUILDERS' CERTIFICATE FOR SAILING VESSELS.

Measured under Merchant Shipping Act, 1854

We do Certify that we Built in our Building-yard at Port Glasgow in the County of Renfrew, in the Year Eighteen Hundred and Sixty five, the Ship or Vessel called the "Anne Laity Banfield", of Scilly for and on account of

*Messrs. Fras. Banfield & Sons
 Of Scilly*

Said Vessel being of the following Description and Dimensions:-

Decks:	<i>Two & poop</i>
Masts:	<i>Three</i>
Rigged:	<i>Ship</i>
Stern:	<i>Round</i>
Build:	<i>Clencher</i>
Galleries:	<i>None</i>
Head:	<i>Female</i>
Framework:	<i>Iron</i>

Length from the fore part of the Stem, under the Bowsprit, to the aftside of the head of the Stern-Post	188 ft. 5 tenths
Main Breadth to Outside Plank:	31 ft. 3 tenths
Depth in Hold from Tonnage Deck to Ceiling at Midships:	19 ft, 2 tenths
Tonnage under Tonnage Deck:	695.68 tons
Space or Spaces between Decks:	
Poop:	47.88 tons
Break:	
Registered Tonnage:	743.56 tons

and the above named and designed Individuals were the first Purchasers thereof, in the following proportions, viz. -

<i>George Sherris</i>	--	<i>Sixteen Shares</i>	
Francis Banfield (B093)	--	<i>Sixteen Shares</i>	
John Banfield (B092)	--	<i>Sixteen Shares</i>	64/64 th .
Hugh Watts (Wa46)	--	<i>Eight Shares</i>	
<i>Richard Edwards</i>	--	<i>Four Shares</i>	

Joyce Elizabeth Banfield (B089) -- Two Shares
 Mary Mumford Banfield (B090) -- Two Shares

Given under our hands at Port Glasgow, this third day of November
 Eighteen Hundred and Sixty five Years.
 Robert Duncan & Co [signed]

4.11.1865, Source: Letter from Robert Duncan & Co., Port Glasgow to Registrar of Shipping, Scilly:-

Customs House, Port Glasgow
 4 November 1865

Sir,

I enclose herewith Certificate and Formula for the "Anne Laity Banfield" for Registry at your Port

I am Sir,
 Your obedient Servant
 Robert Duncan & Co [signed]

The Registrar of Shipping
 Customs House
 Scilly

Attached to the letter was the following Formula of Rule 1. Measurements of the Ship:

CLASS 4 - Formula of Rule 1. to be used in taking the Measurements at the Ship, and calculating the Tonnage under the Merch. Ship. Act, 1864

Name of Ship: *Anne Laity Banfield*
 Name of Port: *Port Glasgow*
 Date of Measurement: *4 Nov 1865*

Area	Area 1	Area 2	Area 3	Area 4	Area 5	Area 6	Area 7	Area 8	Area 9	Area 10	Area 11	Area 12
Length	153.6											
Breadth	17.0											
Depth	13.9											
... (other areas)	...	...	...	...	...	...	...	...	...	...	...	...
Total												47.88

Handwritten notes: *Round of beam 7/8*, *Top of other closed spaces*, *5/8*, *36.5*, *17.4*, *47.88*, *47.88*.

Attached to the Formula of Rule 1. form was the following certificate:

Name of Ship	<i>Anne Laity Banfield of Scilly</i>	Form 1.
Official Number	53197	
Tonnage	743 56/100	

The official Number and Tonnage as above to be deeply carved or otherwise permanently marked on the Main-Beam of the Vessel.

*Register of Shipping,
Port of ~~Glasgow~~ [crossed out]
Scilly*

I hereby certify that I have inspected the above-named Vessel, and find the Official Number and Tonnage as above to be marked as required, Her Name and Port of Registry, Scilly are painted on her Stern, in manner directed by the Merchant Shipping Act, 1854
???????????? [unreadable signature]

*Glasgow
22nd. Nov. 1865*

N.B. - To be signed by an Officer of the Water Guard

Form No. 1.
SAILING SHIP.

Certificate of Survey.

Name of Ship:	<i>Anne Laity Banfield</i>
British or Foreign built:	<i>British,</i>
Port of intended Registry:	<i>Scilly</i>
Number of Decks:	<i>Two and a Poop</i>
Number of Masts:	<i>Three</i>
Rigged:	<i>Ship</i>
Stern:	<i>Round</i>
Build:	<i>Clencher</i>
Galleries:	<i>No</i>
Head:	<i>Female</i>
Framework:	<i>Iron</i>

MEASUREMENTS.

Length from the fore part of Stem under the Bowsprit to the aft side of the head of the stern post	188 ft. 5 tenths
Main breadth to outside plank:	31 ft. 3 tenths
Depth in hold from Tonnage Deck to Ceiling at Midships:	19 ft. 2 tenths
Name and Address of Builder:	<i>Robert Duncan & Co Port Glasgow</i>

TONNAGE.

Tonnage under Tonnage Deck:	695.68 tons
Closed in spaces above the Tonnage Deck, if any; viz.:	
Space or spaces between Decks:	

Poop 47.88 tons
Round-house:

Other inclosed spaces, if any, naming them -----
Total: 743.56 tons

I, the undersigned *James McGregor Measuring Surveyor*
for the Port of Port Glasgow
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.

Dated at *Port Glasgow*
the *Fourth* day of *James McGregor [signed]*
November 1865 Surveyor.

Registered 16th. November 1865 No. 5

A.R. Repr. Scilly

8.11.1865, Source: "Declaration of Ownership by Individual" for "Anne Laity Banfield".:-

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

Declaration of Ownership by Individual.

Official Number of Ship: 53197
Date of Registry: 16 November 1865
Name of Ship: "*Anne Laity Banfield*"
British or Foreign built: British. Built at Port Glasgow in the County of
Renfrew 1865
Port of Registry: Scilly
How propelled: Sails
Number of Decks: Two & a Poop
Number of Masts: Three
Rigged: Ship
Stern: Round
Build: Clencher
Galleries: None
Head: Female
Framework: Iron

MEASUREMENTS:

Length from the inner part of main Stem to the forepart of the
Stern post aloft. 188 ft. 5 tenth
breadth at midships 31 ft. 3 tenth
Depth in hold at Midships 19 ft. 2 tenth

TONNAGE:

Tonnage under Tonnage Deck 695.68
Closed in space above the Tonnage Deck, if any; viz.:
Space or spaces between Decks
Poop 47.88
Round-house
Other inclosed [sic] spaces, if any, naming them
Total Register Tonnage 743.56

I, the undersigned *George Sherris* of *St Marys*
Scilly in the County of Cornwall Master Mariner

declare as follows:- I am a natural-born British subject, born at *Scilly* in the county of *Cornwall*, and have never taken the Oath of Allegiance to any Foreign State. The above general description of the Ship is correct. *George Sherris* whose Certificate of Competency or Service is No. 3471, is the Master of the said Ship. I am entitled to be registered as Owner of *Sixteen sixty fourths* 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 the 8 day
of *November* 1865, by the above-
named *George Sherris*
in the presence of

George Sherris [signed]

?????????? [unreadable signature]
Registrar of the port of Port Glasgow

14.11.1865, Source: "Declaration of Ownership by Individual" for "Anne Laity Banfield":-

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

Declaration of Ownership by Individual.

Official Number of Ship:	53197
Date of Registry:	16 November 1865
Name of Ship:	" <i>Anne Laity Banfield</i> "
British or Foreign built:	British. Built at Port Glasgow in the County of Renfrew 1865
Port of Registry:	Scilly
How propelled:	Sails
Number of Decks:	Two & a Poop
Number of Masts:	Three
Rigged:	Ship
Stern:	Round
Build:	Clencher
Galleries:	None
Head:	Female
Framework:	Iron

MEASUREMENTS:

Length from the inner part of main Stem to the forepart of the stern post aloft.	188 ft. 5 tenth
breadth at midships	31 ft. 3 tenth
Depth in hold at Midships	19 ft. 2 tenth

TONNAGE:

Tonnage under Tonnage Deck	695.68
Closed in space above the Tonnage Deck, if any; viz.:	
Space or spaces between Decks	
Poop	47.88
Round-house	
Other inclosed [sic] spaces, if any, naming them	
Total Register Tonnage	743.56

I, the undersigned *Francis Banfield* of *St Marys Scilly* in the County of *Cornwall* Shipowner

declare as follows:- I am a natural-born British subject, born at *Scilly* in the county of *Cornwall*, and have never taken the Oath of Allegiance to any Foreign State. The above

general description of the Ship is correct. *George Sherris* whose Certificate of Competency or Service is No. 3471, is the Master of the said Ship. I am entitled to be registered as Owner of *Sixteen* 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 the 14th. day
of *November* 1865, by the above-
named *Francis Banfield*
in the presence of

Francis Banfield (B093) [signed]

A Richardson (Ri01) [signed]
Registrar of the port of Scilly

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

Declaration of Ownership by Individual.

Official Number of Ship:	53197
Date of Registry:	16 November 1865
Name of Ship:	" <i>Anne Laity Banfield</i> "
British or Foreign built:	British. Built at Port Glasgow in the County of Renfrew 1865
Port of Registry:	Scilly
How propelled:	Sails
Number of Decks:	Two & a Poop
Number of Masts:	Three
Rigged:	Ship
Stern:	Round
Build:	Clencher
Galleries:	None
Head:	Female
Framework:	Iron

MEASUREMENTS:

Length from the inner part of main Stem to the forepart of the Stern post aloft.	188 ft. 5 tenth
breadth at midships	31 ft. 3 tenth
Depth in hold at Midships	19 ft. 2 tenth

TONNAGE:

Tonnage under Tonnage Deck	695.68
Closed in space above the Tonnage Deck, if any; viz.:	
Space or spaces between Decks	
Poop	47.88
Round-house	
Other inclosed [sic] spaces, if any, naming them	
Total Register Tonnage	743.56

I, the undersigned *John Banfield* of *Saint Marys*
Scilly in the County of Cornwall Shipowner
declare as follows:- I am a natural-born British subject, born at *Scilly* in the county of
Cornwall, and have never taken the Oath of Allegiance to any Foreign State. The above
general description of the Ship is correct. *George Sherris* whose Certificate of Competency or
Service is No. 3471, is the Master of the said Ship. I am entitled to be registered as Owner
of *Sixteen* 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 the 14th. day
of November 1865, by the above-
named *John Banfield*
in the presence of

Jno Banfield (B092) [signed]

A Richardson (Ri01) [signed]
Registrar of the port of Scilly

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

Declaration of Ownership by Individual.

Official Number of Ship:	53197
Date of Registry:	16 November 1865
Name of Ship:	" <i>Anne Laity Banfield</i> "
British or Foreign built:	British. Built at Port Glasgow in the County of Renfrew 1865
Port of Registry:	Scilly
How propelled:	Sails
Number of Decks:	Two & a Poop
Number of Masts:	Three
Rigged:	Ship
Stern:	Round
Build:	Clencher
Galleries:	None
Head:	Female
Framework:	Iron

MEASUREMENTS:

Length from the inner part of main Stem to the forepart of the Stern post aloft.	188 ft. 5 tenth
breadth at midships	31 ft. 3 tenth
Depth in hold at Midships	19 ft. 2 tenth

TONNAGE:

Tonnage under Tonnage Deck	695.68
Closed in space above the Tonnage Deck, if any; viz.:	
Space or spaces between Decks	
Poop	47.88
Round-house	
Other inclosed [sic] spaces, if any, naming them	
Total Register Tonnage	743.56

I, the undersigned *Joyce Elizabeth Banfield of St Marys
Scilly in the County of Cornwall spinster*
declare as follows:- I am a natural-born British subject, born at *Scilly* in the county of
Cornwall, and have never taken the Oath of Allegiance to any Foreign State. The above
general description of the Ship is correct. *George Sherris* whose Certificate of Competency or
Service is No. 3471, is the Master of the said Ship. I am entitled to be registered as Owner
of *Two* 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 the 14th. day

of November 1865, by the above-named *Joyce Elizabeth Banfield* in the presence of

Joyce Elizabeth Banfield (B089) [signed]

A Richardson (Ri01) [signed]
Registrar of the port of Scilly

Form No. 2.
SAILING SHIP

Resident or Non-resident
Owner or Transferee

Natural-born Subject.

