

# Full & Bu



CREW NEWSLETTER  
OF THE BARQUE

# JAMES CRAIG

June 2002



**Sail 11 May** - This had to be the sail of all sails with passengers onboard. The first time we have had to rig safety lines with passengers. We had a lumpy sea with 25 knots on the quarter. Every time I looked there was someone (crew or passengers) being sick over the side. If that is the price of a great sail - let's pay the price more often. What we used to call "signing on weather" in the RAN.

## James Craig Crew News

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**All crew members and others  
associated with the James Craig  
are very welcome to submit  
material**

The opinions expressed in this  
newsletter may not necessarily be the  
viewpoint of the Sydney Maritime  
Museum, or the crew of the James  
Craig or its officers.





# Our Captain Ken

By Sally Ostlund

**M**y first impression of Captain Ken Edwards is of a man who does not waste words and yet is very congenial.

A solid man, of mature age and upright stature, he appears to me to look the part of a “Tall Ship” Captain. In fact he resembles, in his keen eyes and confident manner, an American Schooner captain I had gotten to know at Mystic Seaport, where I had worked for almost twenty years before coming to Australia.

I interviewed Captain Edwards aboard the *Craig* during a Saturday sail in May. Earlier that morning I had been asked to be Mud Pilot, which involves turning the ship’s wheel in response to the captain’s orders during the passage through Sydney Harbour. I was under the instruction of Peter Cole and also had the able assistance of Brendan Witt an experienced Naval officer. Once (at least) I turned to port instead of starboard as I was ordered. Fortunately I was corrected before turning the wheel too far. The Captain shook his head and said, “Sally” in a very disgusted tone of voice. After lunch I met him in the cabin where he was seated on the settee and I began to ask him about his life.

**Ken:** “I was born in Sydney and, I hate to say it, in 1929. My mother died in childbirth and my father abandoned me and I grew up with my grandparents. They were not rich people but they gave me a sense of moral upbringing and I just went to an ordinary state school in Sydney.”

**Sal:** “What got you interested in the sea?”

**Ken:** “I knew that the state school that I went to was a school where they taught various trades. I knew that I wasn’t going into a tertiary education or a secondary education. So I thought that I’d like to be a marine engineer. In 1945 I gained an apprenticeship as a fitter and turner which would have enabled me, after four years, to sit [for a licence] to go to sea as a marine engineer. After six months of that I loathed it, and decided I wanted to go to sea on deck I didn’t want to be with the nuts and bolts. I wanted to be up in the fresh air.”

What followed was an apprenticeship,



and his first command in 1963. In 1966 he began working in Sydney, Port Botany, Port Kembla and Newcastle as First Class Pilot for the Maritime Services Board of NSW. Eleven years later, after being injured boarding a ship, he came ashore and

commencing in 1947, with Burns Philp, a company which ran cargo and passenger ships travelling to such places as Singapore, Hong Kong, Japan, the Philippines and all around the Pacific Islands. By 1955 Ken had his master’s certificate

was working as a marine surveyor with the Federal Department of Transport.

**Ken:** “I had nothing to do with sailing ships for many years.”

But this was soon to change.

“During the course of my being ashore in this marine surveyor’s job, I was approached by an organisation called the Australian Sail Training Association and they were restoring an old wooden sailing vessel called the New Endeavour. It was the ex-Dana, built in Svenborg in 1914 by J. R. Andersen. Now they wanted a Masters Certificate just to run the vessel, because the authorities at that stage insisted on a Masters certificate being on board. I said no initially, and I went out to a lunch, which went on for about three hours, and on the fourth port after lunch I said yes. But I was told that they only wanted to use my certificate, [and] that they had a trained crew on board.

