

No. 329 - " Jane " - of Scilly

Details of Ship:-

Built:	1840
Type:	Schooner
Tonnage:	220 tons 12 years A1
Dimensions (<i>Lloyd's Reg.</i>)	Length: 93.0 ft., Beam: 23.7 ft., Depth of Hold: 14.4 ft. 1842, Yellow Metalled
Builder:	Messrs. Harvey & Sons, Wivenhoe, Essex 12 years A1.
Owners:	1840 - 1857, Colling & Co. 1858 -1863, William Newman & Co. Scilly (Lloyd's still showing him as owner in 1869 !) 1863, Dale, Fuller & Co., Adelaide, Australia.
Captains:	1841 - 1842, Watkins 1842, Lang 1841 - 1857, Godwin 1858 - 1862, 2.3.1863, William Newman (Lloyd's still showing him as master in 1869 !) After March 1863, J. Lakie (Australia)
Trade:	Foreign: Liverpool to S. America, Newport, Mediterranean. Mauritius, Malta, London, Alexandria, Constantinople, Gibraltar, Bristol, Nevis, Falmouth, Zante, St. Helena, Sydney, Port Louis, Adelaide, Newcastle (N.S.W.), Otago (N.Z.),
Cargo:	1862, from Port Louis - 3548 bags sugar, 46 casks wine, Order: 500 cocoanuts. 1862, 300 tons coal, Newcastle (N.S.W.) for Adelaide. 1863, 300 tons coal, Newcastle (N.S.W.) for Adelaide.
Port of Registration:	1840 - 1858, London 1858 - 1869, Scilly
Port of Survey:	1841, Ipswich 1842 - 1844, 1849 - 1859, London 1845 - 1847, Newport 1861 - 1862, Liverpool (Lloyd's still showing Liverpool as port of survey in 1869 !)
Signal:	P.N.D.S.
Official No.:	26922
Demise:	6 June 1863, lost at Discovery Bay, Cape Bridgewater, Victoria, Australia. <i>Supposedly sold in Australia in 1866, (see article dated 1939 - Scillonian Magazine), but is still on the Lloyd's Register up to 1869, when William Newman is listed as owner and Captain. Further details disclose that the vessel was offered for sale in November 1862, and by 1863 had a new captain [J. Lakie], and, according to newspaper reports new owners - Dale, Fuller & Co., of Adelaide. Also, the vessel was variously described as a schooner, brig, or barque, and her tonnage varied between 208 and 220 tons. One can only assume that, with no yearly returns filed, Lloyd's continued to list the vessel as being owned by W. Newman,</i>

belonging to Scilly and being surveyed in Liverpool, up until 1869 when she disappears from their register.

Details of Voyages:-

15.4.1841, Source: The Morning Chronicle (London):-

SHIPPING INTELLIGENCE.

VESSELS SPOKEN WITH.

The "Jane", of London, from Liverpool, and "Calla", from Cardiff to Constantinople, off Sardinia, by the "Mary Ann Purday", arrived at Gibraltar.

13.1.1842, Source: The Morning Post (London):-

SHIP NEWS.

CUSTOMS HOUSE, Jan 12.

EAST INDIA SHIPPING.

ARRIVALS. - The "Jane", Watkins, from Mauritius, off Falmouth, sailed Oct. 23.

15.9.1842, Source: Caledonian Mercury:-

SHIPPING INTELLIGENCE.

Left the "Jane", Lang, of London, loading for Bristol.

26.9.1844, Source: The Standard London):-

THE PARILS OF THE GUANO TRADE.

We have received from Captain Isemonger, of the brig "Africanes", the following account of the capture and destruction by the Moors of a portion of the crews of the ships "Margaret" and "Courier", both belonging to the port of London, while in search of guano at the island of Arguin, on the coast of Africa. Mr. Isemonger states, that he received the account which he has forwarded to us from Captain Northwood, of the "Margaret", whom he had ransomed, with others of the captives, from the Moors. Captain Northwood says - I sailed from Gravesend on the 6th of April, 1844, in the bark "Margaret", under my command, and arrived in the bay of Arguin on the 27th. On the 5th of May a sail appeared in sight standing towards us, which proved to be the "Jane", of London, Captain Wishart.

29.11.1844, Source: The Morning Post (London):-

SHIP NEWS.