Declaration of Ownership by Individual.

Official Number of Ship:	53197
Date of Registry:	16 November 1865
Name of Ship:	" <i>Anne Laity Banfield</i> "
British or Foreign built:	British. Built at Port Glasgow in the County of Renfrew 1865
Port of Registry:	Scilly
How propelled:	Sails
Number of Decks:	Two & a Poop
Number of Masts:	Three
Rigged:	Ship
Stern:	Round
Build:	Clencher
Galleries:	None
Head:	Female
Framework:	Iron

MEASUREMENTS:

Length from the inner part of main Stem to the forepart of the Stern post aloft.	188 ft. 5 tenth
breadth at midships	31 ft. 3 tenth
Depth in hold at Midships	19 ft. 2 tenth

TONNAGE:

Tonnage under Tonnage Deck	695.68
Closed in space above the Tonnage Deck, if any; viz.:	
Space or spaces between Decks	
Poop	47.88
Round-house	
Other inclosed [sic] spaces, if any, naming them	
Total Register Tonnage	743.56

I, the undersigned *Mary Mumford Banfield* of *Saint Marys Scilly* in the County of Cornwall Spinster declare as follows:- I am a natural-born British subject, born at *Scilly* in the county of *Cornwall*, and have never taken the Oath of Allegiance to any Foreign State. The above general description of the Ship is correct. *George Sherris* whose Certificate of Competency or Service is No. 3471, is the Master of the said Ship. I am entitled to be registered as Owner of *Two* 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 the 14th. day of November 1865, by the above-named *Mary Mumford Banfield* in the presence of

Mary Mumford Banfield (B090) [signed]

A Richardson (Ri01) [signed]
Registrar of the port of Scilly

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

Declaration of Ownership by Individual.

Official Number of Ship: 53197
Date of Registry: 16 November 1865
Name of Ship: "Anne Laity Banfield"
British or Foreign built: British. Built at Port Glasgow in the County of Renfrew 1865
Port of Registry: Scilly
How propelled: Sails
Number of Decks: Two & a Poop
Number of Masts: Three
Rigged: Ship
Stern: Round
Build: Clencher
Galleries: None
Head: Female
Framework: Iron

MEASUREMENTS:

Length from the inner part of main Stem to the forepart of the Stern post aloft. 188 ft. 5 tenth
breadth at midships 31 ft. 3 tenth
Depth in hold at Midships 19 ft. 2 tenth

TONNAGE:

Tonnage under Tonnage Deck 695.68
Closed in space above the Tonnage Deck, if any; viz.:
Space or spaces between Decks
Poop 47.88
Round-house
Other inclosed [sic] spaces, if any, naming them
Total Register Tonnage 743.56

I, the undersigned *Hugh Watts* of *Saint Marys Scilly* in the County of *Cornwall* Shipowner declare as follows:- I am a natural-born British subject, born at *Scilly* in the county of *Cornwall*, and have never taken the Oath of Allegiance to any Foreign State. The above general description of the Ship is correct. *George Sherris* whose Certificate of Competency or Service is No. 3471, is the Master of the said Ship. I am entitled to be registered as Owner of *Eight* 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 the 14th. day
of *November* 1865, by the above-
named *Hugh Watts*
in the presence of

Hugh Watts (Wa46) [signed]

A Richardson (Ri01) [signed]
Registrar of the port of Scilly

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

Declaration of Ownership by Individual.

Official Number of Ship: 53197
Date of Registry: 16 November 1865
Name of Ship: "Anne Laity Banfield"
British or Foreign built: British. Built at Port Glasgow in the County of Renfrew 1865
Port of Registry: Scilly
How propelled: Sails
Number of Decks: Two & a Poop
Number of Masts: Three
Rigged: Ship
Stern: Round
Build: Clencher
Galleries: None
Head: Female
Framework: Iron

MEASUREMENTS:

Length from the inner part of main Stem to the forepart of the Stern post aloft. 188 ft. 5 tenth
breadth at midships 31 ft. 3 tenth
Depth in hold at Midships 19 ft. 2 tenth

TONNAGE:

Tonnage under Tonnage Deck 695.68
Closed in space above the Tonnage Deck, if any; viz.:
Space or spaces between Decks
Poop 47.88
Round-house
Other inclosed [sic] spaces, if any, naming them
Total Register Tonnage 743.56

I, the undersigned *Richard Edwards* of *Saint Marys Scilly* in the County of *Cornwall* Shipowner declare as follows:- I am a natural-born British subject, born at *Scilly* in the county of *Cornwall*, and have never taken the Oath of Allegiance to any Foreign State. The above general description of the Ship is correct. *George Sherris* whose Certificate of Competency or Service is No. 3471, is the Master of the said Ship. I am entitled to be registered as Owner of *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 the 14th. day
of *November* 1865, by the above-
named *Richard Edwards*
in the presence of *Richard Edwards* [signed]

A Richardson (Ri01) [signed]
Registrar of the port of Scilly

1871, Source: Lloyds Register of Shipping:-

A note found in the register stated:

"This vessel was built in 1865 with heavier plating than was now required in 1871. She was also cemented in 1865. She was damage repaired in 1866".

17th. June 1872, Transfer of Ownership:-

Transcription of letter sent between London and Scilly. This paperwork was originally filed with the Customs House, St. Mary's, Isles of Scilly and later given to the Isles of Scilly Museum. The originals are still held there (12.7.2006)

Anne Laity Banfield

J & R. GRANT

12. Fenchurch Street

London 17th. June 1872

*The Registrar of Shipping
Port of Scilly*

Sir,

By book post we Rend you 7 Bills of sale in our favour (?) of the "Anne Laity Banfield" ?????? with Declaration of Joint Ownership for Registration & we enclose request for transfer of Registry & shall thank you to get same registd. & send us Certificate for Change of Ports -

We are,

Sir,

Your Obedt. Svts.

J R Grant [signed]

Anne Laity Banfield

*To The Registrar of Shipping
Port of Scilly*

Sir

We John Grant and Robert Grant being joint & sole owners of the ship Anne Laity Banfield of your port official number 53179 and Registered in the year 1865 do hereby declare that we require you to transfer the Registry of the said ship to the Port of London

*Made & subscribed the
Seventeenth day of June*

1872 in presence of

N N Hooper (?) [signed]

*Registrar of Shipping
Port of London*

John Grant [signed]

Rob Grant [signed]

Details of Voyages etc.:-

7.3.1866, Source: Cornish Telegraph, THE ISLANDS OF SCILLY, page 3.:-

THE ISLANDS OF SCILLY

THE CASE OF THE "HYDRA". – The Captain, Hans Bockwoldt's, statement of the danger of this vessel near the Old Wreck Ledges, has been published in detail and agrees with our account of last week. His barque was 399 tons and had 40,000 lb. of tea, and the captain says he could have touched the Ledge with a long boathook! Here his ship rode very heavily, pitching bows under at times, and the sea made a clean breach over her and washed away many loose articles from the decks. When the barque reached St. Mary's her crew were quite exhausted.

THE GALES AND THE SHIPPING: FROST AND THE EARLY POTATOES. – ST. MARY'S, 6th. March, 1866. – After four months of storm and rain, we were, last week, visited with a snow-storm and frost, which has sorely nipped the young potato-plants; but the farmers console themselves by knowing that it is much better for their crops to be cut down now than a month hence. Although the weather has been very rough, and so much shipping, property, and life have been lost all round the coast, we are happy to say that no vessels have been wrecked on or near our rocks; the "Hydra", whose case you fully detailed in your last, having been the only vessel which, as far as is known, has got into peril amongst the rocks: and, in her case, the value saved was so great that the cost of salvage falls comparatively light on the under-writers. – Several of the Scilly ships have suffered more or less damage in the late terrible gales in various parts of the Channel, but they are all now again on their voyages with every prospect of making good passages. The new iron ship "Annie Laity Banfield", which was stranded near Belfast early in December, has had her cargo landed, been thoroughly repaired, and sailed again for Monte Video last week.

6.6.1866, Source: Cornish Telegraph, Mercantile Marine.:-

"Anne Laity Banfield", (ship) from Glasgow, arrived at Monte Video, April 25.

27.12.1866, Source: Grey River Argus, New Zealand ?:-

The new iron clipper ship "Annie Laity Banfield", 744 tons net register, Captain Sherris, arrived off our harbour on Sunday last, from Peneo, Conception Bay, Chile, having on board 1050 tons wheat and flour, consigned to Messrs. N. Edwards & Co. The "Annie Laity Banfield" had a fine weather passage all the way with light winds, until sighting the New Zealand Coast. She left Peneo on the 10th. October, thus making the passage in sixty-six days. She is a fine vessel, quite new, made on a beautiful model, and embracing all the latest improvements. She will be towed into the harbour next Friday morning. – *Nelson Colonist*, 18th., inst.

1867, Source: Tonkin file in Isles of Scilly Museum – John Carvosoe Tonkin.:-

John Carvosoe TONKIN was apprenticed in 1867 at the age of 13 years to an **F. Banfield (B093)** of Scilly, the ship being the "Anne Laity Banfield" registered at Scilly 21.8.1865 official number 531977. [information from Ian Scott – 1979. Has copy of apprenticeship]

1.1.1867, Source: North Otago Times, Volume VII, Issue 168, 1 January 1867, Page 2.:-

SHIPPING INTELLIGENCE.

PORT OF OAMARU.

IMPORTS.

The ship "Annie Laity Banfield", whose arrival we announced in our last issue, left Chili on the 10th of October last; experienced fine light weather throughout; and arrived here on Sunday, the

16th. instant, after a pleasant passage of sixty-six days. She brings 1,050 tons of flour and wheat consigned to Messrs. N. Edwards and Co., of this place. – Nelson Examiner.

14.1.1867, Source: Mori Flapan, www.boatregister.net New Zealand [Southern Daily Cross newspaper]:-

January 1867, arrived Nelson (New Zealand) with 620 tons flour & 11,800 bushels of wheat, half of the flour to be taken on to either Sydney or Melbourne for sake of market.

NELSON.

January 9.

The market is very fully supplied with flour, a large cargo having arrived by the ship “Anne Laity Banfield”, consisting of 620 tons of flour and 11,800 bushels of wheat, from Tome. As this supply would greatly exceed the demand of our market at present, about half of the flour will be taken on to either Sydney or Melbourne, for the sake of a market. The latest accounts from the West Coast of America shows that breadstuffs are advancing in price owing to the demand springing up in England and in France. This is likely to prevent a repetition of the heavy imports of the past season to the various colonies of Australasia.

Examiner.