So on this lovely summer’s day at 9 o’clock I presented myself on board. I knew nothing whatsoever about this lovely sailing ship. I’d never been under sail other than small yachts, in my life. She was Barquentine rigged and was as much a mystery to me as the James Craig is to some of the crew when they first come aboard. . At 10 o’clock, standing on the quarter deck I looked around and thought, “where is this marvellous man that’s going to take the ship out to the harbour and sail it?”. Everyone was looking at me and then the penny dropped. I thought what a bunch of b...s they were to talk me into this. It was a quick learning curve and as we came to anchor in Store Beach I had no idea that the spanker had to have a preventer on it. As we rounded up to come to anchor the spanker boom screamed across the after deck. My first lesson in square-rig sailing. I thought I’d better learn this fast because within a year I was made senior master and commodore of the association.”

**Sal** “So you learned a lot in that first year.”

**Ken** “I certainly had to. But I realised I had to learn a lot more.”

**Sal** “Where did you go to get your training?”

**Ken** “I saw an advertisement in the paper for a Churchill Fellowship and I applied and was granted it in 1982.”

The Churchill Fellowship, established in Australia to memorialise Winston Churchill, provided many Aussies with financial support for a year in which to pursue overseas studies. That which Ken Edwards received allowed him to study



in Europe, the UK and the USA. He joined the American Barquentine Regina Maris Puerto Rico and did twelve months of ‘deep sea training’ as first mate aboard her.

When Ken joined the Regina Maris in Puerto Rico, he had been working for the Naval Control of Shipping in England during NATO exercises. Fortunately, he left a week before the Falklands crisis occurred, otherwise he would not have been able to leave at all. When he met the vessel’s Captain, Ken was still in the formal clothes, which he had travelled in. Months later the Captain told him he thought of sending Ken packing because he didn’t look like the sort of man he needed.

The first thing the crew told him was: “When you see the water coming over the cabin sole it’s time to pump.” She had to be pumped every four hours.

**Ken** “But she was a lovely old girl and I learned a lot. Americans are great sailors. I can tell you some stories with the Bosun there.”

**Sal** “Have you a good story from the Regina Maris, then?”

**Ken** “The bosun was a young gung ho sort of guy, good seaman, but he wondered who this damn Aussie was coming on board giving orders, you know, and he gave me some cheek. So we were about the same size and I thought, “I’ll show you” and I just picked him up and I carted

him to the nearest bulkhead and I banged him about three times. And I said “Son, you will do what you’re told.” From then on we became good friends and he never queried any more orders, I can assure you. I’ve got a photograph of the initial confrontation, taken by one of the photographers on board....

The Regina Maris was to be slipped on a marine railway in Gloucester. Her owner was willing to spend thirty thousand dollars to get her in condition to pass survey. It was Capt. Edwards’ job as first mate to make her seaworthy. When she arrived in Gloucester from Boston, the railway operator was not ready for her. He said they would take the vessel at 3:00. They worked all morning removing the course yard and then broke at Noon for lunch. Then the marine railway operator arrived and told them that they would haul the ship immediately. Ken said no they couldn’t do it then, the crew had been working since 5:00AM, they needed a break. He had been told 3:00 and 3:00 was when the ship would be hauled.

Ken and the crew worked all week and up to noon on Saturday. Ken told the owner that it was an Aussie custom to buy grog for the yard crew at the end of a long hard workweek. The owner said no he wouldn’t do it, He was “tight as a fishes backside.” Captain Edwards said he’d buy the beer and the man relented and paid for it. The following Monday the



*Captain Ken with another of the old sea dogs - mud pilot Colin Orr.*

crew invited them to join him in their ten o' clock break. They all called him Captain Ken after that.

**Ken** "The poor old Regina Maris. She was only about 250 ton and she only had a little 250HP engine and it wasn't the best either. (The Regina Maris was run on a bit of a shoestring in some respects.) And the engine had a nasty habit of breaking down sometimes. We were in a very thick, -rather nasty, storm. As they used to say: 'She was blowing like the hammers o' Hell.' And we used to heave to with just a very small storm canvas, with a heads'l, stays'l and storm trys'l up aft with the wheel a couple of turns to weather and we'd just ride it out like a duck. But we were amongst some very, very large icebergs and at times we'd have to desperately claw our way off. But there was one night with the third mate on watch where he left it almost too late to try to claw off and we could actually see the port light silhouetted in the iceberg, because we came so close. Why we didn't hit it I'll never know to this day. We were luckier than the Titanic was."