CUSTOM HOUSE, November 28

ENTERED OUTWARDS. - The "Jane", Godwin, for Malta.

24.6.1847, Source: The Morning Post (London):-

SHIP NEWS.

CUSTOM HOUSE, June 23.
ENTERED INWARDS. – The “Jane”, Godwin, from Alexandria.

27.7.1858, Source: Daily News.

SHIPPING INTELLIGENCE.
VWESSELS SPOKEN WITH.
“Jane”, Newman, from London for St. Helena, June 16, lat. 16.15 S., lon. 30.20 W.

9.3.1859, Source: Court Records, St. Mary's, Isles of Scilly.:-

Court House
March 9th, 1859

Magistrates present
Thomas Lemon Hall Esquire
Hugh Tregarthen Esquire

John Driscalle, seaman belonging to the Schooner ‘Jane’ of Scilly was charged by William Newman Master of said Schooner with repeated wilful disobedience of orders and refusal to go the voyage to St. Helena, after having signed articles to perform the same- Pleaded guilty and sentenced to be imprisoned to Bodmin to hard labour for the space of Four weeks - Committed accordingly - Expenses of Court , Clerk 6/6 Constable 2/6 pd.

Thomas Leonarde , Mate of the Barque ‘Tilla of Isie’ was charged by William S. Lock Master of said Barque with refusing to perform a Voyage to Rio Janiro, after having signed articles to do the same - The articles were examined and Rio not being found mentioned in them the case was dismissed . -

Thos Lemon Hall

18.3.1859, Source: Royal Cornwall Gazette.:-

LOCAL INTELLIGENCE.
REFUSAL OF SEAMAN TO PERFORM HIS CONTRACT. – On Wednesday last, John Driscoll, ordinary seaman, was brought before W.L. Hall and Hugh Tregarthen, Esqs., at St. Mary’s, Isles of Scilly, and charged by Capt. William Newman, of the “Jane”, with refusal to do duty and proceed on his voyage to St. Helena. The offence being clearly proved he was committed to the county gaol for one month.

5.7.1859, Source: Glasgow Herald.:-

THE LOSS OF THE SHIP “ANN ROXBY”.
The ship “Ann Roxby” having sailed from Liverpool on the 14th March, had an uneventful first 14 days, then her hold of cargo caught on fire. The “Amathea”, of Woking hove in sight and gave assistance until it was obvious that the “Ann Roxby” was lost, and the crew were taken off. Several other vessels were available to assist.....

... The captain of the “Amathea” and I went on board her; she proved to be the “Alma”, of Liverpool (N.S.), for Monte Video, if we could fall in with no homeward-bound vessel, provided the vessels in company would supply him with a little bread and water, as he was afraid he would not have a sufficient quantity for so many hands. By this time a schooner came up to us. We boarded her (the “Jane”, of Scilly, for St. Helena), and stated our case to the captain, who very kindly offered to give us a cask of water and a little bread. At

this time it was getting dark, so we all agreed to keep company till daylight, and carry a light at the masthead. The next morning, at daylight, the four vessels were not far apart, and in a short-time we were close enough together. Then commenced to put out the late "Ann Roxby's" boats, and most part of what was saved from the wreck into them; went to the "Alma" and discharged; then went to the "Cape lassie" and schooner "Jane", and got some bread and water from each; then came to the "Amathea", got a cask of water and a little beef and bread; then all went on board the "Alma". We were in number, crew from the "Ann Roxby", 13. When the ships in company saw all safe on board the "Alma", each vessel bore away on its respective course. On the 30th June we landed at Fowey. Many thanks to the captain of the "Amathea", and all who kindly supplied us.

JOSEPH BROCKBANK,
Master of the late barque "Ann Roxby".
FOWEY, July 1.

14.9.1859, Source: Liverpool Mercury:-

SHIPPING INTELLIGENCE.
TUESDAY, SEPTEMBER 13.

ARRIVED. - To-day, "Jane", Newman, from St. Helena, with cargo from the "Emigrant" at Akyab.

13.10.1862, Source: South Australian Register, Adelaide:-

SHIPPING INTELLIGENCE.
IMPORTS.

"JANE", from Port Louis - 3548 bags sugar, 46 casks wine, Order: 500 cocoanuts, Capt. Newman.

16.10.1862, Source: South Australian Register, Adelaide:-

SHIPPING INTELLIGENCE.
CLEARED OUT.
WEDNESDAY, OCTOBER 15.