29.1.1867, Source: *Mariners & Ships in Australian Waters, Anne Laity Banfield:-*

Mariners and ships in Australian Waters

ANNE LAITY BANFIELD

OF SCILLY, GEORGE SHERRIS, MASTER, BURTHEN 744 TONS,
FROM PORT OF NELSON TO SYDNEY, NEW SOUTH WALES, 29 JANUARY 1867

Surname	Given name	Station	Age	Of what Nation	Status	Comments
SHERRIS	GEORGE	MASTER			CREW	
WILLIAMS	EDWIN F.	CARPENTER	21	GREAT BRITAIN	CREW	
ANNANDALE	DONALD	STEWARD	34	GREAT BRITAIN	CREW	
LAMB	ROBERT	COOK	35	GREAT BRITAIN	CREW	
ULLBERG	PETER	SEAMAN	21	SWEDEN	CREW	
THOMSON	JOHN	SEAMAN	20	GREAT BRITAIN	CREW	
COUTTS	JAMES	SEAMAN	22	GREAT BRITAIN	CREW	
TAIT	ANDREW	SEAMAN	22	GREAT BRITAIN	CREW	
COAKLEY	TIMOTHY	O SEAMAN	18	GREAT BRITAIN	CREW	
MOORE	JAMES	A. B.	26	GREAT BRITAIN	CREW	
CAMPBELL	HUGH	BOSUN	24	GREAT BRITAIN	CREW	
SCOTT	JAMES	A. B.	42	GREAT BRITAIN	CREW	
GETTYS	HENRY	A. B.	20	GREAT BRITAIN	CREW	
POLLOCK	ROBERT	O. S.	19	GREAT BRITAIN	CREW	
ARDEN	PHILIP	2ND MATE	23	GREAT BRITAIN	CREW	
MORGAN	HUGH	O. S.	22	GREAT BRITAIN	CREW	
DAVIS ?		APPRENTICE		GREAT BRITAIN	CREW	
STEDIFORD	RICHARD W.	APPRENTICE		GREAT BRITAIN	CREW	
BANFIELD	JOHN (B101?)	APPRENTICE		GREAT BRITAIN	CREW	
PENDER	JAMES	APPRENTICE		GREAT BRITAIN	CREW	
KARMAN	J.P.				PASSENGER CABIN	
HODGSON	JOHN				PASSENGER CABIN	
JONES	CHARLES				PASSENGER STEERAGE	

Source: *State Records Authority of New South Wales: Shipping Master's Office; Passengers Arriving 1855 - 1922; NRS13278, [X116-117] reel 418. Transcribed by Dave Aitchison, 2004.*

(RWB Notes: The crew highlighted in yellow are almost certainly Scillonians)

21/1/1867

I N W A R D

A LIST of the Crew and Passengers arrived in the ship *Anne Laity Banfield* of Scilly *George Sherris* Master, of the Burthen of *744* Tons, from the Port of *Nelson* to *Sydney* New South Wales *January 29* 1867

SEAMEN'S NAMES	Station	Age	Of What Nation.	NAMES OF PASSENGERS	Description.	Remarks.
<i>Edwin J. Williams</i>	<i>Carpenter</i>	<i>21</i>	<i>Scilly</i>	<i>J P Karvman</i>		
<i>Donald Amundale</i>	<i>Steward</i>	<i>34</i>	"	<i>John Hodgson</i>	<i>Cabin</i>	
<i>Robert Lamb</i>	<i>Cook</i>	<i>35</i>	"	<i>Charles Jones</i>	<i>Steward</i>	
<i>Peter Wilberg</i>	<i>Seaman</i>	<i>21</i>	<i>Sweden</i>			
<i>John Thomson</i>	<i>do</i>	<i>20</i>	<i>Scilly</i>			
<i>James Conitt</i>	<i>do</i>	<i>22</i>	"			
<i>Andrew Sait</i>	<i>do</i>	<i>22</i>	"			
<i>Smolby Courtley</i>	<i>Steward</i>	<i>18</i>	"			
<i>James Moore</i>	<i>ATB</i>	<i>26</i>	"			
<i>Hugh Campbell</i>	<i>Boatman</i>	<i>26</i>	"			
<i>James Smith</i>	<i>ATB</i>	<i>22</i>	"			
<i>Henry Sattop</i>	<i>ATB</i>	<i>20</i>	"			
<i>Robert Pollock</i>	<i>ATB</i>	<i>19</i>	"			
<i>Philip Asden</i>	<i>2nd Mate</i>	<i>23</i>	"			
<i>Hugh Morrison</i>	<i>ATB</i>	<i>22</i>	"			
<i>Robert H. Headford</i>	<i>do</i>		"			
<i>John Banfield</i>	<i>do</i>		"			
<i>James Pender</i>	<i>do</i>		"			

20.3.1867, Source: Cornish Telegraph, Mercantile Marine.:-

"Anne Laity Banfield", Ship, arrived Nelson (N.Z.) from Tome, Dec. 16.

15.5.1867, Source: Cornish Telegraph, Mercantile Marine.:-

"Anne Laity Banfield", Sherris, sailed from Adelaide for London, Feb. 22.

3.10.1867, Source: The Daily Southern Cross, newspaper, Auckland, New Zealand.:-

Latest English Shipping
Arrival July 31 "A J Banfield" ship from Adelaide [the entry in the newspaper is "A J Banfield"]

1867, Source: Mori Flapan, www.boatregister.net New Zealand.:-

Belfast - South America.

3.2.1870, Source: The Daily Southern Cross, newspaper, Auckland, New Zealand.:-

Shipping Departures.
For South Australia "Ann Laity Banfield"

28.2.1870, Source: Sydney Morning Herald, N.S.W. Australia.:-

ADELAIDE ARRIVALS.

February 22 -- "Anne Laity Banfield", from London.

25.3.1870, Source: The South Australian Advertiser (Adelaide S.A.), Friday 25 March 1870, page 3.:-

POLICE COURT - ADELAIDE.

WEDNESDAY, MARCH 23.

[Before Mr. J.W. Smith and His Worship the Mayor.]

William Anderson, for deserting from the "*Anne Laity Banfield*", was committed for 12 weeks.

2.7.1870, Source: *The South Australian Advertiser (Adelaide, S.A.), Saturday 2 July 1870. page 3:-*

POLICE COURT – PORT ADELAIDE

Friday, July 1.

[Before Mr. K.J. Peake S.M.]

Carl Simmin, seaman of the "*Anne Laity Banfield*", was charged by the Shipping Master with being found after the sailing of the vessel without a discharge. He pleaded guilty, but on the statement of the Shipping-Master that he had called to ship and admitted his having no discharge, he was fined £5, or seven days' commitment.

3.9.1870, Source: *Glasgow Herald newspaper:-*

"*Ann Laity Banfield* " left Port Victor for London. June 2.

3.9.1870, Source: *The South Australian Advertiser (Adelaide S.A.), Thursday 8 September 1870, page 3:-*

SOUTHERN RAILWAYS.

(With reference to a dispute regarding the lease of the Strathalyn and Middleton and Goolwa and Victor Harbour lines of tramway)

The Southern Argus, of Sept. 3, in a leading article, incidentally bears testimony to the great despatch given to the only wool ship loaded at Victor Harbour during the present lease, the "*Anne Laity Banfield*", and states that such were the facilities afforded that she might have been loaded in half the time if she could have stowed the wool quicker.

7.11.1870, Source: *The Daily Southern Cross, newspaper, Auckland, New Zealand:-*

Special Commercial Telegram

London September 8

Arrivals "*Laity (sic) Banfield*" [note this is how the newspaper printed the information]

19.12.1870, Source: *Daily Southern Cross, Volume XXVI, Issue 4165, 19 December 1870, Page 2:-*

ENGLISH SHIPPING.

LOADING; For Adelaide, "*A. L. Banfield*".

15.4.1871, Source: *Mariners & Ships in Australian Waters, Anne Laity Banfield:-*

Mariners and ships in Australian Waters

ANNE LAITY BANFIELD

OF SCILLY, GEORGE SHERRIS, MASTER, BURTHEN 743 TONS,
FROM PORT OF ADELAIDE TO SYDNEY, NEW SOUTH WALES, 15TH. APRIL 1871.

Surname	Given name	Station	Age	Nationality	Status	Comments
---------	------------	---------	-----	-------------	--------	----------

SHERRIS	George	Captain			
PASSENGERS					Nil
SHERRIS	John	Mate	32	Gt. Britain	Crew
PENDER	James	2 nd . Mate	19	Gt. Britain	Crew
HICKS	James	Carpenter	25	Gt. Britain	Crew
ANNANDALE	Donald	Steward	38	Gt. Britain	Crew
HOFFMAN	F.	Cook	30	Hamburg	Crew
NICHOLS	John	A. B.	31	Gt. Britain	Crew
RAMISH	Charles	A. B.	27	Norway	Crew
WEGER	H.	A. B.	26	Stettin	Crew
STEVENSON	Charles	A. B.	24	Gt. Britain	Crew
NELSON	Nicholas	A. B.	25	Norway	Crew
DONWAY	John	A. B.	27	Greece	Crew
ELSE	William	O. S.	29	Hamburg	Crew
ROBERTSON	Donald	O. S.	19	Slead	Crew
BADER	Henry W.	Cook	33	Gt. Britain	Crew
CURRY	John	A. B.	21	Gt. Britain	Crew
BRUCE	Thomas	A. B.	46	Gt. Britain	Crew
CLAUSE	Nelson	A. B.	25	Gt. Britain	Crew
SMITH	William Henry	A. B.	25	Gt. Britain	Crew
BROWN	S.	A. B.	25	Gt. Britain	Crew

Source: *State Records Authority of New South Wales: Shipping Master's Office; CGS 13278 Passengers Arriving 1855 - 1922; X123-124 reel 424, 1871. Transcribed by Tamea Wilcocks, 2001.*

(RWB Notes: The crew highlighted in yellow are almost certainly Scillonians)

12.4.1871, Source: South Australian Police Gazette:-

DESERTERS FROM MERCHANT VESSELS From South Australian Police Gazettes 1871

Warrants have been issued for the apprehension of the undermentioned seamen, deserters:-

CONWAY	JOHN	<i>Anne Laity Banfield</i> , at Port Adelaide, 27 yrs, a Greek arrested at Port Adelaide	12 Apr 1871 19 Apr 1871
NELSON	MICHAEL	<i>Anne Laity Banfield</i> at Port Adelaide, 27 yrs, a German arrested at Port Adelaide	12 Apr 1871 19 Apr 1871
NICHOLLS	JOHN	<i>Anne Laity Banfield</i> at Port Adelaide, 35 yrs, an Englishman arrested at Port Adelaide	12 Apr 1871 3 May 1871
REMISH	CHARLES	<i>Anne Laity Banfield</i> , at Port Adelaide, 25 yrs, a German	29 Mar 1871

15.5.1871, Source: Glasgow Herald newspaper:-

"Ann Laity Banfield", from London at Adelaide, March 11.

29.5.1871, Source: The Daily Southern Cross, newspaper, Auckland, New Zealand:-

Freight Newcastle May 18
Coal in moderate supply ... on the berth for Hong Kong the "*Annie Laity Banfield*" at 28s. [the freight ruling].

1.6.1871, Source: The Brisbane Courier, Thursday 1 June 1871, Page 2.-

NEWCASTLE FREIGHTS. – The supply of tonnage still continues very limited, and consequently few engagements have been effected. Unless more tonnage offers, great difficulty will be experienced in fulfilling orders for coal. Since our last report the following vessels have left for foreign ports:- The “Allahabad”, with 1650 tons coal for San Francisco; the “Balgownie” and “David Auterson”, for Mauritius, with 856 tons; the “Anne Laity Banfield”, with 1000 tons, for Hong Kong;

1872, Source: Lloyds Register (research by Malcolm Darch, The Studio, Salcombe):-

Built under special survey (then a strange symbol representing a Maltese cross?). Port of Registry Scilly. Damage repairs 1866. Cemented in 1865. Official Number 53197 SS No. 1 - 69 VESSELS OWNED IN SCILLY (Built away).

“Anne Laity Banfield” Iron sailing vessel, ship rigged. Master, G. Sherris. 744 ton. 188.5’ L x 31.3’ B x 19.2’ Depth (of Hold). Built Port Glasgow by Duncan. Launched in Nov. 1865
Owners: Banfield & Co. 1 Bulkhead. Character at Lloyds A1 9,70

10.8.1872, Source: The Standard newspaper, issue 14986.-

VESSELS SPOKEN WITH. The “Ann Laity Banfield”, Liverpool to Chittagong, July 30, mouth of Kinsale.

10.10.1873, Source: The London Gazette newspaper – Anne Laity Banfield name change:-

Official Notice.
Proposal to Change a Ship’s Name.

WE, J. and R. Grant, of 1, Leadenhall-street, and late of 12, Fenchurch-street, hereby give notice, that in consequence of the other ships belonging to our firm being all named after names of places, with the distinguishing prefix of Inver; it is our intention to apply to the Board of Trade, under Section 6 of the Merchant Shipping Act, 1871, in respect of our ship “Anne Laity Banfield”, of London, official number 53,197, of gross tonnage 825 tons, of registered tonnage 744 tons, heretofore owned by Francis Banfield (B093), John Banfield (B092), Joyce Elizabeth Banfield (B089), Mary Mumford Banfield (B090), George Sherris, Hugh Watts (Wa46), Richard Edwards, all of Scilly, in the county of Cornwall, for permission to change her name to “Invererne,” to be registered under the said new name at the port of London, as owned by John and Robert Grant.