**Sal** "You had a guardian angel."

**Ken** "Absolutely... This was not reported until the next morning by the third mate. And unfortunately when it got back to the office back home he was asked to

leave. He really left it too late; he could have killed us all on board. If we had struck the vessel would have been smashed to pieces in the seas running at the time. They were very heavy and a wooden vessel would have had a similar fate to the Maria Assumpta which went aground in the UK...."

But they were great crew and I spent twelve months there. I was offered command but the [US] Coast Guard wouldn't allow a foreigner, even with a Master's One certificate, to take command. So I came back and sat for the certificate of Master of Square-rig which they issued as a certificate superior to my steamship certificate. And I still retain that qualification."

**Sal** "Would the US accept that one?"

**Ken** "The US Coast Guard said 'no, it's a foreign going certificate'. So then I stayed on with the New Endeavour for a few years. There were a couple of young Turks who thought they could do better than I could and so they took over and I didn't like what they were doing at the time. They were going to take the ship to dry dock up the north coast. I warned them that if they started taking any of the planks off the ship that would be the end of it. I was not heeded even though I'd done a lot of survey work with the shipwrights from the department of transport. We'd

been all over the ship. We knew her backwards and I warned them but they took no notice. They knew better than I did. I resigned then and went to the One And All which was building and I spent three years building the One And All. I was to take her on the 1988 Bicentennial reenactment but she was not ready and they offered me command of the Bounty. A bad move because it was a dreadful trip.

Captain Edwards did not describe in detail all the evils of the trip, but he did say that two or three people can cause a lot of trouble on a long voyage. In contrast to his experience aboard the Bounty he praised the loyalty of the James Craig volunteer crew.

**Ken** But we got to England and I was on the way bringing her back to Australia and in Rio I had a small heart attack through the tension of being on the ship for that long, and the stress. I had to fly to the US for treatment and I was there for a month before they'd let me fly back to Australia. Then we joined the fleet in Mauritius three months later and I brought the Svanen back in command to Sydney. Following the wonderful voyage into Sydney harbour I decided I wouldn't be doing any more sailing. I didn't want to

get involved with any of the so-called training ships."

**Sal** "You decided you wouldn't get involved. What made you change your mind?"

**Ken** "I was the nautical surveyor for square-rig certificates of competency (I surveyed the ships and examined the people who had done the time necessary for square-rig endorsement.) and I was keeping up with the latest situation with regard to sail-training ships. I rejoined the new Australian Sail Training Association as a committee member and I was asked to do a training cruise with OTEN when they did the first square-rig course with Chris Heeks.

I then met up with some people from the James Craig who were doing the course and they said, 'Would you be interested in joining the ship as master?' I nearly broke a leg saying yes."

**Sal** "You really turned around your attitude."

**Ken** "Well who could resist the command of such a beautiful ship. And I think history will say we called for volunteers and the training program was put into place, and what we have today is as good a crew as any in the world, that can sail this type of vessel. And the ship itself is just magnificent..."

I don't want to let go at this stage. No doubt in the near future I'll have to give up some of the command to some of the younger ones coming up and they are coming up. I'm very pleased to know that we have somebody in the pipeline."

**Sal** "So you feel there are some good people coming up who could take command, in the future, knowing that eventually you will have to be replaced."

**Ken** "Of course. I know at my age that I can't go forever. It would be wonderful just to see with the training that has been instituted aboard the vessel that people will gain their certificates and will be able to train others up to take over and keep the ship running for the next twenty, thirty, fifty..."