"JANE", brigantine, 207 tons, W. Newman, master, for Sydney, with original cargo from Mauritius. No passengers.

2.11.1862, Source: Mariners & Ships in Australian Waters, Jane of Scilly:-

Mariners and ships in Australian Waters

JANE

SHIP OF SCILLY, WM. NEWMAN, MASTER, BURTHEN 208 TONS,
FROM PORT OF MAURITIUS VIA ADELAIDE TO SYDNEY, NEW SOUTH WALES, 2ND.
NOVEMBER, 1862.

Surname	Given name	Station	Age	Nationality	Status	Comments
NEWMAN	Wm.	Captain			Crew	
GARDEN	James	Mate	30	Belfast	Crew	
SEINGFURD	Samuel	Boatswain	22	Baltimore	Crew	
GREEN	Scott	Cook/Steward	43	Baltimore	Crew	
FALKNER	Wm.	A. B.		English	Crew	

NEILL	Wm.	A. B.	27	English	Crew
ROBERTSON	Wm.	A. B.	30	English	Crew
EDWARDS *	Henry	A. B.	21	English	Crew
BLANEY	Allen	O. S.	19	English	Crew
NEILSON	A. H.	A. B.		Swede	Crew
HENRIQUES	Mrs.				Passenger

* Probably Scillonian

Source: *State Records Authority of New South Wales: Shipping Master's Office; Passengers Arriving 1855 - 1922; NRS13278, [X107 - 108] reel 411. Transcribed by Walter Reynolds, 2004*

3.11.1862, Source: *The Sydney Morning Herald*:-

SHIPPING.

ARRIVALS. - NOVEMBER 2.

"Jane", schooner, 220 tons, Captain Newman, from Adelaide 19th ultimo. Passenger - Mr. Hr. Hendraus. H. Fisher & Son, agents.

12.11.1862, Source: *The Sydney Morning Herald*:-

ADVERTISING.

FOR SALE, FREIGHT, or CHARTER. - The fine British built A1 schooner "JANE" 220 tons register, built by Messrs. Harvey and Sons, of Wivenhoe, now discharging a cargo of sugar at Campbell's Wharf, is open for sale, freight, or charter to any part of the world. Carries a large cargo. Original class A1 for 12 years; now six years on first letter at Lloyds. For further particulars, apply to Captain NEWMAN, on board; or to HENRY FISHER and SON, ship brokers, George and Argyle sts.

10.12.1862, Source: *The Newcastle Chronicle*:-

SHIPPING.

DEPARTURES.

Dec, 8. - "Jane", schooner, 208, Newman, for Adelaide, with 300 tons coal. Captain, agant.

2.3.1863, Source: *Mariners & Ships in Australian Waters, Jane of Scilly*:-

Mariners and ships in Australian Waters

Jane

OF SCILLY, W. NEWMAN, MASTER, BURTHEN 220 TONS,
FROM PORT OF ADELAIDE TO SYDNEY, NEW SOUTH WALES, 2ND. MARCH, 1863.

Surname	Given name	Station	Age	Nationality	Status	Comments
NEWMAN	W.	Captain		Scilly	Crew	
ALLEN	Joseph E.	Mate	24	British	Crew	
PETERS	William	Cook/Steward	23	British	Crew	
JOHNSON	William	A. B.	24	Denmark	Crew	

EDWARDS	Henry	A. B.	21	British	Crew
CURREN	Robert	A. B.	30	British	Crew
ROBINSON	John	A. B.	26	British	Crew
DAVIES	Thomas	A. B.	27	British	Crew
MARIE	John	O. S.	20	Portugal	Crew
HENRY	James	O. S.	21	British	Crew

Source: *State Records Authority of New South Wales: Shipping Master's Office; CGS 13278, Passengers Arriving 1855 - 1922; X127,SR reel 411, 1863. Transcribed by Brian Pimm, November, 2001.*

5.6.1863, Source: South Australia Register:-

SHIPPING INTELLIGENCE.

CLEARED OUT.

TUESDAY, JUNE 4.

"JANE", schooner, 208 tons, J. Lakie, master, for Otago, N.Z. No passengers.

18.6.1863, Source: Launceston Examiner, Australia:-

MISCELLANEOUS.