Any objections to the proposed change of name must be sent to the Assistant-Secretary, Marine Department, Board of Trade, within fifteen days from the appearance of this advertisement.

Dated London, this 7th day of October, 1873.

J. and R. GRANT.

11.11.1873, Source: Application to be examined for a Certificate of Competency as Master or Mate:-

APPLICATION TO BE EXAMINED FOR A CERTIFICATE OF COMPETENCY
AS MASTER OR MATE.

Name and Address of Applicant:	William Mumford, St. Mary’s, Scilly
Born:	14 th . March 1853, St. Mary’s, Cornwall.
Particulars of previous certificates:	Nil
Certificate now required:	Second Mate

If the applicant has failed in a previous examination for the certificate now required, he must state when and where.:

Made in the Port of London, 7th. Nov 1873

Fee paid: £1

List of Testimonials and Statement of Service

<i>Ship's name</i>	<i>Port</i>	<i>Capacity</i>	<i>Dates</i>	<i>Time served</i>
Anne Laity Banfield	Scilly	App.	6/2/1869 - 5/6/72	3y 4m 9d
Anne Laity Banfield	London	AB	27/7/1872 - 27/10/73	1y 3m

Total Service at sea: 4y 5m 29d

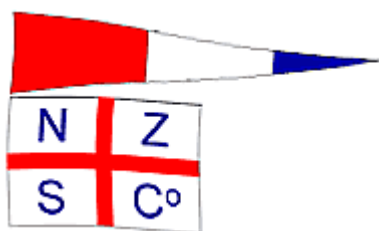
Date of examination: 11th. Nov 1873

Passed Navigation and Seamanship

21.11.1873, Source: "White Wings" by Sir Henry Brett.:-

1873 The New Zealand Shipping Company was inaugurated at Christchurch and commenced trading with 18 ships, including those under charter, having an average tonnage of 830 tons.

Company flag



Red, white and blue pennant over a white flag with red St George's Cross and the letters N Z S Co in the quarters.

Invererne

Ship: 744 tons

Captain: Foreman

Surgeon Superintendent: R St. M Dawes

Sailed London 21st November 1873 - arrived Napier 8th March 1874

Captain Foreman seems to have been singular in carrying matrimonially inclined couples, as on a voyage to Napier 1873 - for he performed two ceremonies, and on that occasion no questions were raised as to his jurisdiction. She was formerly the Anne Laity Banfield, under which name she came to grief and was condemned and sold. Her new owner, however, carried out extensive repairs and renamed his craft the Invererne. Under her new name the ship made three voyages to New Zealand, all under the command of Captain Foreman. The first was to Napier, where she arrived on March 8 1874, bringing 240 immigrants, 107 days from London. There was a lot of sickness aboard during the trip and 16 children died, the chief trouble being scarlatina.

White Wings - Sir Henry Brett

Assisted passage cost £14 10 shillings (196 ½??) and nominated cost £7 5shillings (6) Some records show 12 died and 2 births.

Hansen

Carl

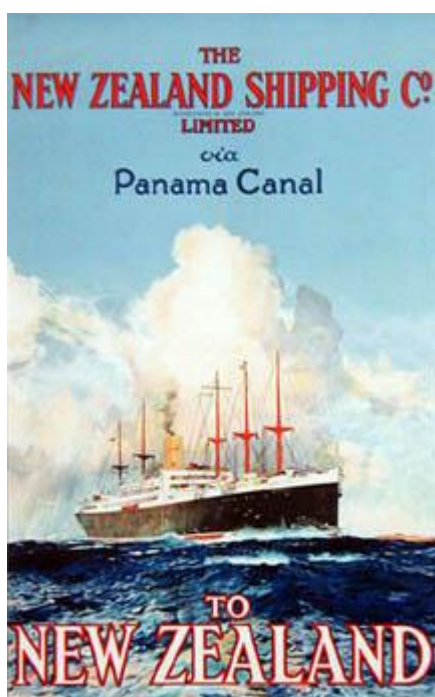
21 or 22 Copenhagen

Farmer

1873-1883 Sailing ships sailed to NZ non stop via the Cape of Good Hope and home via Cape Horn.

New Zealand Shipping Company

Formed in London 1873. Fitted ships with refrigerated capacity for NZ meat in 1881. 1910 NZSCo together with Shaw, Savill and White Star Line took control of the Canadian-Australasian Line (James Huddart) and recommenced services between New Zealand - Australia and Canada. 1912 NZSCo took over Federal SN Co but they continued to trade under their own name and colours. 1916 P&O Line took over NZSCo but the company continued to operate as before. 1936 the Montreal - Australian New Zealand Line (MANZ Line) formed in conjunction with Ellerman & Bucknall and the Port Line. This service closed in 1971. In 1973 ownership of all ships was transferred to P&O Line and the existence of NZSCo as a separate company ceased.



22.11.1873, Source: Mori Flapan, www.boatregister.net New Zealand:-

Departed Gravesend for Napier with 270 pax including large number of Scandinavians, sheltered in the Downs for a week, crossed the line 01/03, encountered gales at entrance to Cook's Strait, arrived at Napier after 107 days, passengers spoke highly of accommodation, two births & two marriages during voyage, 16 deaths all children due to scarlatina, bronchitis & measles.

10.3.1874, Source: Waikato Times, Page 2:-

Napier. Monday.

The "Invererne" arrived yesterday. She brought 270 immigrants. She has been 107 days on the passage. Sixteen deaths took place on the voyage, principally of children between one and six years. Scarlatina was the prevailing disease. The passengers are now all in good health; it is more than six weeks since there was any illness on board.

10.3.1874, Source: "The Hawkes Bay Times" New Zealand:-

The Hawkes Bay Times of 10th March 1874.

The New Zealand Shipping Company's fine iron ship Invererne, 743 tons, Capt. Foreman, arrived in Hawkes Bay at 6 o'clock on Sunday evening, after a good passage of 107 days. She left Gravesend on the 22nd November, but meeting bad weather, was forced to lie for a week in the Downs; went down the Channel, but the rough weather continuing, put into Dungeness, where she lay two days; had light variable winds to the 5th December, when she landed her pilot. Made a passage of 29 days to the line, which she crossed on the 3rd January. Passed the meridian of the Cape on the 28th January, and from thence had moderate weather to New Zealand. Sighted Stewart's Island on the 28th February; met with light contrary winds along the coast until Friday, when off the entrance of Cook's Straits, when it increased to a fierce gale, the direction of which changed to the south on Saturday at about 8 p.m. bringing the ship rapidly up the bay, which was entered on Sunday afternoon. Anchored off the Town of Napier at about 6 p.m; and was shortly afterwards boarded by the Pilot, the Board of Health, and a number of visitors, who went off in the steam launch Bella. She was removed to the western anchorage yesterday morning. The Invererne brings 270 passengers, including a large proportion of Scandinavians. They all speak highly of the accommodation on board the ship, and the uniform kindness of the officers. There were two births on the passage; two marriages (of Scandinavians) on Christmas day; and sixteen deaths - all children, the oldest being six years of age. The causes of death were scarlatina, bronchitis, and measles, and the last case occurred about six or seven weeks before the arrival of the vessel in port. One passenger - a Scandinavian woman - suffering from congestion of the lungs was removed to the Provincial hospital.

Our thanks to Cathy Warren for sending us this passenger list.

<i>Name</i>	<i>Age</i>	<i>County</i>	<i>Occupation</i>
<i>Families & Children</i>			
Andersen	Lars	Copenhagen	Farmer
	Yerghen		
	Nils		
	Rosaminus		
	Jens		
Barker	John	Staffordshire	Plasterer
	Gwendoline		
	Rose		
	Ellen		
	Arthur		
	Matilda		
	Agnes		
Barnes	Thomas	Kent	Labourer
	Charlotte		
	Richard		
Burley	William	Oxfordshire	Coachsmith
	Isabella		
Bryant	Edward	Bedfordshire	Gardener
	Mary		
	William		
<u>Carne</u>	Richard	Cornwall	Miner
	Catherine		
	Clara		
	Alfred		
Cooper	Alfred	Middlesex	Bootmaker
	Maria		
	Edgar		
	Florence		
Cox	Henry	Oxfordshire	Miller
	Frances		
	Arthur		
	Archibald		

Cushing	Mary	1	Norfolk	Gardener
	John	28		
	Marie	26		
	George	5		
Duckett	William	4		Died on board
	Maria	3 months		
	Thomas	28		
	Alice	28		
	Lucy	7		
	Sarah	5		
Farrell	Richard	3		
	Thomas	3 months		
	Thomas	56		
Freemantle	Mary	48	Hampshire	Policeman <i>Schoolmaster</i>
	Walter	25		
Furgiss	Elizabeth	25	Hampshire	Carpenter
	Lydia	3		
	Albert	1		
	Tom	26		
Groves	Martha	26	Oxfordshire	Farm Labourer
	Edward	36		
	Elizabeth	39		
	Elizabeth	9		
	Arthur	7		
	Gertrude	5		
	Frederick	3		
Hallberg	George	1	Copenhagen	Farmer
	Andreas	26		
	Johanna	24		
Ham	George	24	Cornwall	Farm Labourer
	Maria	21		
Hands	Joseph	36	Warwickshire	Farm Labourer
	Mary	38		
	Annie	11		
	Emma	8		
	William	6		
	Mary	3		
	Hannah	6 months		
	Hansen	Carl			21	Copenhagen	Farmer
Hansen	Nicoline	25	Copenhagen	Farmer
	Hans	35		
	Karen	33		
	Frederick	7		
	Anna	5		
	Christopher	3		
Harding	Daglin	3 months	Oxfordshire	Labourer
	Edward	33		
	Sarah	34		
	Francis	10		
	John	8		
	Ann	6		
	Charles	3		
Hood	Albert	1	Staffordshire	Plaster
	Alexander	22		
	Harriet	21		
	Joseph	10		
	Florence	6 months		Died on board

Hope	William	42	Gloucestershire	Labourer	
	Sarah	35			
	Elizabeth	11			
	Frederick	9			
	Agnes	7			
	Catherine	5			
	Charles	2			
Infordsen	Fanny	1 mth	Copenhagen	Died on board	
	Yarn	29		Farmer	
	Eluart	27			
Ireland	Thomas	22	Oxfordshire	Shepherd	
	Ann	21			
	Elizabeth	2			
	John	4 months			
Ireland	John	43	Oxfordshire	Labourer	
	Phillis	40			
	Henry	11			
	Benjamin	9			
	George	7			
	Elizabeth	5			
	Mary	3			Died on board
	Louisa	1			Died on board
Kemp	Benjamin	37	Surrey	Farm Labourer	
	Mary	37			
	Ellen	8			
	Benjamin	6			
	Louisa	3			
	John	9 months			
Krause	Wilhelm	41	Copenhagen	Labourer	
	Pera	35			
	Wilhelmina	11			
	Ernest F	9			
	Sophia	7			
	Catherine	3			
	Oline	3 months			Died on board
Mackey	Samuel	40	Sussex	Painter	
	Roseannah	35			
	James	3			
	Emily	1			
Madden	John	40	Middlesex	Carpenter	
	Jessie	35			
	Lizzie	9			
	Frank	8			
	Mary	5 months			
Maycock	John	44	Oxfordshire	Labourer	
	Sarah	41			
	Mary	10			
	Edward	6			
	James?	2			
Meech	Thomas	29	Dorsetshire	Labourer	
	Maria	25			
	Thomas	3			
Mills	Elijah	36	Oxfordshire	Labourer	
	Sarah	33			
	Herbert	10			
	Mary	8			
	Thomas	6			
	Elizabeth	4			