**Sal** "Hundred?"

**Ken** "Hundred years, yep"

**Sal** "When you're on deck, in command, what are you generally thinking about? How far ahead do you think?"

**Ken** "You're constantly on alert. I know that the crew put in a tremendous amount of physical work, which I don't. But I can assure you from the time I step aboard, even prior to sailing, I'm looking around to make sure that everything's all right, getting reports from the mates and

the watch leaders, getting the reports on weather and traffic from harbour control. Then when we're manoeuvring in and out of Sydney Harbour, constantly alert there for some of the near mishaps we have because of yachts that really seem to take us on. They don't use any common sense whatsoever. That sail has right of way over steamers we used to call it, or sail over power driven vessels. They just think that irrespective of their size they can just blindly sail on. They forget that we're a thousand tonne and that we sometimes are doing five knots and we can't stop on a sixpence.

We carry our way a fair bit and even if I put the engines into reverse we sometimes cant the wrong way. She can be a contrary little girl at times as well, especially in the wind. And at sea I'm constantly looking aloft when sail is being set, observing sea state, weather, traffic considerations, collision regulations and general safety of all aboard. Sometimes I have to interfere. I try and leave it as much to the mates and the watch leaders as possible, but there's some times I've got to interfere. I am responsible fully for occupational health and safety for every one on board; any accidents, any collisions, any groundings. So yes, it's a full day for me and I can assure you by the time we finally tie up and I can have that welcome glass of red, and enjoy it with the crew, I go home and I feel as though I've put in a good full day's work."

**Sal** "You seem, at least from my observing, not to micromanage. You trust your officers and your crew to do as they are told, and you seem to trust their capabilities, would that be a correct observation?"

**Ken** "Yes, well first of all, I have to. I can't be around on every part of the ship. And you've got to have enough trust in people; otherwise you shouldn't put them into that position. Yes, I do have trust in the mates and certainly in the crew. I've had to sack two crewmembers since I've been in command and that was a decision that was not taken lightly. But I felt that they were not part of the team and in fact they were obstructionists."

**Sal** "So that probably was a difficult decision but you knew you had to do it"

**Ken** "Well it was, but it had to be done for the sake of the ship."

I asked captain Edwards to tell me what his most memorable experience was. And I knew by his answer that I will have to record another interview with him. But I think I'll do it in a pub after a few Dark

and Stormys, with good strong rum, have been consumed.

**Ken** "I suppose the most memorable experience I've ever had is completing the reenactment voyage and coming in to Sydney under sail on the Svanen. And seeing the harbour so crowded from our trip from Botany Bay up to Sydney Heads it was like a thousand flotilla of small craft and coming into the harbour you could practically walk across the boats they were so thick. That is another story in itself, our entry into Sydney harbour, too long to tell here but it would surprise a lot of people as well."

## Sybil Stuff

James Craig featured in the "Hot Deals" section on the "Great Outdoors" last Tuesday night. Offered a 30% discount on the first 50 callers to book over July and August.

James Craig is featured on the front cover of "Where" magazine this month. This is a magazine, which is distributed to all concierges in NSW. This magazine is accompanied with a pocket size "Where" Tourist Guide directory which is available to all visitors in hotel foyers. James Craig will be then on the front cover of the pocket size "Where" in the month of July. So guys over the next few months any sniff of a concierge on our ship give them the full treatment so they go back and promote the "Craig" to all of their inbound visitors.

James Craig is currently being shown (a still shot) at the Dendy Circular Quay cinema 35 times a week! Rotating over their 3 cinemas. The photo is courtesy of Tim Swales.

Australia's biggest morning cup of tea is on James Craig on the 23rd from 9.30am to 11.30am....Which was today and we raised \$282 for cancer research...not bad for a few cuppers.

On August 3rd and the 9th of October several cub groups are having sleepovers on JC. The company Aurora are having their mid winter function on the 21st of June.