WRECK OF THE "JANE". - The bark "Jane", 208 tons, Captain Lakie, was wrecked about ten o'clock on the night of Sunday, 7th instant, during the thick and heavy weather then prevailing. She was bound from Adelaide to New Zealand, with a cargo of flour, bran, and bark, when she struck upon the reefs at the south-west of Cape Bridgewater. There were nine on board, including the officers and crew, with the captain. On Monday assistance was obtained from Portland Bay, when all were rescued except a young man named Waldy C. Hedditch. The cargo of the "Jane" has since been sold for 195*l*; the hull, masts sails, &c., 51 *l*.

22.6.1863, Source: The Argus (Melbourne, Victoria):-

SHIPPING INTELLIGENCE.

WRECK OF THE "JANE", IN DISCOVERY BAY. - between ten and eleven a.m. yesterday (Sunday) intelligence which created considerable excitement was brought into the town, to the effect that a big or a schooner was hanging on the reefs at Discovery Bay, nearly at the S.W. point of Cape Bridgewater, and that six or seven sailors could be distinctly seen huddled together on the wreck. Captain Fawthrop, the harbour-master, was speedily informed of the disaster, and, in company with Mr. Superintendant Mason, was driven by M'Mullen, in a light wagon freighted with rockets and cordage, to the spot. About eleven, the life-boat, with thirteen hands on board, left the jetty, and shortly after Mr. Kean and some others started in another boat to render assistance, if possible, by sea; but, from the distance to be sailed, it was held that neither boat could reach by sea sooner than six or seven p.m. Captain Fawthrop reached the place between one and two p.m., and found the wreck as represented, directly in front of the residence of Mr. Joshua Black, farmer, of Bridgewater. He endeavoured, by means of rockets, to throw a line to the wreck, but without success; the first passed over the ship, but in such a way that the line was out of reach, and two other rockets fell short. About eleven a.m. a sad accident occurred to a fine young man, called Waldy C. Heddich, about twenty-three years of age, who was down on the rocks, and whilst endeavouring to reach a life-buoy sent from the wreck, a part of the rock partially decomposed gave way, and before any assistance could be rendered the poor fellow was drowned. The body has not yet been recovered. About three p.m., the sailors on the wreck succeeded in sending a cask to shore to which a line was attached, and when it was found the cask had reached shore, a cheer from the wreck announced the fact was known, and a hawser was passed from the vessel and made fast to the shore, the distance about 150 yards. The

hawser was made as taut as possible, and about four p.m. the first sailor left the ship, and after ten minutes struggle with the breakers reached the shore in a very exhausted state. The second man who left the ship had better success, and offered to assist those hauling on the hawser. The third was successful; but the fourth was nearly drowned while making his way to the shore. Between six and seven p.m. eight men had come on shore from the wreck, and now all were saved but the skipper. Mr. Allan, the mate, was the last that reached the shore, and from his statement it appeared that the skipper had either lost presence of mind, or was too timid to make the attempt to come on shore; and up to the hour of our going to press we have not been able to ascertain whether the skipper has been saved, or the contrary. The mate's account was to the effect that the wrecked vessel was the barque "Jane", from Adelaide, 208 tons, laden with flour, bran and bark, bound for Otago, New Zealand, Captain Lakie, master. Saturday night was so hazy that nothing could be seen, and about ten p.m. the vessel was driven on the reefs, where she remained, the breakers breaking over her, till rescued in the manner described. Some of the sailors were loud in exclamations against the captain, and one averred that if he had been permitted to cut a certain sheet the vessel might have been saved. There is one fact pretty apparent, and that is that the Government may be fairly charged with the disaster. Time after time the necessity for a lighthouse at Bridgewater has been pointed out in the pages of this journal and by the local authorities, but nothing has been done; and the wreck of the "Jane", as well as the "Marie", some years ago, is fairly chargeable on the want of a light at Cape Bridgewater. [Captain Fawthrop has arrived in town, and states that this morning, at five a.m., Captain Lakie got ashore, but greatly bruised and much injured.] – Portland Guardian, June 8.

12.6.1863, Source: Border Watch, Mount Gambier, South Australia.:-

WRECK OF THE SCHOONER "JANE" AT CAPE BRIDGEWATER – ALL HANDS SAVED.

An account similar to the one above was given, and this article also included additional information as shown below:-

... The vessel was the property of Messrs. Dale, Fuller & Co., of Adelaide, and was a recent purchase. She is insured. There is a probability of saving some of the cargo. ...