	Elijah	2		
	Child			Born on board
Mullan	George	37	Oxfordshire	Labourer
	Mary	36		
	Emma	10		
	Elizabeth	8		
	Joshua	5		
	Mary	3		
Nielsen	Nils T	26	Copenhagen	Farmer
	Christine	26		
Pierce	Henry Thomas	39	Surrey	Plumber
	Annie	29		
	Henry	11		
	Annie	6		Died on board
	Eleanor	2		Died on board
Pollington	John	30	Kent	
	Charlotte	28		
	John	8		
	Maria	6		
	Alice	4		
	Albert	2		Died on board
	Marthe	1		
Rasmussen	Yens	23	Copenhagen	Farmer
	Maren	21		
	Child			Born on board
Reidy	James	34	Kerry	Labourer
	Eliza	34		
	Mary	8		
	Margaret	6		
<u>Satchwell</u>	George	28	Warwickshire	Farm Labourer
	Fanny	29		
	George	5		
	Louisa	2		Died on board
Tucker	Thomas	42	Wiltshire	Farm Labourer
	Lydia	31		
	Alice	8		
	Sarah	6		
	William	4		
	Emily	1		
Wheeler	Joseph	40		
	Ann	40		
	Paulina	10		
	Mary	8		
	Albert	6		
	Philip	4		
	Annie	1		Died on board
Wright	W-C	25	Middlesex	Labourer <i>Crossed out on list</i>
	Fanny	22		
Yardly	William	35	Shropshire	Labourer
	Mary	34		
	Mary	10		
	William	9		
	Edward	6		
Yensen	Nils	33	Copenhagen	Farmer
	Elsie	30		
	Yens L	2		
	Yens P	5 months		Died on board

Single Men

Andersen	H	19	Copenhagen	Labourer
Andersen	Niels	21	Copenhagen	Farm Labourer
Arvidsen	C	29	Copenhagen	Labourer
Blanquist	Joh	22		
<u>Carne</u>	Richard	17	Cornwall	Farmer
<u>Chapman</u>	James	19	Cornwall	Labourer
Cooper	Alfred	15	Surrey	Bootmaker
Cooper	Alfred	23	Surrey	Carpenter <i>Crossed out on list</i>
Groves	Frank	12	Oxfordshire	Labourer
Farrell	John	23		
	Alfred	19		
Fransen	F	20	Copenhagen	Painter
Fredericksen	M	29	Copenhagen	Millwright
Hanssen	J	22	Copenhagen	Farm Labourer
Hattemore	Henry	20	Middlesex	Labourer
Heeney	John	22	Londonderry	Labourer
Hesebech	Joh	28		
Ireland	John	21	Oxfordshire	Labourer
	Joseph	17	Oxfordshire	Labourer
	William	13	Oxfordshire	
Ivan	Arn	26	Copenhagen	Farm Labourer
Knotsen	E	34	Copenhagen	Farm Labourer <i>Crossed out on list</i>
Larsen	Lars	20	Norway	
	Halvord	15	Norway	
	Karl	13	Norway	
Loder	Carl N	28		
Loman	John	29	Devonshire	Labourer
Lydford	Samuel	24	Somersetshire	Carpenter
Mackey	John	14	Sussex	Carpenter
Madden	Charles	14	Middlesex	Carpenter <i>Crossed out on list</i>
Mallano	Francis	31		
Martinsen	L	26	Copenhagen	Labourer
Maycock	George	14	Oxfordshire	
Mills	George	14	Oxfordshire	
	John	12	Oxfordshire	
Nissen	H C	18	Copenhagen	Farm Labourer
Oldrup	E S	18	Copenhagen	Farm Labourer
Petersen	Hans	25		
Petersen	Hans	24		
Petersen	P W	21	Copenhagen	Merchant
Randler	Y P	21	Copenhagen	Farm Labourer
Sheatt	R F	21	Surrey	Labourer
Taylor	Charles	28	Norfolk	Bootmaker
Weller	Edward	26	Surrey	Labourer
Yansen	Y E	27	Copenhagen	Farm Labourer
<i>Single Women</i>				
Barnes	Ellen	15	Kent	Servant
Blanquist	Anna	12		
<u>Carne</u>	Esther	19	Cornwall	Servant
Clifton	S	27	Middlesex	Dressmaker
	Charles	4		
	Herbert	2		
Cooper	Emily	14	Surrey	Servant
Farrell	Anne	16		
Fredericksen	A	34	Copenhagen	Servant

Harmer	€	23	Copenhagen	Servant <i>Crossed out on list</i>
Hassell	Sarah	36	Sussex	Cook
Heeney	C	23	Londonderry	Servant
Hogberg	B	23	Copenhagen	Servant
Ireland	Rose	16	Oxfordshire	Servant
Larsen	B	36	Copenhagen	Servant
King	Rose	37	Antrim	Housekeeper
	Joseph	21		
	Margaret	17		General Servant
	Mary	15		
	Rosenia	10		
	Sarah	5		
Larsen	Catherine	26	Copenhagen	Servant
Mackey	A	16	Sussex	Servant
Maddon	Charlotte	14		
Maycock	Fanny	16	Oxfordshire	Servant
	Sarah	12	Oxfordshire	Servant
Nicholas	E	31	Cornwall	Housemaid
Payne	M	24	Meath	Servant
Petersen	Johanne	16	Copenhagen	Servant
Ridley	M	19	Kent	Cook
Springate	Y	22	Sussex	Servant
Torkildsdatter (Larsen)	Eli	58	Norway	<i>Mother of Lars, Elizabeth, Halvord & Karl Larsen</i>
Larsen	Elizabeth	17	Norway	
Tucker	Elizabeth	12	Wiltshire	Servant
Walker	Mary A	36	Oxfordshire	Servant MATRON
Wheeler	P	12	Oxfordshire	Servant
Yanssen	C	24	Copenhagen	Servant

George SATCHWELL:

George Satchwell was born in Butlers Marston, Warwickshire, His family had come from Deddington, North Oxfordshire. He married Fanny Linney, daughter of Edward Linney of Castle Bromwich, Birmingham, at St Michael Parish, Coventry. They have 2 children George & Louisa before emigrating to Napier New Zealand on board the [Invererne](#) in 1873, arriving Napier March 1874. Louisa dies at sea, recorded by the ship's surgeon on the 3rd Jan, she is buried in the Old Napier Cemetery Plot 639. George and Fanny live in the Barracks at Napier and it is presumed that he finds work on the railway or road making. Fanny gives birth to another son William in July 1874. In 1875 an epidemic of Typhoid breaks out and George dies of the fever and is buried in the Old Napier cemetery plot 826. Fanny is left with her two sons. She soon meets Frederick William HOLLINS and they marry in August 1876 in Napier. To follow this story refer to the "[Schiehallion](#)" - Frederick HOLLINS & family. If you have a connection with this family or would like to know more please contact [Lorraine James](#).

CARNE /CHAPMAN family:

Richard CARNE and his wife Catherine arrived in Napier aboard the Inverene in March 1874 with three of their eight children; Esther, Richard and Clara. Another daughter, Catherine made a separate voyage to Napier with her husband Nathaniel Hunt and their firstborn child around the same time and two other Carne children emigrated to the U.S.A. A family friend, James CHAPMAN, the son of a sheep farmer also boarded the Invererne with the "Carnes". Clara Carne and James Chapman married at St John's Church, Napier in 1881 and had six children, living and farming in the Manawatu and Northern Wairarapa areas. Esther Carne died of a fever in Napier four years after their arrival in Napier, her occupation was listed as "young woman" and her epitaph reads, "Not lost but remembered". Her father Richard a miner from Cornwall, died some nine years later of pneumonia and is also buried at the old Napier Hill Cemetery. His wife Catherine had moved onto Palmerston North, and their son Richard jnr married Lucy Kite at Palmerston North a few months earlier that year. Catherine Carne snr died in 1892 and is buried in the Wesleyan Block of the Terrace End Cemetery at Palmerston North. James Chapman died at Pahiatua in 1898, his widow Clara lived

another twenty-seven years and was buried in 1925 at Addington, Christchurch. Clara's brother Richard jnr, a gardener/labourer died at Palmerston North in 1927. To share any further information, please contact [Margaret Hamilton](#)

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*Reference:
Cathy Warren*

19.5.1874, Source: Evening Post, New Zealand ?:-

18th. May.

The New Zealand Shipping Company's eighth ship, "Invererne", sails for London to-morrow with 7800 bags of wheat, 356 bales of wool, 1300 cases of meat, and 50 tons tallow.

INVERERNE - 1874

Code letters:	HFQK	Official Number: 53197
Master:	Captain C. Foreman	
Rigging:	iron Ship; 1 cemented bulkead	
Tonnage:	744 tons gross, 696 under deck and 744 net	
Dimensions:	188.5 feet long, 31.3 foot beam and holds 19.2 feet deep;	
	Poop 48 tons	
Construction:	1865, Duncan in Port Glasgow	
Owners:	J. & R. Grant	
Port of registry:	London	
Surgeon Superintendent:	R St. M Dawes	
Matron:	M.A. Walker	
School Master:	W Freemantel	

1874, Source: Book called "White Wings", The "Invererne", page 280.:-

THE INVERERNE.

A Matrimonial Trip – Captain Officiates.

A ship that will be remembered by old Aucklanders, on account of an incident connected with several marriages that took place on board during her voyage from London to Auckland, 1874-5, was the Invererne, a vessel of 912 tons (*RWB note: incorrect tonnage, she was officially measured as 745 tons*), which was under charter to the New Zealand Shipping Co. As told me, the story was to the effect that Captain Foreman, who commanded the ship, was not aware that the authority of captains to perform marriages on the seas had been revoked, and that the couples had to be re-married when they got ashore at Auckland. Two of the passengers were Mr. and Mrs. Allen, who now reside in Dunedin, and a letter from Mr. Allen explains what really did happen.

Prior to departure in 1874 Mr. and Mrs. Allen had just been married in Ireland, and in the rush to catch the Invererne they forgot their marriage certificate, which was left behind them in Ireland. This made it rather awkward, and they decided to book passages singly, Mrs. Allen going under her maiden name and being quartered with the single women. She was a great sufferer from sea sickness. Naturally Mr. Allen was very much concerned, and he frequently used to go down and see her. Some of the other girls began to talk, so Mr. Allen decided to tell the captain the truth at once. Under the circumstances the captain suggested they should be re-married. This was done, the captain gave them a certificate, and the young couple shifted over to the married people's quarters.

Re-married.

Mr. Allen tells me that on this trip the Captain also married the doctor's assistant to a Miss Roberts; a Mr. Grigg to a widow; and the head storeman to a sister of Miss Roberts.

When the ship reached Auckland there was some question raised as to the legality of the three last marriages, and the matter came before a magistrate. Mr. Allen tells me that the marriages

were declared legal, but the registrar demanded a fee of £4 5/- from each of the three couples, and after paying this amount they were re-married.

On this trip the Invererne, which reached Auckland on Anniversary Day, January 29, 1875, had a few people for the Vesey Settlement scheme, in the Bay of Plenty. Mr. Allen, however, did not go down to the Bay. As at first intended, but entered the employ of the Railway Department, and for some time was in charge of the Helensville train, both before and after the line was completed for the whole distance. It will be remembered that up to the 'eighties the line ran from Kumeu only, and the line was later extended right down to Auckland. He subsequently served at Nelson and Dunedin, and retired about twelve years ago from the service.

Captain Foreman seems to have been singular in carrying out matrimonially-inclined couples, as on a voyage to Napier in 1873-4 he performed two ceremonies, and on that occasion no questions were raised as to his jurisdiction.

The Invererne was formerly the Atlanta Banfield (*RWB Note: this is incorrect, she was the Anne Laity Banfield. The name has been corrupted in translation somewhere*), under which name she came to grief and was condemned and sold. Her new owner, however, carried out extensive repairs and renamed his craft the Invererne. Under her new name the ship made three voyages to New Zealand, all under the command of Captain Foreman. The first was to Napier, where she arrived on March 8, 1874, bringing 240 immigrants, 107 days from London. There was a lot of sickness aboard during the trip, and 16 children died, the chief trouble being scarlatina. In 1875 the ship came out to Auckland, as explained. She made a good passage out of 88 days, bringing 200 passengers. The Invererne's third trip was to Lyttelton, which port was reached on February 22, 1876 - 91 days from the docks, London.