JC is now a venue for Mode caterers and we have had our 1st successful dinner for a group of international docs. 2 weeks ago on the 8th May.

## Sea terms

When the crew move from one part of the James Craig to another they LAY, you LAY FORWARD, you LAY ALOFT, to

return to the deck you LAY ALOW (I particularly like this phrase) to proceed to the next deck you LAY BELOW, (YOU NEVER GO DOWN STAIRS) When calling for attention from the yards I would like to hear AHOY ALOW. We should all be using bulkheads, deck heads, deck, fore, aft amidships, athwart ships, heads, galley etc.

## Seamanship terms

**Bowsing** Hauling on a rope or fall to increase tension.

The line that is used to swing the emergency boat in and out on the James Craig is called the bowsing line.

**Cable** One tenth of a nautical mile or 200 yards/100 fathoms.

**Crane lines** Footropes from the shrouds to the mast used to pass gaskets on the spanker and staysails.

**Swifter.** Normally, the forward shroud to a lower mast.

**To Fleet** Change the situation of a tackle, by placing the blocks further apart to move an object, or work tackle in a series of stages or "fleets".

**Gammoning** The rope which binds the inner quarter of the bowsprit close down to the stem. (Used on the Windward Bound and the Batavia)

**Bumpkin** Pieces of iron, or timber, projecting from the vessel to secure the brace blocks.

**Marling** Using marlin hitches to secure an object.

**Mousing** Taking several turns of spun yarn or wire round the back and point of a hook. Used to prevent a hook from unhooking; it also increases the strength of the hook.

**Selvagee** Several rope yarns marled together into a circular form.

**Slab-line** A rope used to trice up the foot of the course occasionally.

**Tricing line** A rope, generally passed through a block or thimble, and used to hoist up an object to a higher station.

**Frapping turns** Round turns which heave the several parts of a lashing together to tighten them.

**Racking turns** Seizing and turns taken in a figure eight fashion.

**Fid** Made accordingly to the size of the rope it is meant to open, and is tapered gradually from one end to the other. It is commonly made from hardwood, when made from metal has an eye in the upper end.

**Seizing** Joining two ropes, or the two ends of one rope together by taking several close turns of a small rope, spun

yarn, or wire.

**Worming** To wrap a light line in the lay of a wire rope to make a smooth surface for parcelling and then serving.

**Parcel** To wrap strips round wire rigging after worming it and before servicing it.

**Service** A term given to all sorts of stuff,

old canvas parcelling, spun yarn etc when wound around the cables, or other ropes, in order to protect them from chaff.

**To serve** is to do the above with a serving mallet.

"Worm and parcel with the lay, Serve and turn the other way."

## Old measurements

Measurement taken from the age of the fighting sail

Pistol shot	25 yards
Musket shot	200 yards
Gun shot	1000 yards
1 glass	30 minutes

From the days of the James Craig -

2 gallons	1 Peck
4 Pecks	1 Bushel
4 Bushels	1 Quarter
5 Quarters	1 Load
10 Quarters	1 Last.
4 Quarts	1 Gallon
36 Gallons	1 Barrel
54 Gallons	1 Hogshead (ale)
72 Gallons	1 Puncheon
40 Cubic feet Merchandise	1 shipping ton

42 Cubic feet Timber " "

42 yards canvas	1 Bolt
112 Fathoms rope	1 Coil
128 cubic feet wood	1 Cord
42 cubic feet of Coal	1 Ton

#Source Nicholl's Seamanship Guide "The requirement for second mate" 1908

1 nautical miles = 1 degree of latitude or 6,080ft

1 league = 3 degrees of latitude

1 cable = 200 yards of 100 fathoms (The length of a ship's hempen anchor cable was formerly 101 fathoms)



## Knot of the month.

**Strangle knot.** This knot has many uses. Its function is to bind the object and prevent it from expanding. It grips on and closes down on round objects such as spars, ropes, rubbers tubes, mouth of sacks etc. It makes a good temporary whipping. Tie a double overhand knot (also called a blood knot) and start to draw it tight. Before the two loops have come together, place them over the object to be contained.