June 1939, Source: Scillonian Magazine, "A Distinguished Scillonian" page 56 to 58.:-

A DISTINGUISHED SCILLONIAN.
CAPTAIN'S NEWMAN'S RECORD.

The "Nautical Magazine" contains an interesting sketch of Captain William Newman, Elder Brother of Trinity House. It is called "Forty-Five Years in Command." From the article we gather Captain Newman was born in the Atlantic-washed Scilly Islands. He comes from a seafaring family, his grandfather having been master in the Navy, and his father a master-mariner and shipowner in the Merchant Service. He was therefore only carrying out the family traditions when he chose the sea as a profession and was, in 1851, bound apprentice for four years on board the brig "Empress" (171), trading from London to the Cape of Good Hope, India, and China. On the completion of his indentures he received an excellent testimonial from the owner, in which it states that he (the owner) "has much pleasure in presenting William Newman with a sextant, watch, and suit of clothes."

In December, 1857, Captain Newman obtained his master's certificate, and was appointed to the command of the schooner "Jane"(329), a vessel of about 200 tons, and then loading in London for St. Helena with a general cargo, and also carrying mails. As an example of the rate of freight then prevailing, the "Jane" received, on several trips, figures ranging from £5 10s. to £6 per ton for sugar from Mauritius to Adelaide.

In 1866, Captain Newman sold the "Jane" in Australia and returned to England to purchase the barque "Midas", 229 tons register, a nice little vessel fitted for passengers, and

with this craft returned to Australia. He traded a good deal between Mauritius and Australian ports with her.

After about three years he left the "*Midas*" to take over the command of the fine passenger ship, "*St. Leonards*", a noted ship in the Adelaide trade. This was the first iron ship to enter the latter port, and in this vessel Captain Newman made some successful voyages to Australia and one to Canada with immigrants.

In 1871 he resigned the command of this ship, feeling that as the old order of masts and yards was giving way rapidly to propellers it would be advisable to enter steam. After a year or two Captain Newman entered the firm of Messrs. Thomas Wilson, Sons, and Co., with whom he remained until his retirement in 1903, a period of 30 years. His first appointment on joining was to be the s.s. "*Rinaldo*". He retained command of her for 23 years.

During the winter of 1878 this vessel was on one occasion riding out an exceedingly heavy gale in the Dardanelles with both anchors down, when a French steamer with 320 passengers on board, while manoeuvring to pick up an anchor, unfortunately fell across the "*Rinaldo's*" bow and holed herself very badly. About 100 of the passengers clambered on board the "*Rinaldo*" whilst the ships were together, but less than five minutes after the impact the Frenchman swung clear and sank with almost all the remaining souls on board.

After being employed as a transport during the Soudan operations in the eighties, the "*Rinaldo*" was put into the St. Petersburg passenger service and speedily became the most popular boat on this run. In 1894, Captain Newman completed his 100th voyage to St. Petersburg in the ship, and on this occasion was presented with a substantial token of regard from the merchants and some of the principal British residents in the city as a mark of the esteem felt for such a popular navigator. The presentation which took the form of a gold chronometer, chain, and pendant, and an illuminated address, was made by the British Vice-Consul. In the course of the proceedings it was stated that during this "century of voyages" Captain Newman had not had a single accident.

In 1895 he took command of the s.s. "*Livorno*", also in the St. Petersburg passenger service, and continued his successful career in this direction for about another four years.

In 1900, Captain Newman was selected to command the s.s. "*Ariosto*," which took out the City Imperial Volunteers, under Colonel MacKinnon, to Cape Town, on returning home from which Captain Newman was presented by the Lord Mayor of London with a very fine inscribed gold chronometer watch as a memento of a somewhat notable trip. He was then appointed to the command of the transport "*Idaho*", carrying troops and horses to South Africa, and continued successfully in this service until 1902.

On completing his transport service he took command of a new steamer, the "*Dago*", and remained in her until the latter part of 1903, when he decided to coil up his ropes." In November of this year he was awarded the Transport Medal, receiving it from the hands of the King at Buckingham Palace. Captain Newman was always singularly immune from accidents of any kind, never lost a spar, suffered ship-wreck, or lost a life. He was instrumental in picking up two crews from sinking ships during his career in command, and for one of these rescues received a medal from the Russian Government.