Regarding the ultimate fate of this fine craft I find that she was lost on the coast of Java. After she visited Lyttelton in 1876 she went across to Newcastle and picked up a cargo of coal for Java. When approaching the Javan coast she struck a reef and became a total wreck, the crew having scarcely time to get into the boats before she broke up (*This account is contrary to a survivors report sent in to "The Star" newspaper of Christchurch. According to the survivor the ship had, presumably, delivered her cargo of coal and was returning to Falmouth with a cargo of sugar. The cargo shifted, she went on her beam ends and sank. She did not hit a reef according to this report*). The boat in charge of the third officer made a successful landing, but the men in her were nearly dead from want of food and water. They had spent seven days in the boat, and during that time had suffered great torture. Nothing was ever heard of the other boat, which was in charge of the captain and contained the rest of the ship's complement.

23.9.1874, Source: Glasgow Herald newspaper:-

"Ann Laity Banfield" from Canterbury for London, 109 days out, Sept. 12 in Lat. 47 37N., Long 30 41W.

(*RWB Note: This is slightly puzzling as I thought the vessel had changed her name earlier than this date to the "Invererne" ?*)

29.10.1874, Source: E-mail from Faye Pedersen:-

Hi Roger,

My name is Faye and I have just received an e-mail from Margaret Hamilton, she tells me that you could possibly help me. My Great-Grandparents, Geo and Mary Harrison came to New Zealand (Auckland) aboard the "Invererne" leaving Falmouth on 29th. October 1874, arriving Auckland on 29th. January 1875. My Grand-Mother was born on board on the 17th. December 1874. (*RWB Note: the rest of the letter talked about the family in Australia*)

Kind regards Faye Pedersen.

1875, Source: Mori Flapan, www.boatregister.net New Zealand:-

London - Auckland, 88 days, 200 pax, marriages performed on board.

PORT OF AUCKLAND

ARRIVALS

Invererne, ship, Foreman, from London.
 Passengers: Saloon. Dr. H. M. Britten, Mrs.
 Britten and infant, Mr. W. L. Coward; and
 208 Government immigrants. - N.Z.S. Co.,
 agents.

ARRIVAL OF THE INVERERNE.

The iron ship Invererne, from London, arrived in harbour yesterday afternoon. She brings a general cargo and 208 Government immigrants. They have all arrived in good health. The Health Officer, Dr. Philson, is to proceed on board this morning, at 9 o'clock, to examine the passengers, and they are to be landed this afternoon. Owing to the Health Officer not visiting the ship yesterday on her arrival, we are unable to furnish our readers with an extended report of the vessel's passage. From Captain Foreman we, however, learn that the Invererne left Falmouth on November 1 and passed the meridian of the Cape of Good Hope on December 30. Strong winds from the westward prevailed. Sighted the Three Kings on January 25, and had baffling winds and calms up the coast. The passage throughout has been of a most pleasant description. There were three deaths (children), and [five births](#) during the passage

1.2.1875, Source: The Daily Southern Cross, Monday the 1st of February 1875. Page 2 :-

A number of letters to the Editor are unavoidably held over. ...

The whole of the immigrants per ship 'Invererne' from London, were landed by one of the North Shore ferry steamers on Saturday afternoon last. They appeared a most superior class. They were immediately taken to the immigration barracks, and will be open to engagements from to-day....

The immigrants by the 'Invererne' are as respectable and decent looking a body of persons as any that ever took up their abode in the immigration barracks. This was the general remark of persons who saw the passengers land on Saturday afternoon.

The Archive of Indexes to Births, Marriages and Deaths at Sea contains digitised images of original registers compiled by the Registrar General for Shipping and Seamen (RGSS) and its predecessor the General Register and Record Office of Seamen.

Transcribed from BIRTHS, page 66:

Folio No.	Name of Parents.	Date of Birth.	Sex of Child.	Christian Name.	Name of Ship and Official No.	Date of Receipt of List.
936	Geo Harrison & Mary Robinson	17/12/74	F	Fanny Invererne	"Invererne" 53197	16.11.75
	Robt Hetherington & Janet Russell	18/12/74	F	Jane Campbell Invererne		
	David Lynch & Catherine Morarty	11/1/75	F	Bridjetine		
	Tho's. Boston & Sarah Ann Lansdon	17/1/75	F	Florence Invererne		
	Will'm. Wilkinson & Alice Cooper	17/1/75	F	Invererne		

The Archive of Indexes to Births, Marriages and Deaths at Sea contains digitised images of original registers compiled by the Registrar General for Shipping and Seamen (RGSS) and its predecessor the General Register and Record Office of Seamen.

Transcribed from MARRIAGES

Folio No.	Name of Parties.	Sex	Age	Date of Marriage	Name of Ship and Official No.	Date of Receipt of List.
28	Matthew Allen	M	24	18/11/74	"Invererne" 53197	16.11.75
	Eliza Brownlee	F	25			
	William Gigg	M	27	25/12/74		
	Emily Louisa Victor	F	26			
	Alex Mackrell	M	25	1/1/75		
	Martha Roberts	F	27			
	Willm Geo Allan	M	23	19/1/75		
Annie Roberts	F	22				

19.2.1875, Source: Daily Southern Cross, Volume XXXI, Issue 5458, 19 February 1875, Page 4:-

T. AND S. MORRIN

QUEEN-STREET,
AUCKLAND,

Desire to appraise their supporters and the general Public that in consequence of the majority of

HARDWARE MECHANICS

in Great Britain meeting the overtures of their Employers,

MANUFACTORIES

have generally resumed operations, and resulting in a speedy execution of our undents. We also derive substantial

REDUCTIONS IN PRICES

therefrom, and these advantages we gladly offer to our supporters.

We append a portion of our Shipments now Landing, all of which have been carefully selected for this market:-

EX 'INVERERNE':

30	pairs Gilpin's Arms and Boxes
3	cases Cyanide Potasium
48	pairs patent Mail Axles
36	pairs Buggy Grease Axles
5	bales Brown Paper
4	hogsheads Bellows
30	Sand Boilers, 20 to 100gal.
5	tons Camp Ovens
2	tons 3-legged Pots
500	boxes Candles

57	tons Bar Iron
130	Plates Iron, 1/8 to 5/8
6	bales White Cotton Waste
31	bundles Angle Iron, 3/4 to 7/8 in., 1in.
700	bars Angle Iron, 3/4 to 2 ?
5	cwt. "Tuck's" Pot Packing
20	cases "Gospel Oak" Corrugated Iron, 5 to 9 feet
1	ton Square Cast Steel
23	casks Hardware

9.3.1875, Source: Daily Southern Cross, Volume XXXI, Issue 5473, 9 March 1875, Page 2:-

POLICE COURT. - Monday. (Before G.M. MITFORD, Esq., and Dr. HORNE, Justices.)

MERCHANT SHIPPING ACT. - Robert J. Lee and Charles Annis, for deserting from the "Invererne" - Lee on the 21st., and Annis on the 5th of February - were remanded for seven days.

19.3.1875, Source: Daily Southern Cross, Volume XXXI, Issue 5482, 19 March 1875, Page 3:-

POLICE COURT. - THURSDAY (Before Dr. HORNE and J.L. TOLE, Esqs., Justices)

SHIP DESERTER. - George Garrett was ordered to be put on board his ship, the "Invererne" from which he had deserted on the 21st February.

22.2.1876, Source: Sailings of "Invererne" from London to New Zealand:-

INVERERNE Capt. Foreman 22.02.1876, arrived Lyttelton ([New Zealand](#)) from London, 200 passengers. 912 tons cargo (?). Taking 91 days.
SRC ([page nos. for further information](#)) 110

1.1.1877, Source: The "Star" newspaper at Christchurch, New Zealand:-

Sailed for Newcastle for coal and then lost at Java.

P.3, Columns 3 - 4. A letter written by a Christchurch man who was aboard the "INVERERNE" gives details of the ship's sinking in a terrible storm on 1 Jan 1877, after having sailed from Passurwan on 23 Dec 1876 with a load of sugar, bound for Falmouth. ([RWB Note: see below for details](#))

22.2.1877, Source: Liverpool Journal. Shipwrecks 1877:-

FEB 22nd. 1877.

The "INVERERNE", 744 tons, on a voyage from Java to the English Channel, report from Batavia a few days ago as having foundered on the 1st. Jan., off the coast of the Sundu Islands, part of the crew saved, but Capt. Foreman and the mates are supposed drowned. The Capt. And eight sailors last seen getting into the water-logged lifeboat.

The survivors are Thomas Harding, John Campbell, Jon Duffy, Walter MacGowan.

6.4.1877, Source: Timaru Herald, New Zealand ?, page 3:-

A private letter has been received in Christ-church, from Mr. Thos. Harding, who was third mate of the ship "Invererne", conveying the intelligence of her total loss off the coast of Java. The officers and crew had barely time to take to the boats before the vessel became a wreck. The boat in which Mr. Harding and seven of the crew were managed to reach land after being seven days almost

entirely without food or water. After effecting a landing, they managed to obtain some food, and then pushed on to a Dutch settlement inland, which was reached after travelling for 26 days. The captain, first mate, and several of the crew who were in another boat are supposed to have been lost, as no tidings have been heard of them. The "*Invererne*" was well known here, having made three voyages to Lyttelton under charter to the N.Z.S. Co. She left there about this time last year for Newcastle, and thence proceeded to Java. The names of those in the second boat supposed to be lost are:-- Captain Foreman, Mr Pender (chief officer)[*RWB Note: born Isles of Scilly*], Mr. W. Thomas (second officer), Mr. Blackree (midshipman), John Miller (carpenter), Wm. Moy (boatswain), Robert Beck, Thos. Cocran, James Smith, Edwin Young, Jos. Gates, and Emile Pouveren. Those saved are Thomas Harding (third officer), Arthur Abraham, John Grieg, John McGowan, John Campbell, John Duffy, Robert Burby (seaman), and Walter Page (cabin boy).

11.4.1877, Source: *The Star*, (Christchurch, Nz.), Wednesday, April 11, 1877, page 3, col. 2 & 3:-

THE STAR - WEDNESDAY, APRIL 11, 1877

THE WRECK OF THE INVERERNE

A letter written by Mr. Thomas Harding, of this city, one of the survivors of the "*Invererne*", to a gentleman in Christchurch, giving a detailed account of the wreck and of the suffering of the survivors, has been placed at our disposal. It is dated "Bima, Feb. 23," and the writer, after telling how the ship, which was an iron one, commanded by Captain Foreman, loaded with sugar at Passurwan, and sailed on Dec. 23 for Falmouth, says that they occupied three days in reaching Balle Straits. After they had got through them, the wind freshened, and at last blew so hard that at 7 p.m. on Dec. 31 the ship "took a heavy lurch to leeward, and put her lee rail under water, and remained so for about half an hour. All hands were called on deck, and stowed the mainsail. She continued to go along easily all the first watch, from 8 p.m. till midnight. But every squall that came gave her more list. On Jan. 1, 1877, about 2 a.m., a heavy squall struck the ship, and she went over on her beam ends; all the lee side of the ship was under water, and two or three of the watch below were washed out of their bunks. All hands were called as soon as the squall struck her, and we hauled up the weather gear of the foresail, but could not get to the lee gear on account of the water. After the squall was over we shifted over the foretopsail halyards, shook the reef out of the topsail, and set it. The ship continued to list over more as each squall struck her. The captain, when he found she would not upright, again tried to wear her, so we set the jib, flying jib, and foresail, to make her pay off; but it was no use, as she would only go off four or five points on account of being half under water. About 3 p.m., we set the fore-topgallant sail, and we had just come down from aloft, when a heavy squall struck her and threw her right over on her side; the water then had full charge, and rushed in and down the hatches with a roar like a thousand claps of thunder at once. All hands managed to get on the outside of her, and she remained flat on her side for about ten minutes, when a heavy sea came and she turned bottom up, and a few of us were washed off the ship's side, and a few of us jumped into the water before she turned right over. Two of the men went to cut the boats adrift, and were in the act of doing so when the ship turned right over.