1 knot = 1 nautical mile per hour;

Note: the knots on a logline are 48 feet apart when you use a 28 second glass (48ft to 6080ft (1 nautical mile) is almost exactly as 28 seconds is to 3600 seconds or 1 hour. 48 ft is 8 fathoms. The knots were normally placed by measuring 8 arm widths with the normal arm width being 6 ft.

Distance to horizon:  $1.17$  by the square root of the height = distance in nautical miles.

## Estimating distances

Distances in nautical miles around Sydney Harbour. (To give lookouts some idea of distances)

From our berth at no.7 wharf to the light on the eastern tip of Goat Island, 1 nautical mile.

James Craig at Wharf 7 to Eastern side of Darling Harbour 11/2 cables. (300 yards)

From Millers Point to Harbour Bridge approx 1/2 Nm.

Harbour Bridge to Fort Denison, 3/4 Nm.

From Harbour Bridge to abeam Bradley's Head (more accurately Mid-point between Bradley's Head and Shark Island) 2 Nm.

From that point to the Junction Buoy at the end of East & West Channels 2 Nm.

From there to clear of Outer North Head approx 1 1/2 Nm.

(Supplied by Morrin Grigg)

## Wesites of interest

Web site for flags, <http://www.grey-net.com/fotw/flags/xxship.html>

Check this out for all things naval - <http://www.gunplot.net>

## What happens to women who go to sea (2) -

The Naval Chronicle 1802 -

“Two daughters of a bankruptcy, without knowledge of a profession entered into the Navy at Portsmouth. They were engaged in the reduction of Curacao and served with credit in two or three actions in those seas, until one of them was wounded by a splinter in the side.

When her sex being discovered, she was discharged, and came to England about six weeks since.

The other sister was at this period, sinking under the fever which had proved so fatal to Europeans in the West Indies, and was sent ashore at Dominic. There, under the impression of approaching death, she disclosed to one of the Officers of the ship her sex.

The discovery gave tenderness to the esteem he had before entertained for his young friend: His attention contributed to her convalescence. In short, she recovered, they were married, and are now returned to England, in possession of means to render happy the remainder of



*Vern would like to thank all those who have put in extra time working on James Craig.*

their days.”

Would make a great Chick Flick.

## Marine matters

In 1791, when convict transports of the Third fleet sailed for Sydney there were five whalers among their number. Thomas

Melville who had been sailing whalers in the southern fishery since 1786 commanded the ship “Britannia”. Even so he was unprepared for the spectacle that unfolded within half a day’s sail of Sydney

“.....very thick weather and blowing hard till within fifteen leagues of the latitude of Port Jackson. Within three leagues of the shore we saw sperm whales in great plenty. We sailed through different shoals of them from twelve o’clock in the day till after sunset, all round the horizon, as far as I could see from the masthead. In fact I saw a very great prospect in making our fishery upon this coast and establishing a fishery here.....”

Australia now protects its whales and promotes the establishment of marine sanctuaries for whales.

However, it is not only our whales that need protecting but also our fish.

In 2002, our fish are in trouble; some 90% of Australia’s major fisheries are incapable of sustaining increased catches, yet our demand for seafood increases.

Write or email the premier and request that no-take’ sanctuaries are an important management tool which we should be using to help sustain Australian fisheries.

## Trafalgar survivor scuttled in 1949

In the Trivia section of News number one I mentioned the French two decker, 80 gunner Duguay-Trauin.

She fought at Trafalgar and was subsequently captured and taken into the Royal Navy and renamed HMS. Implacable. Her subsequent fate is one of the saddest in Museum history.