"As soon as we got in the water we all swam for the boats, and reached them, all but the mate, who sat on the bottom of the ship and went down with her, and the two men who were cutting the boats adrift. As soon as we reached the boats, we uprighted one, and there was a rush for it. Then the boats separated, and the eight of us that were saved managed to upright the other one, and, after a little exertion, we managed to get her free of water, but it kept two or three of us constantly baling. The other boat had no baler or air-tight tin in her. Our tins were all safe, and kept the boat afloat, and we used a pair of sea boots one of us had for balers. The other boat had all the oars in her, and we but one, and by this time the boats were a good way from each other. We were forced to break up part of our boat to make paddles. After we got our boat free, we caught sight of the other one for a couple of minutes, and then lost sight of them for the last time, and have neither seen nor heard of them since.

When we got our boat free we tried to run her, but found it was impossible to do so on account of the heavy sea running at the time, so we managed to heave her to, and remained so all that day and night. The boat still made water, and we all took our spell at baling. On the morning of Jan. 2 we were just proposing to run her again, when a heavy sea came and the boat went over with us, and all were once more in the water. We managed to get on her bottom again, and after a while righted her, but we found it almost impossible to free her again, as we had lost one of our balers, and

the air-tight tin out of her stern. The seas came rolling in in all directions, but after great exertion and cheering one another up, we managed to free her once more, and ran her before the sea for four days after. We had nothing to eat or drink, but on Jan 5 a bird called a "booby" flew into one of the men's hands, and then we all crowded round him with open mouths and outstretched arms for a drop of its blood to drink, and a piece of it to eat, but that was not a mouthful for eight hungry men. It only made us crave for more. The next four days we got nothing to eat, but on the eighth day after leaving the ship we reached the south-east coast of Java, and we managed to get a good drink of water after we landed, but after we got it we staggered like drunken men, and were forced to lie down, and had not strength enough to go and look for anything to eat.

"On Jan. 9, we got some shell-fish, and afterwards started to work our way through the country; but after we had climbed a very high mountain, we were forced to return to the beach, and we remained there until Thursday, Jan 12. At night we slept underneath the boat, which we turned over, where we landed. On Jan. 13, we made a fresh start to try and find some habitation. We travelled all day, and for our dinner we had green leaves which we got in the bush. Towards evening, we made our way towards the beach, and found ourselves about 15 miles from the place we started from. It was impossible to walk along the beach because there was nothing but high cliffs close to the water's edge. So we were obliged to walk back into the country; and towards evening, worked our way down towards the beach. On Saturday, we made an early start after we had eaten a few leaves and had a mouthful of water. We had not walked more than a couple of miles when we came across a track. At first we thought it was a wild animal's, and proposed to follow it, but after going about a mile and a half we fell in with some native huts and plenty of cocoa-nut trees around them. All the natives had left them and gone to some other part of the island during the winter. We resolved to remain there all that day, and as the next day was Sunday, we thought we would not start that day, as we had been so lucky as to fall in with the nuts, and there were plenty of cocoa-nuts and limes.

"But Sunday came; and after breakfast we were all lying down – some asleep and others talking about the wreck – when we were startled by strange voices outside the hut, and the bark of dogs. We all jumped up and went outside, and there we saw two natives, one with a gun and the other a spear. They had been out hunting, and happened to be passing on their way home. One of them was frightened, and set off at a run, and we did not see him again till we came to his home. By signs we made the other one understand that we had been shipwrecked, and he took us home and gave us some rice and deer's meat. We remained there two days; and on the third they all packed up their things and came with us to the next village, at a distance of 20 miles. We were led on from village to village until we arrived at Bima, where the Dutch authorities took us in hand. From the time we left the beach until we got to Rati, a native village, where they gave us horses, we travelled about 200 miles barefooted, over mountains and through bush all the time. All our feet were cut to pieces by the stones and swollen. From Rati to Bima we travelled on horses the same distance, and over almost as bad a country. I will give you a better account of our travels when I see you again.

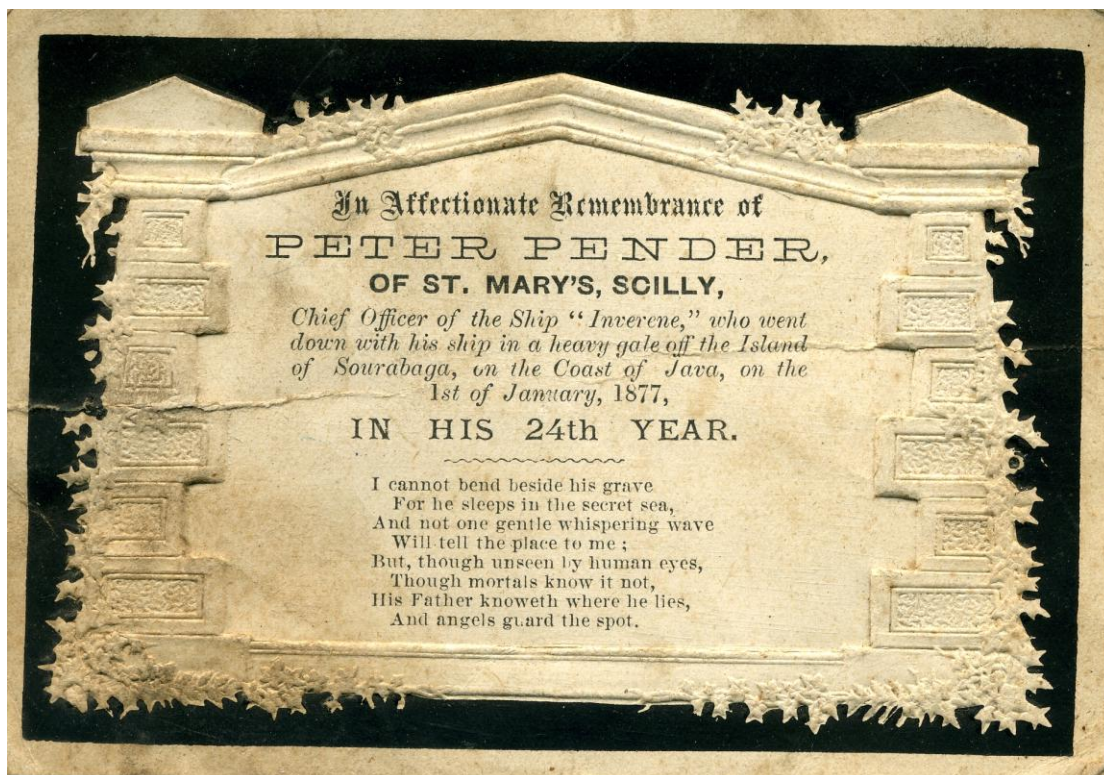
"The names of the survivors are:- Thomas Harding, John Grieg, John McGowan, John Campbell, John Duffy, Robert Burly, Arthur Abraham, Walter Page.

"The names of those supposed to be lost are – Captain D. Foreman, P. Pender (chief mate) (*RWB Notes:-: Peter Pender of Scilly – see Remembrance Card below*), William Thomas (second mate), John Miller (carpenter), William Blachree, Robert Beck, Thomas Cocran, James Smith, Ewin Young, Joseph Gates, Emile Pouveron, Wm. Moy. Bosie. I do not think there is any hope for them, because their boat was a very bad one.

"P.S. – We made a mistake when we thought we had landed in Java. We will have to go by the mail boat from here to Java. We landed on the south-east coast of Sumbawa."



1.1.1877, Source: Needlework box of Kay Banfield (Nee' Phillips) grand mother, lodged with IOS Museum:-



28.4.1877, Source: Grey River Argus, Volume XXI, Issue 2717, 28 April 1877, page 2:-

(RWB Note: A further copy of the above report from a different newspaper – may be different pieces of information)

WRECK OF THE SHIP INVERERNE TWELVE MEN LOST.

The Hamilton Spectator, Victoria, publishes news from Sourabaya, under date 20th February, received from its Port Darwin correspondent, of the loss of the ship Invererne, which made several

trips to New Zealand under charter to the New Zealand Shipping Company, and left Lyttelton about twelve months ago for Newcastle, New South Wales. The iron ship *Invererne*, 744 tons register, belonging to P. and R. Grant and Co., lest Passurawan, in the island of Java, on the 23rd December, 1876, with 1000 tons of sugar, under the command of Mr. D. Foreman, bound for Falmouth, England. The ship proceeded under a steady west monsoon, along the island of Balli, until the evening of the 31st, when the breeze having freshened considerably from the W.N.W., the vessel, which was steering to the S.W. at the time, gave a sudden lurch to the port side, causing the cargo, which had now settled down, to fall to the same side. The vessel dropped suddenly, putting masts and sails under water, and all hands seeing the ganger, scrambled to the opposite side of the ship. She lay in this position for a quarter of an hour, and Gates and Prouvon (A.B's), in this time succeeded in cutting away the weather boat, and were returning to their mates, when a heavy sea swept them away, and they were never seen again. Several other hands were swept out into the ocean off the side at the same time, and the ship immediately after turned bottom up.

There were only three or four now left on the ship's bottom, and they jumped off into the water, except the mate, who declined to leave his seat, and bade the others good-bye. They swam for the boats, which had been cut adrift, and sat on them, watching the sinking vessel. A large quantity of gas must have been generated in her hold after she capsized, for shortly there was the noise of a great explosion and she disappeared from sight. She plunged head foremost into the sea. The survivors then righted the boats, and eight went to each of the two, but the boatswain clung to the floating hatch and drifted out to sea. One of these boats only reached shore and that after eight days of extreme suffering and exposure on the part of those on board. The men lived for eight days without meat or drink but one small booby that flew into a man's hand on the fourth day out: and this, which did not contain an ounce of flesh, was divided among the party. Being naked, their bodies were completely covered with blisters and scales. By this time most of the party had become raving mad, and talking of killing one another. Three took to drinking salt water, and were very much exhausted. On reaching the shore the men, in a very weak state, wandered about for several days, not knowing where they were. At length they met some natives, who gave them food, and conducted them to the capital. They then found they had been travelling through the island of Sumbawa, 10 miles west of Port Darwin. The king, on hearing of the arrival of the strangers, sent for them, and made them sit down to dinner with him at his own table, and spoke to them through his interpreter. He ordered apartments to be provided for them, and supplied them with wine, brandy, and gin from the royal cellars: ordered his butler to send them the best dishes from the royal table. He also had them dressed in the raiment of the country, and sent them rolls of linen, with a few dollars; also chains of small Chinese copper coins with square holes in the centre, and with these they could buy anything in the market. After they had been living sumptuously for ten days, the king sent for them, and finding that they were restored and able to proceed on their journey, he ordered them to be conveyed to their own countrymen at Bima. They then proceeded, the most on ponies, through numerous native villages and rampongs, over very rough country, till they reached the Dutch settlement of Bima, on the 3rd February. Here the Resident had them provided for in the barracks until the departure of the steam-ship *Egeron*, on her way from Port Darwin to Sourabaya. The *Egeron* took them to Sourabaya on the 11th February.

The men saved are John Campbell, John Grey, John Duffy, John M'Gowan, Arthur Abram, Robert Burley, Walter Page, and Thomas Harding. The other 12 are supposed to have drowned.

A Board of Inquiry was held at Sourabaya on the 20th and 21st of February, but the Board refused to allow their decision to be published.

1877, Source: St. Mary's Churchyard, Memorial Inscription:-

In memory of PETER PENDER, master mariner, the beloved husband of JOICE PENDER and of WILLIAM, their son. ... on the day of February..... Drowned on the coast of Ireland, aged respectively 48 years and 15 years. Also of PETER, son of the above who was officer of the ship "*Inverene*", who drowned on the 1st of January 1877, of the coast of Java, aged 24 years.

ALEXANDER GIBSON, son of the above who died the 6th day of May, 1862, aged 20 years.

Oh weep not for the blessed dead, No tears their eyes bedim, They see His face, who by His grace had turned their hearts to Him.

Also of MARY EILEEN beloved daughter of the above who died the 7th day of September, 1878, aged 16 years. Also of JOICE wife and mother of the above, born March 7th 1826, died March 3rd 1882.

This upright is broken and damaged. Mason : Angwin, Penzance.

December 1930, Source: Scillonian Magazine, From Far and Wide, page 409:-

From Far and Wide.