HMS Implacable, survivor of the Battle of Trafalgar, was scuttled 145 years after being captured and taken into the Royal Navy. Charges were fired and she was sent to the bottom off Spithead (England) in 1949 because it would have cost £25,000 to repair her wooden hull.

The old veteran was the oldest wooden warship afloat. She took two hours to sink to the strains of ‘God Save the King’ and ‘The Marseillaise’, flying the White Ensign and the Tricolor.

According to the World Ship Trust she was “murdered for want of funds and public awareness of her plight. She should have been restored and re-rigged for posterity”

Her Stern decoration and figure-head were removed and presented to the National Maritime Museum in England and have been given prominent place in the new Neptune Court.

Bob Crow served as a cadet on her in 1944/45.



# Marine List

OF

## SHIPS LOST, DESTROYED, CAPTURED, AND RECAPTURED, &c.

FROM JANUARY 1, TO JANUARY 29.

**THE Carl Frederick**, ———, from Liverpool to Dantzic, is lost in Shetland.

The **Ann**, late **Gibson**, from Demerara to Liverpool, is taken by a French Privateer.

The **Eclipse**, **Noel**, from Jersey to Lisbon, is taken and carried into France.

The **Mercury**, **Mitchell**, from Bahamas to London, is supposed to be lost, and all the crew. The Ship's Register has floated a shore near Ross in Ireland.

The **Superb**, **Orpin**, from London to Dublin, is stranded near Dublin. Part of the cargo saved.

The **Admiral Stromfeldt**, **Erickson**, from Leghorn to London, is burnt at sea.

The **Fortuna**, **Norlin**, from the Isles of France to Hambro', is captured by the **Resolution** Privateer, and carried into Guernsey.

Two Sloops and a Brig were captured near Scarborough on the 1st instant by a **Lugger** Privateer.

The **Pallas**, ———, from Virginia to London, is captured and carried into Bayonne.

The **Papico**, **Hill**, from Baltimore to London, is captured by two Privateers off Dunguon's, and carried into Dieppe.

The **Adolph**, **Hodgson**, from Surinam to North America and London, is arrived at Portsmouth, New Hampshire, having been carried into Martinique and released.

The **American Star**, **Mackin**, from Havannah to Cadiz, is captured by the **Pluto**, and carried to Newfoundland.

The **Admiral Nelson**, ———, from St. Vincent's to Liverpool, is put into St. Kitt's, leaky.

The **Dolphin**, ———, from Bristol to Cork, failed from Bristol the 28th October last, and has not since been heard of.

The **Maria**, **Murphy**, from Dublin to Leghorn, is arrived at Gibraltar, with damage, and the cargo sold there.

The **Minerva** Privateer, of 16 G. from St. Malo's, out 34 days, is captured by the **Indefatigable** Frigate, and sent into Falmouth.

The **Minerva**, **Ross**, from New Providence to London; the **Alphania**, **Eden**, from Halifax to London; a Danish Ship; a Portuguese Brig from Lisbon to Bristol; and a Danish Schooner from St. Thomas's to Altona, have all been captured by the above Privateer; the **Alphania** and Danish Schooner are retaken by the **Indefatigable** Frigate, and sent into Falmouth.

The **Samuel**, **Parr**, from Narva to Liverpool, is lost at Egg Island. The cargo saved.

The **Vigilant**, **Adamson**, from Newfoundland to Bristol, is wrecked in Dungarvon Bay. The crew and part of the cargo saved.

The **Shadwell**, **Brown**, from Naples to Hambro', is on shore near Tralee, Ireland. The cargo is expected to be saved.

The **Little Sisters**, **Bulley**, from Newfoundland to Oporto, is captured and carried into Galicia.

A Vessel loaded with butter, cheese, &c. is lost near Figueira, and most of the crew.

The **Anson**, **Morgan**, from Petersburg, was captured near Plumbro' Head by a **Lugger** Privateer. Also a **Sundland** Brig.

The **Fortuna**, **Campbell**, from Lisbon to Liverpool, is burnt at Funchel.