..... After 45 years absence, Mr. James Grenfell Hicks - son of the late Mr. James Hicks, for some time carpenter of the sailing ship "Anne Laity Banfield" - paid us a visit in August.....

March 1931, Source: Scillonian Magazine, Scilly Far and Wide. Page 15:-

Johnny Tonkin served his apprenticeship on the "Anne Laity Banfield" with Captain George Sherris, and later rose to the command of a large vessel trading between England and Australia, which he eventually resigned to settle with his wife and family in New Zealand.

March 1931, Source: Scillonian Magazine, Ships and Shipmasters of Scilly, pages 19 to 26:-

Ships and Shipmasters of Scilly.

..... The industry, however, gradually increased and in 1865 the "Anne Laity Banfield," of 743 tons register, was built at Glasgow and became the only iron ship of the **Banfield Company in Scilly (B093)**.

She was commanded by Captain George Sherris, who undertook the training of various Scillonian apprentices, until the ship was sold to another firm and became the "Invererne."

The "Invererne" was lost with all hands in a cyclone on a voyage from India in February 1877 (RWB Note: 1st. January 1877 - not February), her chief mate being Mr. Peter Pender of Scilly, who had served his apprenticeship on the same ship whilst she was the "Anne Laity Banfield."

Sept. 1943, Source: Scillonian Magazine, Newman Mumford's (Mu61) Memories, page 123.:-

..... The "Anne Laity Banfield" capsized Sourabaya, chief mate Peter Pender drowned.....

December 1943, Source: Scillonian Magazine, "A Scillonian Sailor, Capt. J.W. Webber, (and others)", page 163 - 170.:-

..... She ("David Auterson") arrived in Melbourne on April 12th. 1871, discharged and sailed for Newcastle, N.S.W., arriving there on the 5th. May. In this port was the "Annie Laity Banfield" loading coal for Hong Kong, George Sherris, Master, so you may guess there were some grand yarns of an evening after the day's work was finished, as of course she was from Scilly too, as you know, although she was built on the Clyde, a ship of 744 tons register, launched in 1865, according to my Lloyds Register of Shipping of 1877.

I do not know the circumstances, but the "Annie Laity Banfield" came to grief a few years after, about 1873 or 1874, and was sold by the underwriters and was bought by Robert Grant of the London "Inver Line" of sail and named "Invererne" and made a voyage or two to New Zealand with emigrants under charter to Shaw Savill and Co. After visiting Lyttleton in 1876 she went across to Newcastle, N.S.W., and loaded coal for Batavia, but struck a reef off the Javan coast and became a total loss. Excuse the digression, but I thought you would like to know what became of the old ship, and I will give particulars wherever possible.

Now back to the "David Auterson", the "Annie Laity Banfield" sailed on May 15th for Hong Kong, and the "David Auterson" two days later for Mauritius where she discharged and sailed again with a cargo of sugar for London.....

2.9.2006, source: E-mail sent to The New Zealand Shipping Company:-

Jeffrey Shaw,

Dear Sir,

I e-mailed via this feed-back form about three weeks ago and wondered if you received it. If not then below are some of the details I sent.

My request is about the "Invererne" (previously named the "Anne Laity Banfield"). I have built up a small booklet on this vessel starting with a copy of the builders certificate, share holders, captain, and when changes of ownership took place. It also contains information regarding the loss of the ship on 1st. January 1877 near Java and details of a Scillonian who lost his life when he went down with the ship - Peter Pender.

I am willing to let you have these details and wondered if there was any more information concerning this vessel which you, or any of your readers, might be able to let me have.

Regards,

Roger Banfield. (Isles of Scilly)

2.9.2006, Source: 1841, 1851, 1861 Census returns for Scilly:-

Details of the ships master and mates.

1841

Hugh Town

George SHERRIS	40	Mariner
Mary SHERRIS	40	Wife
Eliza SHERRIS	15	
George SHERRIS	13	
Cathrine SHERRIS	11	
Mary SHERRIS	9	
June SHERRIS	7	
Joice SHERRIS	5	
John SHERRIS	3	

1851

Sherris George

Current Ship: ARIADNE of Scilly	Trade: Home
Age: 50	Born: St Marys Scilly Ticket No: 71687 Mate
Date Joined: 01 Jan 1851	Place Joined: Scilly
Date Left: Remains	Place Left: Why Left:
Previous Ship: ARIADNE of Scilly	
Comments:	BT 98/: 2702

Sherris George

Current Ship: GAZELLE of Scilly	Trade: Foreign
Age: 22	Born: Scilly Ticket No: 350015 Mate
Date Joined: 27 Apr 1850	Place Joined: Scilly
Date Left: 24 Dec 1851	Place Left: Dublin Why Left: Discharged
Previous Ship: MINCARLO	
Comments: aka Sherrit MT 66891	BT 98/: 2702

1851

Tresco

(Peter PENDER	husband	in board ship	see below)
Joyce PENDER	head	25	Mariners wife
James PENDER	son	2 months	
Joyce GIBSON	mother	48	Wife of Farmer, St. Mary's



The approximate dimensions are: Width. 11 inches, Depth. 7 inches and Height. 2 inches.

• THE INVERERNE.

Copied without permission from White Wings (1924), Henry Brett, Vol 2.

THE "INVERS"

When the New Zealand Shipping Company decided to enter into competition with the Shaw Savill Company, it chartered a number of vessels to run to New Zealand before it purchased or built the beautiful fleet of ships and barques which afterwards, flew the well-known house-flag of St. George's Cross with the letters "N.Z.S.C." in the corner. Among these chartered vessels were the "*Invererne*", the "*Inverallan*", the "*Inverness*", "*Inverdrue*", and the "*Inverurie*". The first four were in the passenger trade. The "*Inverurie*", which came later than the others, was on a cargo charter only, but I have included her in this list owing to the unusual circumstances under which she made her appearance in New Zealand waters.

"Yellow Jack" was raging in Brazil at the time, so it is not surprising that when the "*Inverurie*", flying the yellow flag, arrived in Napier roadstead from Santos on January 7th, 1892, she was under suspicion, and the health officer even refused to go on board. She had come across in ballast. Leaving Santos on November 5th, 1891, she made for Otago Heads for orders, and there got instructions to go on to Napier, where she arrived on January 7th, as mentioned. When the health officer saw the yellow flag and found that the vessel was from a fever stricken port, he hailed the deck and asked for particulars. The chief officer, who was then in command, reported that the second mate had been left ashore at Santos, and that the captain had died at sea on the 11th of November. Four men had been down with intermittent fever for a few-days after leaving port, but the last case of sickness, erysipelas of the leg, had happened six weeks before the ship reached Napier.

The port health officer was not satisfied that it would be safe to grant the ship pratique, and he recommended the authorities to order her to Wellington for thorough fumigation and the discharge of the ballast which had been taken on board at Santos. The chief officer was the only man

on board with a certificate. and he refused to go without assistance. He also said he had no coastal charts, and as a matter of fact he had brought the ship all the way from Santos with only a general chart of the Southern Ocean no mean feat of navigation. Eventually another officer was sent off to the ship, and she proceeded to Wellington, where she arrived on January 22nd. She was placed in quarantine, though everyone on board looked quite healthy, and then she was thoroughly fumigated, cleaned, and painted, after which she returned to Napier, where she loaded wool for London. She sailed towards the end of March, with the chief officer who had brought her over from Santos now in command, and made a good run Home.

Yellow fever was a dreadful curse some years ago, but modern medical science has robbed it of much of its terrors. In 1891 Santos was considered the most unhealthy port in the world. The harbour was undergoing alterations, and dredges were scooping up the vile mud that had been flowing into the harbour for ages past. The scourge of yellow fever was so great that some ships lost nearly the whole of their crews. Things were so bad that incoming ships from abroad were met immediately on arrival by a launch, and the whole crew, from captain to cabin boy, were taken ashore and sent straight up to the mountains. When the ship was discharged and ready for sea again, the crew were brought back and the ship at once towed to sea.

The "*Invererne*" was a vessel of about 900 tons. Under Captain Foreman, she sailed from Falmouth on October 30th, 1874, and arrived at Auckland on January 29th, 1875, having made the voyage in the good time of 90 days. Under the same commander, she sailed from London on November 21st, 1873, for Napier, where she arrived on March 8th, 1874. In 1875 she made a voyage to Lyttelton, sailing from London on November 23rd, and arriving on February 22nd, 1876, a good passage of 91 days. On this last-mentioned passage she had exceptionally good weather. Captain Foreman reporting that he was able to carry the royals practically the whole way. Full details of the voyages made by this vessel will be found in 'Vol. 1. of "White Wings."

6.7.2010, Source: David Tonkin, New Zealand:-

From Records of Voyages of *Anne Laity Banfield*
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[These bare records come from *Lloyd's Reports on Shipping*. The first date in the list is that of the reporting the second of the event. Then what is reported and lastly by whom.] (items "thus" added from Ian Scott)

1867 15 Mar Dec 1866 ar Nelson N Z Tome [?from] Chile [?]  
 9 July Adelaide to London by H.M.S. *Royal* at Simons  
 Bay - W Aust [?]  
 31 July ar Scilly from Adelaide 31 July  
 5 Aug sailed Scilly for London 1 Aug

#### **VOYAGE ONE. [for JCT]**

Sail from Newport 3 Oct 1867 for Hong Kong; arrive 6 February 1868 Hong Kong, arrive 3 March Manila, sail 28 March for Queensland, arrive Scilly 22 August sail 26 August arrive 29 August Liverpool.

1867 3 October sail for Hong Kong from Newport  
 23 " 36N 19W  
 5 Oct 3rd sailed for Hong Kong  
 23 Oct reported 36N 19W 10 Oct by *International* in the river [Thames]  
 1868 23 Mar 6 Feb ar Hong Kong from Newport  
 1868 6 February arrive Hong Kong  
 3 March arrive Manila  
 28 " sailed Manila for Queensland  
 21 Apl 3 Mar ar Manila from Hong Kong and sailed  
 1868 18 May 28 Mar sailed for Queenstown  
 17 June 23S 1E  
 Manila to Falmouth 17 Jn 23S 1E  
 12 Aug reported by the *Corsair* in the River  
 24 Aug ar Scilly 22 Aug from Manila and sailed  
 26 " sailed Scilly

29 Aug ar 29 Aug Liverpool from Manila  
31 Aug sailed for Liverpool from Scilly 26th

[deleted = from 1868

6 Aug ar Gravesend from Adelaide 6th  
13 Sept ar off Broadstairs 11 Sept  
21 Sept 20th ar Newport (Lewis)[?] for Hong Kong  
*I cannot reconcile this info]*

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VOYAGE TWO.

Sailed 1 October 1868 Liverpool for Bombay, arrive 25 January 1869, sailed 22 February for Cochin, arrive 2 March, sailed 7 March for London, arrive Gravesend 10 September.

2 Oct 1st Oct sailed for Bombay
4 " 49N 7W
7 Oct reported by the *Canvas Back Hall* at Falmouth on 4
Oct from Liverpool 49N 7W
1869 22 Feb 25 Jan ar Bombay from L'pool
22 Mar 22 Feb sailed from Bombay for Cochin
5 Apl 2 Mar ar Cochin from Bombay
5 Jn 7 Mar sailed for London from Cochin
7 Aug spk 17 Jn
21 Aug reported by *Brinkburn* (now at St Helena) 20 Jn
Tuticonn to Ln off Cape Infanta
9 Sep rept. by *Hugh Fortescue Penrun* [?] now in River
bound Cochin to Ln 2 Aug
[no detail where seen but previous entry shows a vessel seen same
day in 14N 26W]
11 Sep ar 10 Sept Gravesend from Cochin
24 Nov cleared outwards 23 Nov for Adelaide from London
27 Nov 26 Nov ar Deal and sailed for Adelaide

VOYAGE THREE.

Cleared 23 November 1869 for Adelaide, arrived 26 November Deal,

23 November cleared outward for Adelaide
26 " arrived Deal
[research unfinished]

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In Lloyds Register 1870 the A & CP for the vessel are listed as "Lon.Austral" which suggests a voyage to Australia this year.