The **Active**, **Chapman**, from London to Venice, is lost near Lisbon. Crew saved.

The **Minerva**, **Nichols**, from Lisbon to Liverpool, has sprung a leak and put into Villa Comde to repair.

The Sloop **Providence**, from Portsmouth to Lisbon, is reported to be captured by a Spanish Privateer, off the Tagus.

The **George**, **Clark**, from Dundee to Newcastle, has been taken by a **Lugger** Privateer, and retaken by the **Ranger** Sloop of War.

The **Harriet**, **Dunlop**, from the West Indies to Liverpool, is reported to be captured on the 18th November by a French Privateer, and carried into Pango in Spain, on the 20th ditto.

The **Impromtu** French Brig Privateer, of 14 G. is captured by the **Triton** Frigate, and sent into Plymouth.

Two Brigs, with Iron, from Cardiff to London, have been captured off Portland by a small Privateer, retaken by the **Figny** Cutter, and brought into Portland with the Privateer.

The **Fanny**, **Bourn**, from Memel to London, is lost on the Swedish Coast. Crew saved.

The **Neutrality**, **Samberg**, from Havannah to Altona, is put into Corunna, very leaky.

The **Martinus**, ———, from Lisbon to Bremen; the **Tagus**, ———, from Lisbon to Bristol; and the **Ann** and **Dorothea**, from St. Thomas's to Hambro', have been captured by the **Mercury** French Privateer. The latter is recaptured by the **Indefatigable** Frigate, and arrived at Falmouth.

The **Swallow**, **Buttrick**, from Lisbon to Newfoundland, is taken by a French Privateer.

The **Adventure**, **Warrington**, from Tortola to London, has been taken by the **Briton** Privateer, retaken by the **Boadicea** Frigate, and arrived at Plymouth.

The **Goodfellow**, **Humphreys**, from London to Galway, has been taken by a French Privateer, retaken by the **Atlantic**, **Dani**, from Charleston, and sent into Falmouth.

The **Harc**, **Edger**, from Hambro' to New York, is wrecked in the Orneys. Cargo expected to be saved.

The **Swallow**, **Williams**, from Dartmouth to Tobago, has been taken near Portsmouth by a French Privateer, retaken by a **Briton** and **Armed Boat**, and brought back to Dartmouth.

The **Prince William Henry**, **Bowman**, from London to Portsmouth, was taken the 9th ult. near Faldoune, by a Privateer, and carried into Grenville, where she is since lost.

A loaded Sloop captured off Portland by a Privateer.

The **Fly**, **Jones**, from Liverpool to Africa, was taken 2d September, in lat. 2. long. 15. 30. by a Privateer of 16 G. and 95 men; which Privateer had captured the **Eliza**, **McGowan**, from London to Sierra Leone; also a Portuguese Vessel.

The **Surprise**, **John**, from London, was captured by a French Privateer on the morning of the 8th December, as were a Brig belonging to London, loaded with many stores for Plymouth.

The **Mary**, **Horswell**, from Newfoundland to the West Indies, is taken and carried into Guadaloupe.

The **Smaller**, **Syme**, from Martinico to London, has been taken by a Privateer, retaken by the **Ship Penny**, and carried to Liverpool.

The **Pigeon**, ———, from Philadelphia to China, is captured by a French Frigate, and carried into Nantes.

The **Tarleton**, **Skimmins**, of Liverpool, is lost at Cape Palmas.

The **Endavour**, **Clow**, from Newfoundland, has been taken, retaken, and arrived at Dartmouth.

The **Marian** Transport, from the West Indies to London,

### Life at sea in the 18th Century

The above is taken from the Naval Chronicle 1799, and covers a four week period, it gives some idea of the dangers at sea in the 18th century. It is the spelling of the day, but it is well

worth the trouble to decipher to appreciate the dangers of that period. This is but one page of two and is a copy from an original document.